

TRAFFIC STUDY
APPENDICES



APPENDIX A

Intersection Operations Level of Service Calculation Worksheets

Existing (No Project)

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Scenario: Existing No Project Friday

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

Scenario: Existing No Project Saturday

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Turning Movement Report
No Project

Turning Movement Report
No Project

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#1 SR 49 / Miller Way														#1 SR 49 / Miller Way													
Base	30	105	0	0	94	1	1	0	22	0	0	0	253	Base	12	81	0	0	76	1	1	0	12	0	0	0	183
Added	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	30	105	0	0	94	1	1	0	22	0	0	0	253	Total	12	81	0	0	76	1	1	0	12	0	0	0	183
#2 SR 49 / Main St.														#2 SR 49 / Main St.													
Base	45	107	201	7	92	18	14	40	39	109	53	12	737	Base	39	61	129	15	78	4	12	30	29	169	64	16	646
Added	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	45	107	201	7	92	18	14	40	39	109	53	12	737	Total	39	61	129	15	78	4	12	30	29	169	64	16	646
#3 SR 49 / Poplar St.														#3 SR 49 / Poplar St.													
Base	35	345	0	0	237	4	2	0	30	0	0	0	653	Base	13	239	0	0	269	0	1	0	9	0	0	0	531
Added	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	35	345	0	0	237	4	2	0	30	0	0	0	653	Total	13	239	0	0	269	0	1	0	9	0	0	0	531
#4 SR 49 / Empire St.														#4 SR 49 / Empire St.													
Base	32	352	2	9	240	10	13	2	28	7	5	4	704	Base	30	239	1	0	276	0	1	0	26	5	0	2	580
Added	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	32	352	2	9	240	10	13	2	28	7	5	4	704	Total	30	239	1	0	276	0	1	0	26	5	0	2	580
#5 SR 49 / Randolph Dr.														#5 SR 49 / Randolph Dr.													
Base	8	366	0	0	248	19	14	0	8	0	0	0	663	Base	4	271	0	0	249	7	4	0	4	0	0	0	539
Added	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	8	366	0	0	248	19	14	0	8	0	0	0	663	Total	4	271	0	0	249	7	4	0	4	0	0	0	539
#6 SR 49 / SR 16														#6 SR 49 / SR 16													
Base	240	0	206	0	0	0	0	183	358	163	92	0	1242	Base	217	0	146	0	0	0	0	111	281	131	149	0	1035
Added	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	
Total	240	0	206	0	0	0	0	183	358	163	92	0	1242	Total	217	0	146	0	0	0	0	111	281	131	149	0	1035
#7 SR 124 / SR 16														#7 SR 124 / SR 16													
Base	12	0	79	0	0	0	0	465	20	55	268	0	899	Base	8	0	54	0	0	0	0	325	13	49	314	0	763
Added	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	
Total	12	0	79	0	0	0	0	465	20	55	268	0	899	Total	8	0	54	0	0	0	0	325	13	49	314	0	763
#8 Latrobe (Amador) / SR 16														#8 Latrobe (Amador) / SR 16													
Base	0	0	0	131	0	7	4	352	0	0	208	115	817	Base	0	0	0	97	0	0	3	227	0	0	228	89	644
Added	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	
Total	0	0	0	131	0	7	4	352	0	0	208	115	817	Total	0	0	0	97	0	0	3	227	0	0	228	89	644
#9 SR 104 (Preston) / SR 124 (North)														#9 SR 104 (Preston) / SR 124 (North)													
Base	110	196	112	48	247	47	30	13	125	66	20	30	1044	Base	71	109	67	19	133	8	5	10	66	77	16	17	598
Added	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	
Total	110	196	112	48	247	47	30	13	125	66	20	30	1044	Total	71	109	67	19	133	8	5	10	66	77	16	17	598

Ione Casino Existing No Project Friday PM Peak Hour												Ione Casino Existing No Project - Saturday PM Peak Hour															
Volume	Northbound			Southbound			Eastbound			Westbound			Total	Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Preston Ave. / Main St.														#10 Preston Ave. / Main St.													
Base	0	0	0	383	0	113	102	28	0	0	20	353	999	Base	0	0	0	238	0	57	68	14	0	0	9	231	617
Added	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	383	0	113	102	28	0	0	20	353	999	Total	0	0	0	238	0	57	68	14	0	0	9	231	617
#11 SR 124 (Church) / SR 104 (Main)														#11 SR 124 (Church) / SR 104 (Main)													
Base	170	3	10	5	1	13	13	218	213	6	181	6	839	Base	98	4	7	2	0	3	10	115	104	6	152	1	502
Added	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	170	3	10	5	1	13	13	218	213	6	181	6	839	Total	98	4	7	2	0	3	10	115	104	6	152	1	502
#12 SR 124 / SR 88														#12 SR 124 / SR 88													
Base	0	0	0	2	0	102	116	396	0	0	266	1	883	Base	0	0	0	9	0	65	53	234	0	0	250	4	615
Added	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	2	0	102	116	396	0	0	266	1	883	Total	0	0	0	9	0	65	53	234	0	0	250	4	615
#13 Jackson Valley Rd. / SR 88														#13 Jackson Valley Rd. / SR 88													
Base	7	12	5	2	23	8	6	508	34	2	348	3	958	Base	7	3	1	7	1	1	1	283	2	3	308	4	621
Added	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	7	12	5	2	23	8	6	508	34	2	348	3	958	Total	7	3	1	7	1	1	1	283	2	3	308	4	621
#14 SR 88 / Liberty Rd.														#14 SR 88 / Liberty Rd.													
Base	26	485	48	14	377	39	53	25	76	18	5	10	1176	Base	52	269	45	2	265	45	37	29	57	30	29	10	870
Added	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	26	485	48	14	377	39	53	25	76	18	5	10	1176	Total	52	269	45	2	265	45	37	29	57	30	29	10	870
#15 SR 88 / SR 12 (east)														#15 SR 88 / SR 12 (east)													
Base	0	0	0	97	0	312	534	371	0	0	164	40	1518	Base	0	0	0	45	0	303	320	244	0	0	168	49	1129
Added	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	97	0	312	534	371	0	0	164	40	1518	Total	0	0	0	45	0	303	320	244	0	0	168	49	1129
#16 Tully Rd. / SR 88														#16 Tully Rd. / SR 88													
Base	49	37	61	54	37	37	21	583	35	50	834	50	1848	Base	32	34	68	47	28	29	12	485	30	59	577	39	1440
Added	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	49	37	61	54	37	37	21	583	35	50	834	50	1848	Total	32	34	68	47	28	29	12	485	30	59	577	39	1440
#17 SR 88 / Victor (SR 12 west)														#17 SR 88 / Victor (SR 12 west)													
Base	19	675	1	10	393	220	364	13	24	4	4	15	1742	Base	22	418	0	6	348	203	264	1	17	3	4	4	1290
Added	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	19	675	1	10	393	220	364	13	24	4	4	15	1742	Total	22	418	0	6	348	203	264	1	17	3	4	4	1290
#18 SR 88 / Kettleman Ln.														#18 SR 88 / Kettleman Ln.													
Base	17	476	5	6	325	75	159	56	22	8	57	6	1212	Base	14	282	6	7	296	66	102	44	6	7	35	9	874
Added	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	17	476	5	6	325	75	159	56	22	8	57	6	1212	Total	14	282	6	7	296	66	102	44	6	7	35	9	874

Ione Casino Existing No Project Friday PM Peak Hour												Ione Casino Existing No Project - Saturday PM Peak Hour															
Volume	Northbound			Southbound			Eastbound			Westbound			Total	Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#19 Ione / SR 16														#19 Ione / SR 16													
Base	122	0	13	0	0	0	0	398	134	17	224	0	908	Base	60	0	1	0	0	0	0	240	54	0	249	0	604
Added	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	122	0	13	0	0	0	0	398	134	17	224	0	908	Total	60	0	1	0	0	0	0	240	54	0	249	0	604
#20 Murieta South Pkwy. / SR 16														#20 Murieta South Pkwy. / SR 16													
Base	4	3	3	9	1	93	146	472	9	0	282	20	1042	Base	3	1	0	8	3	81	122	331	4	0	336	14	903
Added	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	4	3	3	9	1	93	146	472	9	0	282	20	1042	Total	3	1	0	8	3	81	122	331	4	0	336	14	903
#21 Murieta Pkwy. / SR 16														#21 Murieta Pkwy. / SR 16													
Base	99	119	99	34	100	104	202	521	127	31	266	39	1741	Base	75	89	39	15	119	82	115	375	71	44	377	16	1417
Added	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	99	119	99	34	100	104	202	521	127	31	266	39	1741	Total	75	89	39	15	119	82	115	375	71	44	377	16	1417
#22 Stonehouse / SR 16														#22 Stonehouse / SR 16													
Base	0	0	0	80	0	5	5	753	0	0	435	71	1349	Base	0	0	0	69	0	5	11	484	0	0	503	46	1118
Added	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	80	0	5	5	753	0	0	435	71	1349	Total	0	0	0	69	0	5	11	484	0	0	503	46	1118
#23 Latrobe (Sac) / SR 16														#23 Latrobe (Sac) / SR 16													
Base	8	1	3	7	1	17	21	756	9	2	445	10	1280	Base	2	2	2	5	1	15	19	504	3	2	489	18	1062
Added	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	8	1	3	7	1	17	21	756	9	2	445	10	1280	Total	2	2	2	5	1	15	19	504	3	2	489	18	1062
#24 Dillard / SR 16														#24 Dillard / SR 16													
Base	46	0	57	0	0	0	0	725	114	77	339	0	1358	Base	56	0	55	0	0	0	0	462	76	58	465	0	1172
Added	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	46	0	57	0	0	0	0	725	114	77	339	0	1358	Total	56	0	55	0	0	0	0	462	76	58	465	0	1172
#25 Sloughhouse / SR 16														#25 Sloughhouse / SR 16													
Base	4	0	22	0	0	0	0	809	6	14	439	0	1294	Base	27	0	34	0	0	0	0	492	5	29	496	0	1083
Added	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	4	0	22	0	0	0	0	809	6	14	439	0	1294	Total	27	0	34	0	0	0	0	492	5	29	496	0	1083
#26 Grant Line / SR 16														#26 Grant Line / SR 16													
Base	2	212	56	40	256	23	39	732	1	59	359	32	1811	Base	0	104	44	26	91	16	9	470	6	61	460	27	1314
Added	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	2	212	56	40	256	23	39	732	1	59	359	32	1811	Total	0	104	44	26	91	16	9	470	6	61	460	27	1314
#27 Sunrise / SR 16														#27 Sunrise / SR 16													
Base	7	267	40	227	847	63	79	471	10	23	205	117	2356	Base	6	176	18	191	228	41	25	240	12	27	235	213	1412
Added	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	7	267	40	227	847	63	79	471	10	23	205	117	2356	Total	6	176	18	191	228	41	25	240	12	27	235	213	1412

Ione Casino Existing No Project Friday PM Peak Hour												Ione Casino Existing No Project - Saturday PM Peak Hour															
Volume	Northbound			Southbound			Eastbound			Westbound			Total	Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#28 Excelsior / SR 16														#28 Excelsior / SR 16													
Base	26	50	42	7	212	47	88	514	76	47	250	11	1370	Base	14	46	26	8	44	62	99	250	22	23	261	8	863
Added	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	26	50	42	7	212	47	88	514	76	47	250	11	1370	Total	14	46	26	8	44	62	99	250	22	23	261	8	863
#29 Bradshaw / SR 16														#29 Bradshaw / SR 16													
Base	41	578	22	221	1396	235	210	451	89	40	202	66	3551	Base	31	316	24	123	381	38	74	237	31	41	197	112	1605
Added	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	41	578	22	221	1396	235	210	451	89	40	202	66	3551	Total	31	316	24	123	381	38	74	237	31	41	197	112	1605
#30 Latrobe / White Rock														#30 Latrobe / White Rock													
Base	93	870	231	214	397	156	223	180	19	85	97	152	2717	Base	41	380	101	94	173	68	97	79	8	37	42	67	1187
Added	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	93	870	231	214	397	156	223	180	19	85	97	152	2717	Total	41	380	101	94	173	68	97	79	8	37	42	67	1187
#31 Latrobe / S. Shingle														#31 Latrobe / S. Shingle													
Base	15	182	10	0	116	28	20	3	2	2	10	3	391	Base	7	109	3	0	119	25	15	2	3	0	4	0	287
Added	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	15	182	10	0	116	28	20	3	2	2	10	3	391	Total	7	109	3	0	119	25	15	2	3	0	4	0	287
#32 Missouri Flat / US 50 WB Ramps														#32 Missouri Flat / US 50 WB Ramps													
Base	512	778	0	0	1128	355	459	0	1060	0	0	0	4292	Base	429	652	0	0	946	298	385	0	889	0	0	0	3599
Added	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	512	778	0	0	1128	355	459	0	1060	0	0	0	4292	Total	429	652	0	0	946	298	385	0	889	0	0	0	3599
#33 Missouri Flat / US 50 EB Ramps														#33 Missouri Flat / US 50 EB Ramps													
Base	0	1014	985	441	1754	0	261	2	681	0	0	0	5138	Base	0	850	825	370	1470	0	219	0	571	0	0	0	4305
Added	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	1014	985	441	1754	0	261	2	681	0	0	0	5138	Total	0	850	825	370	1470	0	219	0	571	0	0	0	4305
#34 Missouri Flat / Mother Lode														#34 Missouri Flat / Mother Lode													
Base	80	1725	0	0	2111	326	278	0	94	0	0	0	4614	Base	67	1466	0	0	1769	273	233	0	79	0	0	0	3887
Added	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	80	1725	0	0	2111	326	278	0	94	0	0	0	4614	Total	67	1466	0	0	1769	273	233	0	79	0	0	0	3887
#35 Missouri Flat / Forni														#35 Missouri Flat / Forni													
Base	35	692	70	140	943	230	277	55	50	62	49	114	2717	Base	32	536	22	46	586	216	233	15	36	20	11	40	1793
Added	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	35	692	70	140	943	230	277	55	50	62	49	114	2717	Total	32	536	22	46	586	216	233	15	36	20	11	40	1793
#36 Missouri Flat / Pleasant Valley														#36 Missouri Flat / Pleasant Valley													
Base	0	0	0	623	0	278	206	397	0	0	286	298	2088	Base	0	0	0	341	0	147	136	191	0	0	172	280	1267
Added	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	623	0	278	206	397	0	0	286	298	2088	Total	0	0	0	341	0	147	136	191	0	0	172	280	1267

Ione Casino Existing No Project Friday PM Peak Hour													Ione Casino Existing No Project - Saturday PM Peak Hour														
Volume	Northbound			Southbound			Eastbound			Westbound			Total	Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#37 Forni / Pleasant Valley													#37 Forni / Pleasant Valley														
Base	0	0	0	39	0	140	89	463	0	0	331	23	1085	Base	0	0	0	18	0	77	65	286	0	0	204	11	661
Added	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	39	0	140	89	463	0	0	331	23	1085	Total	0	0	0	18	0	77	65	286	0	0	204	11	661
#38 SR 49 / Pleasant Valley													#38 SR 49 / Pleasant Valley														
Base	91	0	163	0	0	0	0	309	219	265	215	0	1262	Base	85	0	144	0	0	0	0	154	128	135	205	0	851
Added	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	91	0	163	0	0	0	0	309	219	265	215	0	1262	Total	85	0	144	0	0	0	0	154	128	135	205	0	851
#100 Latrobe / Old Sacramento													#100 Latrobe / Old Sacramento														
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#174 SR-49 / Project Service Access													#174 SR-49 / Project Service Access														
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#176 Internal Project Intersection													#176 Internal Project Intersection														
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#300 Main / Sherwood													#300 Main / Sherwood														
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#301 Main / Empire													#301 Main / Empire														
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#302 Main / Poplar													#302 Main / Poplar														
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#303 Main / Mill													#303 Main / Mill														
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Ione Casino Existing No Project Friday PM Peak Hour												Ione Casino Existing No Project - Saturday PM Peak Hour															
Volume	Northbound			Southbound			Eastbound			Westbound			Total	Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#323 SR-49 / Main (Drytown)														#323 SR-49 / Main (Drytown)													
Base	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
Added	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
Total	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
#324 SR-49 / Water-Amador Creek														#324 SR-49 / Water-Amador Creek													
Base	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
Added	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
Total	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
#325 SR-49 / Gopher Flat														#325 SR-49 / Gopher Flat													
Base	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
Added	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
Total	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
#326 SR-49 / Eureka														#326 SR-49 / Eureka													
Base	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
Added	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
Total	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
#327 SR-49 / Church														#327 SR-49 / Church													
Base	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
Added	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
Total	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
#328 SR-49 / Ridge-SR-104 [Begin Amador Bypass]														#328 SR-49 / Ridge-SR-104 [Begin Amador Bypass]													
Base	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
Added	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
Total	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
#329 SR-49 / Jackson Gate-Ione Martell														#329 SR-49 / Jackson Gate-Ione Martell													
Base	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
Added	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
Total	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
#330 SR-49 / SR-88 (North)														#330 SR-49 / SR-88 (North)													
Base	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
Added	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
Total	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
#331 SR-49 / Sutter														#331 SR-49 / Sutter													
Base	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
Added	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
Total	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

Ione Casino Existing No Project Friday PM Peak Hour												Ione Casino Existing No Project - Saturday PM Peak Hour																																				
Volume	Northbound			Southbound			Eastbound			Westbound			Total	Volume	Northbound			Southbound			Eastbound			Westbound			Total																					
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume																					
#332 SR-49 / Hoffman														#332 SR-49 / Hoffman																																		
Base	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	Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#333 SR-49 / Main (Jackson)														#333 SR-49 / Main (Jackson)																																		
Base	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	Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#334 SR-49 / SR-88 (South)														#334 SR-49 / SR-88 (South)																																		
Base	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	Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#337 SR-104 / SR-88														#337 SR-104 / SR-88																																		
Base	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	Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#341 SR-12 / SR-99 NB Ramps														#341 SR-12 / SR-99 NB Ramps																																		
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Added	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	Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#342 SR-12 / SR-99 SB Ramps														#342 SR-12 / SR-99 SB Ramps																																		
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0
Added	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	Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#343 Kettleman / SR-99 SB Ramps														#343 Kettleman / SR-99 SB Ramps																																		
Base	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	Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#344 Kettleman / SR-99 NB Ramps														#344 Kettleman / SR-99 NB Ramps																																		
Base	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	Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Impact Analysis Report
Level Of Service

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in	Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C			LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 1 SR 49 / Miller Way	A	8.8	0.000	A	8.8	0.000	+ 0.000 D/V	# 1 SR 49 / Miller Way	A	8.4	0.000	A	8.4	0.000	+ 0.000 D/V
# 2 SR 49 / Main St.	C	17.7	0.000	C	17.7	0.000	+ 0.000 D/V	# 2 SR 49 / Main St.	C	20.0	0.000	C	20.0	0.000	+ 0.000 D/V
# 3 SR 49 / Poplar St.	B	10.1	0.000	B	10.1	0.000	+ 0.000 D/V	# 3 SR 49 / Poplar St.	B	10.3	0.000	B	10.3	0.000	+ 0.000 D/V
# 4 SR 49 / Empire St.	B	14.9	0.000	B	14.9	0.000	+ 0.000 D/V	# 4 SR 49 / Empire St.	B	13.7	0.000	B	13.7	0.000	+ 0.000 D/V
# 5 SR 49 / Randolph Dr.	B	12.4	0.000	B	12.4	0.000	+ 0.000 D/V	# 5 SR 49 / Randolph Dr.	B	11.3	0.000	B	11.3	0.000	+ 0.000 D/V
# 6 SR 49 / SR 16	B	14.2	0.474	B	14.2	0.474	+ 0.000 D/V	# 6 SR 49 / SR 16	B	13.3	0.381	B	13.3	0.381	+ 0.000 D/V
# 7 SR 124 / SR 16	B	13.1	0.000	B	13.1	0.000	+ 0.000 D/V	# 7 SR 124 / SR 16	B	11.5	0.000	B	11.5	0.000	+ 0.000 D/V
# 8 Latrobe (Amador) / SR 16	B	12.1	0.000	B	12.1	0.000	+ 0.000 D/V	# 8 Latrobe (Amador) / SR 16	B	14.3	0.000	B	14.3	0.000	+ 0.000 D/V
# 9 SR 104 (Preston) / SR 124 (Nor	F	70.7	0.000	F	70.7	0.000	+ 0.000 D/V	# 9 SR 104 (Preston) / SR 124 (Nor	C	17.4	0.000	C	17.4	0.000	+ 0.000 D/V
# 10 Preston Ave. / Main St.	F	86.7	0.000	F	86.7	0.000	+ 0.000 D/V	# 10 Preston Ave. / Main St.	B	14.8	0.000	B	14.8	0.000	+ 0.000 D/V
# 11 SR 124 (Church) / SR 104 (Main	C	22.1	0.000	C	22.1	0.000	+ 0.000 D/V	# 11 SR 124 (Church) / SR 104 (Main	B	13.7	0.000	B	13.7	0.000	+ 0.000 D/V
# 12 SR 124 / SR 88	B	10.9	0.000	B	10.9	0.000	+ 0.000 D/V	# 12 SR 124 / SR 88	B	10.7	0.000	B	10.7	0.000	+ 0.000 D/V
# 13 Jackson Valley Rd. / SR 88	B	11.3	0.000	B	11.3	0.000	+ 0.000 D/V	# 13 Jackson Valley Rd. / SR 88	A	9.6	0.000	A	9.6	0.000	+ 0.000 D/V
# 14 SR 88 / Liberty Rd.	C	22.9	0.000	C	22.9	0.000	+ 0.000 D/V	# 14 SR 88 / Liberty Rd.	B	14.9	0.000	B	14.9	0.000	+ 0.000 D/V
# 15 SR 88 / SR 12 (east)	B	12.2	0.634	B	12.2	0.634	+ 0.000 D/V	# 15 SR 88 / SR 12 (east)	B	11.7	0.455	B	11.7	0.455	+ 0.000 D/V
# 16 Tully Rd. / SR 88	B	18.8	0.778	B	18.8	0.778	+ 0.000 D/V	# 16 Tully Rd. / SR 88	B	13.2	0.566	B	13.2	0.566	+ 0.000 D/V
# 17 SR 88 / Victor (SR 12 west)	B	18.2	0.497	B	18.2	0.497	+ 0.000 D/V	# 17 SR 88 / Victor (SR 12 west)	B	16.8	0.444	B	16.8	0.444	+ 0.000 D/V
# 18 SR 88 / Kettleman Ln.	C	24.7	0.643	C	24.7	0.643	+ 0.000 D/V	# 18 SR 88 / Kettleman Ln.	B	18.5	0.477	B	18.5	0.477	+ 0.000 D/V
# 19 Ione / SR 16	B	14.2	0.000	B	14.2	0.000	+ 0.000 D/V	# 19 Ione / SR 16	A	8.9	0.000	A	8.9	0.000	+ 0.000 D/V
# 20 Murieta South Pkwy./ SR 16	A	9.2	0.364	A	9.2	0.364	+ 0.000 D/V	# 20 Murieta South Pkwy./ SR 16	A	9.4	0.356	A	9.4	0.356	+ 0.000 D/V
# 21 Murieta Pkwy. /SR 16	B	17.0	0.544	B	17.0	0.544	+ 0.000 D/V	# 21 Murieta Pkwy. /SR 16	B	16.9	0.518	B	16.9	0.518	+ 0.000 D/V
# 22 Stonehouse / SR 16	E	43.0	0.000	E	43.0	0.000	+ 0.000 D/V	# 22 Stonehouse / SR 16	D	26.0	0.000	D	26.0	0.000	+ 0.000 D/V
# 23 Latrobe (Sac) / SR 16	D	32.8	0.000	D	32.8	0.000	+ 0.000 D/V	# 23 Latrobe (Sac) / SR 16	C	20.5	0.000	C	20.5	0.000	+ 0.000 D/V

Ione Casino
Existing No Project Friday
PM Peak Hour

Intersection	Base		Future		Change in	
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C		
# 24 Dillard / SR 16	B 15.7	0.795	B 15.7	0.795	+ 0.000	D/V
# 25 Sloughhouse / SR 16	C 18.2	0.000	C 18.2	0.000	+ 0.000	D/V
# 26 Grant Line / SR 16	E 63.2	0.970	E 63.2	0.970	+ 0.000	D/V
# 27 Sunrise / SR 16	D 42.8	0.882	D 42.8	0.882	+ 0.000	D/V
# 28 Excelsior / SR 16	B 19.3	0.529	B 19.3	0.529	+ 0.000	D/V
# 29 Bradshaw / SR 16	D 36.7	0.865	D 36.7	0.865	+ 0.000	D/V
# 30 Latrobe / White Rock	B 18.3	0.411	B 18.3	0.411	+ 0.000	D/V
# 31 Latrobe / S. Shingle	B 11.4	0.000	B 11.4	0.000	+ 0.000	D/V
# 32 Missouri Flat / US 50 WB Ramps	F 85.0	1.170	F 85.0	1.170	+ 0.000	D/V
# 33 Missouri Flat / US 50 EB Ramps	F 90.5	1.383	F 90.5	1.383	+ 0.000	D/V
# 34 Missouri Flat / Mother Lode	B 15.1	0.876	B 15.1	0.876	+ 0.000	D/V
# 35 Missouri Flat / Forni	B 17.7	0.548	B 17.7	0.548	+ 0.000	D/V
# 36 Missouri Flat / Pleasant Valle	B 17.2	0.715	B 17.2	0.715	+ 0.000	D/V
# 37 Forni / Pleasant Valley	C 16.8	0.000	C 16.8	0.000	+ 0.000	D/V
# 38 SR 49 / Pleasant Valley	C 18.4	0.802	C 18.4	0.802	+ 0.000	V/C

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Intersection	Base		Future		Change in	
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C		
# 24 Dillard / SR 16	A 9.4	0.533	A 9.4	0.533	+ 0.000	D/V
# 25 Sloughhouse / SR 16	C 16.9	0.000	C 16.9	0.000	+ 0.000	D/V
# 26 Grant Line / SR 16	C 20.5	0.598	C 20.5	0.598	+ 0.000	D/V
# 27 Sunrise / SR 16	B 19.4	0.516	B 19.4	0.516	+ 0.000	D/V
# 28 Excelsior / SR 16	B 18.8	0.296	B 18.8	0.296	+ 0.000	D/V
# 29 Bradshaw / SR 16	C 20.1	0.475	C 20.1	0.475	+ 0.000	D/V
# 30 Latrobe / White Rock	B 17.1	0.180	B 17.1	0.180	+ 0.000	D/V
# 31 Latrobe / S. Shingle	B 10.9	0.000	B 10.9	0.000	+ 0.000	D/V
# 32 Missouri Flat / US 50 WB Ramps	D 44.8	0.981	D 44.8	0.981	+ 0.000	D/V
# 33 Missouri Flat / US 50 EB Ramps	D 53.4	1.104	D 53.4	1.104	+ 0.000	D/V
# 34 Missouri Flat / Mother Lode	B 10.6	0.794	B 10.6	0.794	+ 0.000	D/V
# 35 Missouri Flat / Forni	B 16.0	0.366	B 16.0	0.366	+ 0.000	D/V
# 36 Missouri Flat / Pleasant Valle	B 12.3	0.423	B 12.3	0.423	+ 0.000	D/V
# 37 Forni / Pleasant Valley	B 11.2	0.000	B 11.2	0.000	+ 0.000	D/V
# 38 SR 49 / Pleasant Valley	B 11.4	0.451	B 11.4	0.451	+ 0.000	V/C

Ione Casino
Existing No Project Friday
PM Peak Hour

Signal Warrant Summary Report

Intersection	Base Met		Future Met
	[Del / Vol]	[Del / Vol]	
# 1 SR 49 / Miller Way	No / No	No / No	???
# 2 SR 49 / Main St.	No / No	No / No	???
# 3 SR 49 / Poplar St.	No / No	No / No	???
# 4 SR 49 / Empire St.	No / No	No / No	???
# 5 SR 49 / Randolph Dr.	No / No	No / No	???
# 7 SR 124 / SR 16	No / No	No / No	???
# 8 Latrobe (Amador) / SR 16	No / No	No / No	???
# 9 SR 104 (Preston) / SR 124 (North)	No / Yes	No / Yes	???
# 10 Preston Ave. / Main St.	Yes / Yes	Yes / Yes	???
# 11 SR 124 (Church) / SR 104 (Main)	No / No	No / No	???
# 12 SR 124 / SR 88	No / No	No / No	???
# 13 Jackson Valley Rd. / SR 88	No / No	No / No	???
# 14 SR 88 / Liberty Rd.	No / No	No / No	???
# 19 Ione / SR 16	No / No	No / No	???
# 22 Stonehouse / SR 16	No / No	No / No	???
# 23 Latrobe (Sac) / SR 16	No / No	No / No	???
# 25 Sloughhouse / SR 16	No / No	No / No	???
# 31 Latrobe / S. Shingle	No / No	No / No	???
# 37 Forni / Pleasant Valley	No / Yes	No / Yes	???
# 38 SR 49 / Pleasant Valley	No	No	???

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Signal Warrant Summary Report

Intersection	Base Met		Future Met
	[Del / Vol]	[Del / Vol]	
# 1 SR 49 / Miller Way	No / No	No / No	???
# 2 SR 49 / Main St.	No / No	No / No	???
# 3 SR 49 / Poplar St.	No / No	No / No	???
# 4 SR 49 / Empire St.	No / No	No / No	???
# 5 SR 49 / Randolph Dr.	No / No	No / No	???
# 7 SR 124 / SR 16	No / No	No / No	???
# 8 Latrobe (Amador) / SR 16	No / No	No / No	???
# 9 SR 104 (Preston) / SR 124 (North)	No / No	No / No	???
# 10 Preston Ave. / Main St.	No / Yes	No / Yes	???
# 11 SR 124 (Church) / SR 104 (Main)	No / No	No / No	???
# 12 SR 124 / SR 88	No / No	No / No	???
# 13 Jackson Valley Rd. / SR 88	No / No	No / No	???
# 14 SR 88 / Liberty Rd.	No / No	No / No	???
# 19 Ione / SR 16	No / No	No / No	???
# 22 Stonehouse / SR 16	No / No	No / No	???
# 23 Latrobe (Sac) / SR 16	No / No	No / No	???
# 25 Sloughhouse / SR 16	No / No	No / No	???
# 31 Latrobe / S. Shingle	No / No	No / No	???
# 37 Forni / Pleasant Valley	No / No	No / No	???
# 38 SR 49 / Pleasant Valley	No	No	???

Ione Casino
Existing No Project Friday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #1 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	1	0	0	1	0	0	0
Initial Vol:	30	105	0	0	94	1	1	0	22	0	0	0
ApproachDel:	xxxxxxx			xxxxxxx			8.8			xxxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

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

Signal Warrant Rule #2: [approach volume=23]

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

Signal Warrant Rule #3: [approach count=3][total volume=253]

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

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #1 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	1	0	0	1	0	0	0
Initial Vol:	12	81	0	0	76	1	1	0	12	0	0	0
ApproachDel:	xxxxxxx			xxxxxxx			8.4			xxxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

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

Signal Warrant Rule #2: [approach volume=13]

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

Signal Warrant Rule #3: [approach count=3][total volume=183]

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

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
Existing No Project Friday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #1 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	1	0	0	0	0	0
Initial Vol:	30	105	0	0	94	1	1	0	22	0	0	0

Major Street Volume: 230
Minor Approach Volume: 23
Minor Approach Volume Threshold: 460

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #1 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	1	0	0	0	0	0
Initial Vol:	12	81	0	0	76	1	1	0	12	0	0	0

Major Street Volume: 170
Minor Approach Volume: 13
Minor Approach Volume Threshold: 530

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
Existing No Project Friday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #2 SR 49 / Main St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	45 107 201	7 92 18	14 40 39	109 53 12
ApproachDel:	xxxxxx	xxxxxx	12.2	17.7

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=93]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=737]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.9]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=174]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=737]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #2 SR 49 / Main St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	39 61 129	15 78 4	12 30 29	169 64 16
ApproachDel:	xxxxxx	xxxxxx	11.5	20.0

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=71]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=646]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=249]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=646]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
Existing No Project Friday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #2 SR 49 / Main St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign				
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	45	107	201	7	92	18	14	40	39	109	53	12		

Major Street Volume: 470
Minor Approach Volume: 174
Minor Approach Volume Threshold: 220

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #2 SR 49 / Main St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign				
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	39	61	129	15	78	4	12	30	29	169	64	16		

Major Street Volume: 326
Minor Approach Volume: 249
Minor Approach Volume Threshold: 280

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
Existing No Project Friday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #3 SR 49 / Poplar St.

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	1	0	0	0	1	0	0	0	1	0	0	0	0	0
Initial Vol:	35	345	0	0	237	4	2	0	30	0	0	0	0	0	0	0			
ApproachDel:	xxxxxxx			xxxxxxx			10.1			xxxxxxx									

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=32]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=653]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #3 SR 49 / Poplar St.

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	1	0	0	0	1	0	0	0	0	0
Initial Vol:	13	239	0	0	269	0	1	0	9	0	0	0	0		
ApproachDel:	xxxxxxx			xxxxxxx			10.3			xxxxxxx					

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=10]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=531]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 SR 49 / Poplar St.

Intersection #3 SR 49 / Poplar St.

Base Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	35	345	0	0	237	4	2	0	30	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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign							
Lanes:	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	13	239	0	0	269	0	1	0	9	0	0	0	0	0	0	0	

Major Street Volume: 621
Minor Approach Volume: 32
Minor Approach Volume Threshold: 346

Major Street Volume: 521
Minor Approach Volume: 10
Minor Approach Volume Threshold: 393

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
Existing No Project Friday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #4 SR 49 / Empire St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	32 352 2	9 240 10	13 2 28	7 5 4
ApproachDel:	xxxxxx	xxxxxx	12.0	14.9

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=43]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=704]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=16]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=704]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #4 SR 49 / Empire St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1 0 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	30 239 1	0 276 0	1 0 26	5 0 2
ApproachDel:	xxxxxx	xxxxxx	10.3	13.7

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=27]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=580]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
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=4][total volume=580]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing No Project Friday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 SR 49 / Empire St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	1	0 0 1	0	0	1! 0 0
Initial Vol:	32	352	2	9	240	10	13	2	28	7	5	4

Major Street Volume: 645
Minor Approach Volume: 43
Minor Approach Volume Threshold: 430

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 SR 49 / Empire St.

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1! 0 0	0	0	1 0 0	0	1	0 0 1	0	0	1! 0 0
Initial Vol:	30	239	1	0	276	0	1	0	26	5	0	2

Major Street Volume: 546
Minor Approach Volume: 27
Minor Approach Volume Threshold: 483

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing No Project Friday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #5 SR 49 / Randolph Dr.

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	1	0	0	0	1	0	0
Initial Vol:	8	366	0	0	248	19	14	0	8	0	0	0
ApproachDel:	xxxxxx			xxxxxx			12.4			xxxxxx		

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=22]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=663]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #5 SR 49 / Randolph Dr.

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	1	1	0	0	1	0	0
Initial Vol:	4	271	0	0	249	7	4	0	4	0	0	0
ApproachDel:	xxxxxx			xxxxxx			11.3			xxxxxx		

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=539]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #5 SR 49 / Randolph Dr.

Intersection #5 SR 49 / Randolph Dr.

Base Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	1	0	0	0
Initial Vol:	8	366	0	0	248	19	14	0	8	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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0
Initial Vol:	4	271	0	0	249	7	4	0	4	0	0	0

Major Street Volume: 641
Minor Approach Volume: 22
Minor Approach Volume Threshold: 291

Major Street Volume: 531
Minor Approach Volume: 8
Minor Approach Volume Threshold: 347

SIGNAL WARRANT DISCLAIMER

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SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Base Volume Alternative: Peak Hour Warrant NOT Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

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

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

Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=91]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=899]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=62]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=763]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing No Project Friday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #7 SR 124 / SR 16

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	0	0	0	0	0	0	1	1	0	1
Initial Vol:	12	0	79	0	0	0	0	465	20	55	268	0

Major Street Volume: 808
Minor Approach Volume: 91
Minor Approach Volume Threshold: 221

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #7 SR 124 / SR 16

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1	0	0	0	0	0	0	0	1	1	0	1
Initial Vol:	8	0	54	0	0	0	0	325	13	49	314	0

Major Street Volume: 701
Minor Approach Volume: 62
Minor Approach Volume Threshold: 264

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #8 Latrobe (Amador) / SR 16

Intersection #8 Latrobe (Amador) / SR 16

Base Volume Alternative: Peak Hour Warrant NOT Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=138]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=817]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=97]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=644]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #8 Latrobe (Amador) / SR 16

Intersection #8 Latrobe (Amador) / SR 16

Base Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	0	1
Initial Vol:	0	0	0	131	0	7	4	352	0	0	208	115

Approach:	North Bound			South Bound			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	1	0	0	0	1	0	0	0	1
Initial Vol:	0	0	0	97	0	0	3	227	0	0	228	89

Major Street Volume: 679
Minor Approach Volume: 138
Minor Approach Volume Threshold: 159

Major Street Volume: 547
Minor Approach Volume: 97
Minor Approach Volume Threshold: 195

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Base Volume Alternative: Peak Hour Warrant NOT Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=168]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1044]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=81]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=598]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=116]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1044]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=110]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=598]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Base Volume Alternative: Peak Hour Warrant Met

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

Approach:	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
Initial Vol:	110 196 112	48 247 47	30 13 125	66 20 30

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
Initial Vol:	71 109 67	19 133 8	5 10 66	77 16 17

Major Street Volume: 760
Minor Approach Volume: 168
Minor Approach Volume Threshold: 140

Major Street Volume: 407
Minor Approach Volume: 110
Minor Approach Volume Threshold: 244

SIGNAL WARRANT DISCLAIMER

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SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Base Volume Alternative: Peak Hour Warrant Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=11.9]

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

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=496]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=999]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=295]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=617]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Base Volume Alternative: Peak Hour Warrant Met

Base Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, and Initial Vol.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, and Initial Vol.

Major Street Volume: 503
Minor Approach Volume: 496
Minor Approach Volume Threshold: 208

Major Street Volume: 322
Minor Approach Volume: 295
Minor Approach Volume Threshold: 283

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing No Project Friday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #11 SR 124 (Church) / SR 104 (Main)

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	1	0	0	1	0	0	1
Initial Vol:	170	3	10	5	1	13	13	218	213	6	181	6
ApproachDel:	22.1			11.0			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=183]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=839]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=19]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=839]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #11 SR 124 (Church) / SR 104 (Main)

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	1	0	0	1	0	0	1
Initial Vol:	98	4	7	2	0	3	10	115	104	6	152	1
ApproachDel:	13.7			10.2			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=109]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=502]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=5]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=502]
FAIL - Total volume less than 650 for intersection with less than four approaches.

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Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 SR 124 (Church) / SR 104 (Main)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Base Volume Alternative: Peak Hour Warrant NOT Met

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

Approach:	North Bound	South Bound	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
Initial Vol:	170 3 10	5 1 13	13 218 213	6 181 6

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
Initial Vol:	98 4 7	2 0 3	10 115 104	6 152 1

Major Street Volume: 637
Minor Approach Volume: 183
Minor Approach Volume Threshold: 340

Major Street Volume: 388
Minor Approach Volume: 109
Minor Approach Volume Threshold: 472

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing No Project Friday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #12 SR 124 / SR 88

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	1	0	0	1	0	1	0	0	1
Initial Vol:	0	0	0	2	0	102	116	396	0	0	266	1
ApproachDel:	xxxxxxx			10.9			xxxxxxx			xxxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]

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

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

Signal Warrant Rule #2: [approach volume=104]

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

Signal Warrant Rule #3: [approach count=3][total volume=883]

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

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #12 SR 124 / SR 88

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	1	0	0	1	0	1	0	0	1
Initial Vol:	0	0	0	9	0	65	53	234	0	0	250	4
ApproachDel:	xxxxxxx			10.7			xxxxxxx			xxxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

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

Signal Warrant Rule #2: [approach volume=74]

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

Signal Warrant Rule #3: [approach count=3][total volume=615]

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

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Base Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	1	0	1	0	0	1
Initial Vol:	0	0	0	2	0	102	116	396	0	0	266	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		
Lanes:	0	0	0	1	0	0	1	0	1	0	0	1
Initial Vol:	0	0	0	9	0	65	53	234	0	0	250	4

Major Street Volume: 779
Minor Approach Volume: 104
Minor Approach Volume Threshold: 232

Major Street Volume: 541
Minor Approach Volume: 74
Minor Approach Volume Threshold: 342

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #13 Jackson Valley Rd. / SR 88

Intersection #13 Jackson Valley Rd. / SR 88

Base Volume Alternative: Peak Hour Warrant NOT Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=24]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=958]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=11]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=621]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=33]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=958]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
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=621]
FAIL - Total volume less than 650 for intersection with less than four approaches.

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Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #13 Jackson Valley Rd. / SR 88

Intersection #13 Jackson Valley Rd. / SR 88

Base Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	1	0	0	1
Initial Vol:	7	12	5	2	23	8	6	508	34	2	348	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		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	7	3	1	7	1	1	1	283	2	3	308	4

Major Street Volume: 901
Minor Approach Volume: 33
Minor Approach Volume Threshold: 146

Major Street Volume: 601
Minor Approach Volume: 11
Minor Approach Volume Threshold: 239

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Base Volume Alternative: Peak Hour Warrant NOT Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]
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=154]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1176]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
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=123]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=870]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=33]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1176]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
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=4][total volume=870]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Base Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	1	0	0	1	0	0
Initial Vol:	26	485	48	14	377	39	53	25	76	18	5	10

Approach:	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	1	0	1	0	1	0	1	0	0
Initial Vol:	52	269	45	2	265	45	37	29	57	30	29	10

Major Street Volume: 989
Minor Approach Volume: 154
Minor Approach Volume Threshold: 160

Major Street Volume: 678
Minor Approach Volume: 123
Minor Approach Volume Threshold: 274

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing No Project Friday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #19 Ione / SR 16

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1 0 0	0 0 0 0 0	0 0 0 1 0	1 0 1 0 0
Initial Vol:	122 0 13	0 0 0	0 398 134	17 224 0
ApproachDel:	14.2	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

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

Signal Warrant Rule #2: [approach volume=135]

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

Signal Warrant Rule #3: [approach count=3][total volume=908]

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

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #19 Ione / SR 16

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1 0 0	0 0 0 0 0	0 0 0 1 0	1 0 1 0 0
Initial Vol:	60 0 1	0 0 0	0 240 54	0 249 0
ApproachDel:	8.9	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

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

Signal Warrant Rule #2: [approach volume=61]

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

Signal Warrant Rule #3: [approach count=3][total volume=604]

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

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing No Project Friday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #19 Ione / SR 16

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	122	0	13	0	0	0	0	398	134	17	224	0

Major Street Volume: 773
Minor Approach Volume: 135
Minor Approach Volume Threshold: 181

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #19 Ione / SR 16

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	60	0	1	0	0	0	0	240	54	0	249	0

Major Street Volume: 543
Minor Approach Volume: 61
Minor Approach Volume Threshold: 262

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
Existing No Project Friday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #22 Stonehouse / SR 16

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	1	0	0	1	0	1	0	0	1
Initial Vol:	0	0	0	80	0	5	5	753	0	0	435	71
ApproachDel:	xxxxxxx			43.0			xxxxxxx			xxxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]
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=85]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1349]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #22 Stonehouse / SR 16

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	1	0	0	1	0	1	0	0	1
Initial Vol:	0	0	0	69	0	5	11	484	0	0	503	46
ApproachDel:	xxxxxxx			26.0			xxxxxxx			xxxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]
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=74]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1118]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Stonehouse / SR 16

Intersection #22 Stonehouse / SR 16

Base Volume Alternative: Peak Hour Warrant NOT Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	0	0	1	0	1	0	0	1
Initial Vol:	0	0	0	80	0	5	5	753	0	0	435	71

Approach:	North Bound			South Bound			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	1	0	0	1	0	1	0	0	1
Initial Vol:	0	0	0	69	0	5	11	484	0	0	503	46

Major Street Volume: 1264
Minor Approach Volume: 85
Minor Approach Volume Threshold: 273

Major Street Volume: 1044
Minor Approach Volume: 74
Minor Approach Volume Threshold: 356

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #23 Latrobe (Sac) / SR 16

Intersection #23 Latrobe (Sac) / SR 16

Base Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	1	0	1	1	0	0	1	0	1	0	0	1	0
Initial Vol:	8	1	3	7	1	17	21	756	9	2	445	10					
ApproachDel:	32.8			19.7			xxxxxx			xxxxxx							

Approach:	North Bound			South Bound			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	1	0	0	1	0	1	1	0	0	1	0	1	0	0	1	0
Initial Vol:	2	2	2	5	1	15	19	504	3	2	489	18					
ApproachDel:	20.5			15.7			xxxxxx			xxxxxx							

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=12]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1280]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=6]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1062]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=25]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1280]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=21]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1062]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #23 Latrobe (Sac) / SR 16

Intersection #23 Latrobe (Sac) / SR 16

Base Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	1	0	0	1	0	0	1	0
Initial Vol:	8	1	3	7	1	17	21	756	9	2	445	10

Approach:	North Bound			South Bound			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	1	0	0	1	0	0	1	0	0	1	0
Initial Vol:	2	2	2	5	1	15	19	504	3	2	489	18

Major Street Volume: 1243
Minor Approach Volume: 25
Minor Approach Volume Threshold: 281

Major Street Volume: 1035
Minor Approach Volume: 21
Minor Approach Volume Threshold: 359

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #25 Sloughhouse / SR 16

Intersection #25 Sloughhouse / SR 16

Base Volume Alternative: Peak Hour Warrant NOT Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=26]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1294]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=61]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1083]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #25 Sloughhouse / SR 16

Intersection #25 Sloughhouse / SR 16

Base Volume Alternative: Peak Hour Warrant NOT Met

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	0	0	0	0	1	1	0	1
Initial Vol:	4	0	22	0	0	0	0	809	6	14	439	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		
Lanes:	1	0	0	0	0	0	0	0	1	1	0	1
Initial Vol:	27	0	34	0	0	0	0	492	5	29	496	0

Major Street Volume:	1268
Minor Approach Volume:	26
Minor Approach Volume Threshold:	272

Major Street Volume:	1022
Minor Approach Volume:	61
Minor Approach Volume Threshold:	365

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing No Project Friday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #31 Latrobe / S. Shingle

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	15 182 10	0 0 116 28	20 3 2	2 10 3
ApproachDel:	xxxxxx	xxxxxx	11.4	11.2

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=25]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=391]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=15]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=391]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #31 Latrobe / S. Shingle

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 1 0 0
Initial Vol:	7 109 3	0 0 119 25	15 2 3	0 4 0
ApproachDel:	xxxxxx	xxxxxx	10.4	10.9

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=20]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=287]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=4]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=287]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Base Volume Alternative: Peak Hour Warrant NOT Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	15	182	10	0	116	28	20	3	2	2	10	3

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	7	109	3	0	119	25	15	2	3	0	4	0

Major Street Volume: 351
Minor Approach Volume: 25
Minor Approach Volume Threshold: 268

Major Street Volume: 263
Minor Approach Volume: 20
Minor Approach Volume Threshold: 316

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

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

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

Signal Warrant Rule #1: [vehicle-hours=0.8]

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

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=3][total volume=1085]

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

Signal Warrant Rule #2: [approach volume=95]

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

Signal Warrant Rule #3: [approach count=3][total volume=661]

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

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Base Volume Alternative: Peak Hour Warrant Met

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	1	0	0	0	1
Initial Vol:	0	0	0	39	0	140	89	463	0	0	331	23

Approach:	North Bound			South Bound			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	1	0	0	0	1
Initial Vol:	0	0	0	18	0	77	65	286	0	0	204	11

Major Street Volume: 906
Minor Approach Volume: 179
Minor Approach Volume Threshold: 111

Major Street Volume: 566
Minor Approach Volume: 95
Minor Approach Volume Threshold: 189

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #38 SR 49 / Pleasant Valley

Intersection #38 SR 49 / Pleasant Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

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			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	91	0	163	0	0	0	0	309	219	265	215	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		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	85	0	144	0	0	0	0	154	128	135	205	0

Major Street Volume:	1008											
Minor Approach Volume:	254											
Minor Approach Volume Threshold:	282											

Major Street Volume:	622											
Minor Approach Volume:	229											
Minor Approach Volume Threshold:	448											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

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

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for North Bound, South Bound, East Bound, and West Bound movements.

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for North Bound, South Bound, East Bound, and West Bound movements.

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

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

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

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

Intersection #2 SR 49 / Main St.
Average Delay (sec/veh): 6.3 Worst Case Level Of Service: C[17.7]
Street Name: SR 49 Main St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1! 0 0
Volume Module:
Base Vol: 45 107 201 7 92 18 14 40 39 109 53 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: 45 107 201 7 92 18 14 40 39 109 53 12
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 47 113 212 7 97 19 15 42 41 115 56 13
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 47 113 212 7 97 19 15 42 41 115 56 13
Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3
Capacity Module:
Cnflct Vol: 116 xxxx xxxxx 324 xxxx xxxxx 468 540 106 476 444 218
Potent Cap.: 1436 xxxx xxxxx 1202 xxxx xxxxx 508 451 953 503 512 826
Move Cap.: 1436 xxxx xxxxx 1202 xxxx xxxxx 443 433 953 432 491 826
Volume/Cap: 0.03 xxxx xxxxx 0.01 xxxx xxxxx 0.03 0.10 0.04 0.27 0.11 0.02
Level Of Service Module:
2Way95thQ: 0.1 xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxxx 0.1 xxxx xxxxx xxxxx
Control Del: 7.6 xxxx xxxxx 8.0 xxxx xxxxx xxxxx xxxxx 8.9 xxxxx xxxxx xxxxx
LOS by Move: A * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 436 xxxx xxxxx xxxx 464 xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.4 xxxx xxxxx xxxxx 1.9 xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 14.5 xxxx xxxxx xxxxx 17.7 xxxxx
Shared LOS: * * * * * B * * C *
ApproachDel: xxxxxx xxxxxx 12.2 17.7
ApproachLOS: * * B C
Note: Queue reported is the number of cars per lane.

Intersection #2 SR 49 / Main St.
Average Delay (sec/veh): 9.6 Worst Case Level Of Service: C[20.0]
Street Name: SR 49 Main St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1! 0 0
Volume Module:
Base Vol: 39 61 129 15 78 4 12 30 29 169 64 16
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 39 61 129 15 78 4 12 30 29 169 64 16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 45 71 150 17 91 5 14 35 34 197 74 19
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 45 71 150 17 91 5 14 35 34 197 74 19
Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3
Capacity Module:
Cnflct Vol: 95 xxxx xxxxx 221 xxxx xxxxx 411 440 93 399 367 146
Potent Cap.: 1462 xxxx xxxxx 1313 xxxx xxxxx 555 514 970 565 565 906
Move Cap.: 1462 xxxx xxxxx 1313 xxxx xxxxx 470 491 970 498 540 906
Volume/Cap: 0.03 xxxx xxxxx 0.01 xxxx xxxxx 0.03 0.07 0.03 0.39 0.14 0.02
Level Of Service Module:
2Way95thQ: 0.1 xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxxx 0.1 xxxx xxxxx xxxxx
Control Del: 7.5 xxxx xxxxx 7.8 xxxx xxxxx xxxxx xxxxx 8.8 xxxxx xxxxx xxxxx
LOS by Move: A * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 485 xxxx xxxxx xxxx 524 xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxxx xxxxx 0.3 xxxx xxxxx xxxxx 3.3 xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 13.3 xxxx xxxxx xxxxx 20.0 xxxxx
Shared LOS: * * * * * B * * * *
ApproachDel: xxxxxx xxxxxx 11.5 20.0
ApproachLOS: * * B C
Note: Queue reported is the number of cars per lane.

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

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

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, Level Of Service Module. Includes data for SR 49 and Poplar St. with values for delay, volume, and service level.

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, Level Of Service Module. Includes data for SR 49 and Poplar St. with values for delay, volume, and service level.

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

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

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

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

Intersection #4 SR 49 / Empire St.
Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[14.9]
Street Name: SR 49 Empire St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1! 0 0
Volume Module:
Base Vol: 32 352 2 9 240 10 13 2 28 7 5 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: 32 352 2 9 240 10 13 2 28 7 5 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: 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: 33 367 2 9 250 10 14 2 29 7 5 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 33 367 2 9 250 10 14 2 29 7 5 4
Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3
Capacity Module:
Cnflct Vol: 260 xxxx xxxxx 369 xxxx xxxxx 713 709 255 724 714 368
Potent Cap.: 1270 xxxx xxxxx 1157 xxxx xxxxx 349 361 788 344 359 682
Move Cap.: 1270 xxxx xxxxx 1157 xxxx xxxxx 334 349 788 321 347 682
Volume/Cap: 0.03 xxxx xxxxx 0.01 xxxx xxxxx 0.04 0.01 0.04 0.02 0.02 0.01
Level Of Service Module:
2Way95thQ: 0.1 xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxxx 0.1 xxxx xxxxx xxxxx
Control Del: 7.9 xxxx xxxxx 8.1 xxxx xxxxx xxxxx xxxxx 9.7 xxxxx xxxxx xxxxx
LOS by Move: A * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 336 xxxx xxxxx xxxxx 380 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.1 xxxx xxxxx xxxxx 0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 16.2 xxxx xxxxx xxxxx 14.9 xxxxx
Shared LOS: * * * * * C * * * * * B *
ApproachDel: xxxxxx xxxxxx 12.0 14.9
ApproachLOS: * * B B
Note: Queue reported is the number of cars per lane.

Intersection #4 SR 49 / Empire St.
Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[13.7]
Street Name: SR 49 Empire St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1 0 0 0 1 0 0 1! 0 0
Volume Module:
Base Vol: 30 239 1 0 276 0 1 0 26 5 0 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 239 1 0 276 0 1 0 26 5 0 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 34 269 1 0 310 0 1 0 29 6 0 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 34 269 1 0 310 0 1 0 29 6 0 2
Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx xxxx xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx xxxx xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3
Capacity Module:
Cnflct Vol: 310 xxxx xxxxx xxxx xxxx xxxxx 648 647 310 661 647 269
Potent Cap.: 1217 xxxx xxxxx xxxx xxxx xxxxx 386 392 735 378 393 774
Move Cap.: 1217 xxxx xxxxx xxxx xxxx xxxxx 377 381 735 356 381 774
Volume/Cap: 0.03 xxxx xxxxx xxxx xxxx xxxxx 0.00 0.00 0.04 0.02 0.00 0.00
Level Of Service Module:
2Way95thQ: 0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx 0.1 xxxx xxxx xxxxx
Control Del: 8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx 10.1 xxxxx xxxx xxxxx
LOS by Move: A * * * * * * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 377 xxxx xxxxx xxxx 421 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx 0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 14.6 xxxx xxxxx xxxxx 13.7 xxxxx
Shared LOS: * * * * * B * * * * *
ApproachDel: xxxxxx xxxxxx 10.3 13.7
ApproachLOS: * * B B
Note: Queue reported is the number of cars per lane.

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

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

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

Intersection #5 SR 49 / Randolph Dr.

Intersection #5 SR 49 / Randolph Dr.

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[12.4]

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[11.3]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes for North Bound, South Bound, East Bound, West Bound.

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes for North Bound, South Bound, East Bound, West Bound.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume for each direction.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume for each direction.

Table for Critical Gap Module showing Critical Gp, FollowUpTim for each direction.

Table for Critical Gap Module showing Critical Gp, FollowUpTim for each direction.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., Volume/Cap for each direction.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., Volume/Cap for each direction.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 SR 49 / SR 16

Cycle (sec): 0 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: 60 Level Of Service: B

Street Name: SR 49 SR 16

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

Control: Split Phase Split Phase Protected Protected
Rights: Ignore Include Ovl Include
Min. Green: 7 0 7 0 0 0 0 7 7 4 7 0
Lanes: 1 0 0 0 1 0 0 0 0 1 0 1 0 0

Volume Module:

Base Vol: 240 0 206 0 0 0 0 183 358 163 92 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 240 0 206 0 0 0 0 183 358 163 92 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: 0.91 0.91 0.00 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 264 0 0 0 0 0 0 201 393 179 101 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 264 0 0 0 0 0 0 201 393 179 101 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 264 0 0 0 0 0 0 201 393 179 101 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 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 1.00 1.00 1.00 1.00 0.00
Final Sat.: 1671 0 1900 0 0 0 0 1759 1495 1671 1759 0

Capacity Analysis Module:

Vol/Sat: 0.16 0.00 0.00 0.00 0.00 0.00 0.11 0.26 0.11 0.06 0.00
Crit Moves: ****
Green/Cycle: 0.33 0.00 0.00 0.00 0.00 0.00 0.24 0.57 0.23 0.47 0.00
Volume/Cap: 0.47 0.00 0.00 0.00 0.00 0.00 0.47 0.46 0.47 0.12 0.00
Delay/Veh: 16.5 0.0 0.0 0.0 0.0 0.0 20.3 7.8 21.1 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: 16.5 0.0 0.0 0.0 0.0 0.0 20.3 7.8 21.1 9.1 0.0
LOS by Move: B A A A A A A C A A
HCM2kAvgQ: 4 0 0 0 0 0 4 5 3 1 0

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 SR 49 / SR 16

Cycle (sec): 0 Critical Vol./Cap.(X): 0.381
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: 60 Level Of Service: B

Street Name: SR 49 SR 16

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

Control: Split Phase Split Phase Protected Protected
Rights: Ignore Include Ovl Include
Min. Green: 7 0 7 0 0 0 0 7 7 4 7 0
Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 1 0 0

Volume Module:

Base Vol: 217 0 146 0 0 0 0 111 281 131 149 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 217 0 146 0 0 0 0 111 281 131 149 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: 0.89 0.89 0.00 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 244 0 0 0 0 0 0 125 316 147 167 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 244 0 0 0 0 0 0 125 316 147 167 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 244 0 0 0 0 0 0 125 316 147 167 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 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 1.00 1.00 1.00 1.00 0.00
Final Sat.: 1671 0 1900 0 0 0 0 1759 1495 1671 1759 0

Capacity Analysis Module:

Vol/Sat: 0.15 0.00 0.00 0.00 0.00 0.00 0.07 0.21 0.09 0.10 0.00
Crit Moves: ****
Green/Cycle: 0.38 0.00 0.00 0.00 0.00 0.00 0.19 0.57 0.23 0.42 0.00
Volume/Cap: 0.38 0.00 0.00 0.00 0.00 0.00 0.38 0.37 0.38 0.23 0.00
Delay/Veh: 13.8 0.0 0.0 0.0 0.0 0.0 22.1 7.3 20.1 11.4 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: 13.8 0.0 0.0 0.0 0.0 0.0 22.1 7.3 20.1 11.4 0.0
LOS by Move: B A A A A A A C A
HCM2kAvgQ: 4 0 0 0 0 0 2 3 3 2 0

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

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

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

Intersection #7 SR 124 / SR 16
Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[13.1]
Street Name: SR 124 SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Channel Include Channel Include
Lanes: 1 0 0 0 1 0 0 0 0 0 0 1 0 1 1 1 0 1 0 0
Volume Module:
Base Vol: 12 0 79 0 0 0 0 0 465 20 55 268 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 12 0 79 0 0 0 0 0 465 20 55 268 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 13 0 85 0 0 0 0 0 500 22 59 288 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 13 0 85 0 0 0 0 0 500 22 59 288 0
Critical Gap Module:
Critical Gp: 6.4 xxxx 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.2 xxxx xxxxx
FollowUpTim: 3.5 xxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.3 xxxx xxxxx
Capacity Module:
Cnflct Vol: 906 xxxx 500 xxxx xxxx xxxxx xxxx xxxx xxxxx 500 xxxx xxxxx
Potent Cap.: 309 xxxx 575 xxxx xxxx xxxxx xxxx xxxx xxxxx 1034 xxxx xxxxx
Move Cap.: 295 xxxx 575 xxxx xxxx xxxxx xxxx xxxx xxxxx 1034 xxxx xxxxx
Volume/Cap: 0.04 xxxx 0.15 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.06 xxxx xxxxx
Level Of Service Module:
2Way95thQ: 0.1 xxxx 0.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.2 xxxx xxxxx
Control Del: 17.7 xxxx 12.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.7 xxxx xxxxx
LOS by Move: C * B * * * * * * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *
ApproachDel: 13.1 xxxxxx xxxxxx xxxxxx
ApproachLOS: B * * *

Intersection #7 SR 124 / SR 16
Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[11.5]
Street Name: SR 124 SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Channel Include Channel Include
Lanes: 1 0 0 0 1 0 0 0 0 0 0 1 0 1 0 0
Volume Module:
Base Vol: 8 0 54 0 0 0 0 0 325 13 49 314 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 8 0 54 0 0 0 0 0 325 13 49 314 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 9 0 61 0 0 0 0 0 365 15 55 353 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 9 0 61 0 0 0 0 0 365 15 55 353 0
Critical Gap Module:
Critical Gp: 6.4 xxxx 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.2 xxxx xxxxx
FollowUpTim: 3.5 xxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.3 xxxx xxxxx
Capacity Module:
Cnflct Vol: 828 xxxx 365 xxxx xxxx xxxxx xxxx xxxx xxxxx 365 xxxx xxxxx
Potent Cap.: 344 xxxx 684 xxxx xxxx xxxxx xxxx xxxx xxxxx 1161 xxxx xxxxx
Move Cap.: 331 xxxx 684 xxxx xxxx xxxxx xxxx xxxx xxxxx 1161 xxxx xxxxx
Volume/Cap: 0.03 xxxx 0.09 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.05 xxxx xxxxx
Level Of Service Module:
2Way95thQ: 0.1 xxxx 0.3 xxxxx xxxx xxxxx xxxx xxxx xxxxx 0.1 xxxx xxxxx
Control Del: 16.2 xxxx 10.8 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.3 xxxx xxxxx
LOS by Move: C * B * * * * * * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *
ApproachDel: 11.5 xxxxxx xxxxxx xxxxxx
ApproachLOS: B * * *

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

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

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

Intersection #8 Latrobe (Amador) / SR 16
Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[12.1]
Street Name: Latrobe (Amador) SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 1! 0 0 0 1 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 131 0 7 4 352 0 0 208 115
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 131 0 7 4 352 0 0 208 115
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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 0 138 0 7 4 371 0 0 219 121
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 138 0 7 4 371 0 0 219 121
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.4 6.5 6.2 4.2 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx 3.5 4.0 3.3 2.3 xxxx xxxxx xxxxx xxxx xxxxx
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 658 658 279 340 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 432 387 764 1186 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 431 385 764 1186 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx 0.32 0.00 0.01 0.00 xxxx xxxxx xxxx xxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.0 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx 650 xxxxx xxxx xxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 0.9 xxxxx 0.0 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 12.1 xxxxx 8.0 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * B * * * * * A * * * * *
ApproachDel: xxxxxx 12.1 xxxxxx xxxxxx
ApproachLOS: * B * * *

Intersection #8 Latrobe (Amador) / SR 16
Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[14.3]
Street Name: Latrobe (Amador) SR 16
Approach: North Bound South Bound 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 0 0 1 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 97 0 0 3 227 0 0 228 89
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 97 0 0 3 227 0 0 228 89
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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 0 0 107 0 0 3 249 0 0 251 98
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 107 0 0 3 249 0 0 251 98
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.4 xxxx xxxxx 4.2 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx 3.5 xxxx xxxxx 2.3 xxxx xxxxx xxxxx xxxx xxxxx
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 555 xxxx xxxxx 348 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 496 xxxx xxxxx 1178 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 495 xxxx xxxxx 1178 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx 0.22 xxxx xxxxx 0.00 xxxx xxxxx xxxxx xxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.8 xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 14.3 xxxx xxxxx 8.1 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * * B * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.1 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * A * * * * * A * * * * *
ApproachDel: xxxxxx 14.3 xxxxxx xxxxxx
ApproachLOS: * B * * *

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

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

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for SR 104 (Preston) and SR 124 (North) with various traffic metrics.

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for SR 104 (Preston) and SR 124 (North) with various traffic metrics.

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

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

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

Intersection #10 Preston Ave. / Main St.

Average Delay (sec/veh): 43.9 Worst Case Level Of Service: F[86.7]

Street Name: Preston Main
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 1! 0 0 0 1 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 383 0 113 102 28 0 0 20 353
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 383 0 113 102 28 0 0 20 353
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 0 0 0 445 0 131 119 33 0 0 23 410
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 445 0 131 119 33 0 0 23 410
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.4 6.5 6.2 4.1 xxxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx 3.5 4.0 3.3 2.2 xxxxx xxxxx xxxxx xxxx xxxxx
Capacity Module:
Cnflct Vol: xxxxx xxxx xxxxx 498 498 228 434 xxxxx xxxxx xxxxx xxxx xxxxx
Potent Cap.: xxxxx xxxx xxxxx 535 477 816 1137 xxxxx xxxxx xxxxx xxxx xxxxx
Move Cap.: xxxxx xxxx xxxxx 489 423 816 1137 xxxxx xxxxx xxxxx xxxx xxxxx
Volume/Cap: xxxxx xxxx xxxxx 0.91 0.00 0.16 0.10 xxxxx xxxxx xxxxx xxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxx xxxxx xxxxx xxxxx xxxxx 0.3 xxxxx xxxxx xxxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx 8.5 xxxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxx xxxxx 538 xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 17.3 xxxxx 0.3 xxxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 86.7 xxxxx 8.5 xxxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * F * * * * * A * * * * *
ApproachDel: xxxxxx 86.7 xxxxxx xxxxxx
ApproachLOS: * F * * * * * A * * * * *

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

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

Intersection #10 Preston Ave. / Main St.

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: B[14.8]

Street Name: Preston Main
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 1! 0 0 0 1 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 238 0 57 68 14 0 0 9 231
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 238 0 57 68 14 0 0 9 231
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 0 0 0 267 0 64 76 16 0 0 10 260
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 267 0 64 76 16 0 0 10 260
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.4 6.5 6.2 4.1 xxxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx 3.5 4.0 3.3 2.2 xxxxx xxxxx xxxxx xxxx xxxxx
Capacity Module:
Cnflct Vol: xxxxx xxxx xxxxx 308 308 140 270 xxxxx xxxxx xxxxx xxxx xxxxx
Potent Cap.: xxxxx xxxx xxxxx 688 609 913 1306 xxxxx xxxxx xxxxx xxxx xxxxx
Move Cap.: xxxxx xxxx xxxxx 656 572 913 1306 xxxxx xxxxx xxxxx xxxx xxxxx
Volume/Cap: xxxxx xxxx xxxxx 0.41 0.00 0.07 0.06 xxxxx xxxxx xxxxx xxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx 7.9 xxxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxx xxxxx 694 xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 2.6 xxxxx 0.2 xxxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 14.8 xxxxx 7.9 xxxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * B * * * * * A * * * * *
ApproachDel: xxxxxx 14.8 xxxxxx xxxxxx
ApproachLOS: * B * * * * * A * * * * *

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

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

Intersection #11 SR 124 (Church) / SR 104 (Main)
Average Delay (sec/veh): 5.2 Worst Case Level Of Service: C[22.1]
Street Name: SR 124 (Church) SR 104 (Main)
Approach: North Bound South Bound 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: 170 3 10 5 1 13 13 218 213 6 181 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: 170 3 10 5 1 13 13 218 213 6 181 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: 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: 183 3 11 5 1 14 14 234 229 6 195 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 183 3 11 5 1 14 14 234 229 6 195 6
Critical Gap Module:
Critical Gp: 7.2 6.6 6.3 7.1 6.5 6.2 4.1 xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.6 4.1 3.4 3.5 4.0 3.3 2.2 xxxx xxxxx 2.2 xxxx xxxxx
Capacity Module:
Cnflct Vol: 595 591 349 595 702 198 201 xxxx xxxxxx 463 xxxx xxxxxx
Potent Cap.: 407 412 681 419 365 848 1383 xxxx xxxxxx 1108 xxxx xxxxxx
Move Cap.: 395 405 681 405 359 848 1383 xxxx xxxxxx 1108 xxxx xxxxxx
Volume/Cap: 0.46 0.01 0.02 0.01 0.00 0.02 0.01 xxxx xxxx 0.01 xxxx xxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 0.0 xxxx xxxxxx 0.0 xxxx xxxxxx
Control Del:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 7.6 xxxxx xxxxxx 8.3 xxxxx xxxxxx
LOS by Move: * * * * * A * * * A * * * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 404 xxxxxx xxxx 624 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxx 2.6 xxxxxx xxxxxx 0.1 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shrd ConDel:xxxxx 22.1 xxxxxx xxxxxx 11.0 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: * C * * B * * * * *
ApproachDel: 22.1 11.0 xxxxxxxx xxxxxxxx
ApproachLOS: C B * *

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #11 SR 124 (Church) / SR 104 (Main)
Average Delay (sec/veh): 3.3 Worst Case Level Of Service: B[13.7]
Street Name: SR 124 (Church) SR 104 (Main)
Approach: North Bound South Bound 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: 98 4 7 2 0 3 10 115 104 6 152 1
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 98 4 7 2 0 3 10 115 104 6 152 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 115 5 8 2 0 4 12 135 122 7 179 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 115 5 8 2 0 4 12 135 122 7 179 1
Critical Gap Module:
Critical Gp: 7.2 6.6 6.3 7.1 6.5 6.2 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx
FollowUpTim: 3.6 4.1 3.4 3.5 4.0 3.3 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx
Capacity Module:
Cnflct Vol: 415 414 196 420 475 179 180 xxxx xxxxxx 258 xxxx xxxxxx
Potent Cap.: 537 519 830 547 491 869 1408 xxxx xxxxxx 1319 xxxx xxxxxx
Move Cap.: 529 512 830 532 485 869 1408 xxxx xxxxxx 1319 xxxx xxxxxx
Volume/Cap: 0.22 0.01 0.01 0.00 0.00 0.00 0.01 xxxx xxxx 0.01 xxxx xxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 0.0 xxxx xxxxxx 0.0 xxxx xxxxxx
Control Del:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 7.6 xxxxx xxxxxx 7.7 xxxxx xxxxxx
LOS by Move: * * * * * A * * * A * * * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 541 xxxxxx xxxx 693 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxx 0.9 xxxxxx xxxxxx 0.0 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shrd ConDel:xxxxx 13.7 xxxxxx xxxxxx 10.2 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: * B * * B * * * * *
ApproachDel: 13.7 10.2 xxxxxxxx xxxxxxxx
ApproachLOS: B B * *

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

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

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

Intersection #12 SR 124 / SR 88
Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[10.9]
Street Name: SR 124 SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Channel Include Include
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 2 0 102 116 396 0 0 266 1
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 2 0 102 116 396 0 0 266 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
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 2 0 111 126 430 0 0 289 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 2 0 111 126 430 0 0 289 1
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.5 xxxx 6.3 4.2 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx 3.6 xxxx 3.4 2.3 xxxx xxxxx xxxxx xxxx xxxxx
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 972 xxxx 290 290 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 273 xxxx 735 1233 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 252 xxxx 735 1233 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx 0.01 xxxx 0.15 0.10 xxxx xxxxx xxxx xxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.0 xxxx 0.5 0.3 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 19.4 xxxx 10.8 8.3 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * C * B A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx
Shared LOS: *
ApproachDel: xxxxxx 10.9 xxxxxxx xxxxxxx
ApproachLOS: * B *
Note: Queue reported is the number of cars per lane.

Intersection #12 SR 124 / SR 88
Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[10.7]
Street Name: SR 124 SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Channel Include Include
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 9 0 65 53 234 0 0 250 4
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 9 0 65 53 234 0 0 250 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: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 0 0 10 0 71 58 254 0 0 272 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 10 0 71 58 254 0 0 272 4
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.5 xxxx 6.3 4.2 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx 3.6 xxxx 3.4 2.3 xxxx xxxxx xxxxx xxxx xxxxx
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 643 xxxx 274 276 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 428 xxxx 751 1248 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 413 xxxx 751 1248 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx 0.02 xxxx 0.09 0.05 xxxx xxxxx xxxx xxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.1 xxxx 0.3 0.1 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 13.9 xxxx 10.3 8.0 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * B * B A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx
Shared LOS: *
ApproachDel: xxxxxx 10.7 xxxxxxx xxxxxxx
ApproachLOS: * B *
Note: Queue reported is the number of cars per lane.

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

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

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

Intersection #13 Jackson Valley Rd. / SR 88
Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[11.3]
Street Name: Jackson Valley Road SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 7 12 5 2 23 8 6 508 34 2 348 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: 7 12 5 2 23 8 6 508 34 2 348 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 7 13 5 2 24 8 6 535 36 2 366 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 7 13 5 2 24 8 6 535 36 2 366 3
Critical Gap Module:
Critical Gp: 7.2 6.6 6.3 7.2 6.6 6.3 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx
FollowUpTim: 3.6 4.1 3.4 3.6 4.1 3.4 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx
Capacity Module:
Cnflct Vol: 954 939 553 946 955 368 369 xxxx xxxxxx 571 xxxx xxxxxx
Potent Cap.: 234 259 523 236 253 666 1200 xxxx xxxxxx 1012 xxxx xxxxxx
Move Cap.: 213 257 523 224 251 666 1200 xxxx xxxxxx 1012 xxxx xxxxxx
Volume/Cap: 0.03 0.05 0.01 0.01 0.10 0.01 0.01 xxxx xxxx 0.00 xxxx xxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 0.0 xxxx xxxxxx 0.0 xxxx xxxxxx
Control Del:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 8.0 xxxx xxxxxx 8.6 xxxx xxxxxx
LOS by Move: * * * * * A * * * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 593 xxxxxx xxxx 627 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxx 0.1 xxxxxx xxxxxx 0.2 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shrd ConDel:xxxxx 11.3 xxxxxx xxxxxx 11.1 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: * B * * B * * * * *
ApproachDel: 11.3 11.1 xxxxxxxx xxxxxxxx
ApproachLOS: B B * *

Intersection #13 Jackson Valley Rd. / SR 88
Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.6]
Street Name: Jackson Valley Road SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 7 3 1 7 1 1 1 283 2 3 308 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: 7 3 1 7 1 1 1 283 2 3 308 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: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 8 3 1 8 1 1 1 318 2 3 346 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 8 3 1 8 1 1 1 318 2 3 346 4
Critical Gap Module:
Critical Gp: 7.2 6.6 6.3 7.2 6.6 6.3 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx
FollowUpTim: 3.6 4.1 3.4 3.6 4.1 3.4 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx
Capacity Module:
Cnflct Vol: 678 679 319 679 678 348 351 xxxx xxxxxx 320 xxxx xxxxxx
Potent Cap.: 360 368 710 359 368 684 1219 xxxx xxxxxx 1251 xxxx xxxxxx
Move Cap.: 357 366 710 355 367 684 1219 xxxx xxxxxx 1251 xxxx xxxxxx
Volume/Cap: 0.02 0.01 0.00 0.02 0.00 0.00 0.00 xxxx xxxx 0.00 xxxx xxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 0.0 xxxx xxxxxx 0.0 xxxx xxxxxx
Control Del:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 8.0 xxxx xxxxxx 7.9 xxxx xxxxxx
LOS by Move: * * * * * A * * * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 796 xxxxxx xxxx 812 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxx 0.0 xxxxxx xxxxxx 0.0 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shrd ConDel:xxxxx 9.6 xxxxxx xxxxxx 9.5 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: * A * * A * * * * *
ApproachDel: 9.6 9.5 xxxxxxxx xxxxxxxx
ApproachLOS: A A * *

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

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

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

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: C[22.9]

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: B[14.9]

Street Name: SR 88 Liberty Rd.

Street Name: SR 88 Liberty Rd.

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

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

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

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

Volume Module:
Base Vol: 26 485 48 14 377 39 53 25 76 18 5 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 26 485 48 14 377 39 53 25 76 18 5 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 28 516 51 15 401 41 56 27 81 19 5 11
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 28 516 51 15 401 41 56 27 81 19 5 11

Volume Module:
Base Vol: 52 269 45 2 265 45 37 29 57 30 29 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 52 269 45 2 265 45 37 29 57 30 29 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 54 280 47 2 276 47 39 30 59 31 30 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 54 280 47 2 276 47 39 30 59 31 30 10

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Cnflct Vol: 443 xxxx xxxxx 567 xxxx xxxxx 1036 1053 401 1077 1044 516
Potent Cap.: 1091 xxxx xxxxx 981 xxxx xxxxx 212 228 653 198 231 563
Move Cap.: 1091 xxxx xxxxx 981 xxxx xxxxx 198 219 653 153 222 563
Volume/Cap: 0.03 xxxx xxxxx 0.02 xxxx xxxxx 0.29 0.12 0.12 0.13 0.02 0.02

Capacity Module:
Cnflct Vol: 323 xxxx xxxxx 327 xxxx xxxxx 713 716 276 737 716 280
Potent Cap.: 1209 xxxx xxxxx 1205 xxxx xxxxx 350 358 768 337 358 763
Move Cap.: 1209 xxxx xxxxx 1205 xxxx xxxxx 310 342 768 280 342 763
Volume/Cap: 0.04 xxxx xxxxx 0.00 xxxx xxxxx 0.12 0.09 0.08 0.11 0.09 0.01

Level Of Service Module:
2Way95thQ: 0.1 xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxxx 0.4 xxxx xxxxx xxxxx
Control Del: 8.4 xxxx xxxxx 8.7 xxxx xxxxx xxxxx xxxxx 11.3 xxxxx xxxxx xxxxx
LOS by Move: A * * A * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 204 xxxx xxxxx xxxxx 538 xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 1.8 xxxx xxxxx xxxxx 0.2 xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxxx xxxxx 34.2 xxxx xxxxx xxxxx 12.2 xxxxx
Shared LOS: * * * * * D * * * * B *
ApproachDel: xxxxxx xxxxxx 22.9 12.2
ApproachLOS: * * C B

Level Of Service Module:
2Way95thQ: 0.1 xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxxx 0.3 xxxx xxxxx xxxxx
Control Del: 8.1 xxxx xxxxx 8.0 xxxx xxxxx xxxxx xxxxx 10.1 xxxxx xxxxx xxxxx
LOS by Move: A * * A * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 323 xxxx xxxxx xxxx 727 xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.8 xxxx xxxxx xxxxx 0.3 xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxxx xxxxx 19.1 xxxx xxxxx xxxxx 10.5 xxxxx
Shared LOS: * * * * * C * * * * B *
ApproachDel: xxxxxx xxxxxx 14.9 10.5
ApproachLOS: * * B B

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

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 SR 88 / SR 12 (east)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 60 Level Of Service: B

Street Name: SR 88 SR 12 (east)

Approach: North Bound South Bound East Bound West Bound

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

Control: Split Phase Split Phase Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 7 0 7 4 7 0 0 7 7

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

Volume Module:

Base Vol: 0 0 0 97 0 312 534 371 0 0 164 40
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 97 0 312 534 371 0 0 164 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 0 0 0 100 0 322 551 382 0 0 169 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 100 0 322 551 382 0 0 169 41
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 100 0 322 551 382 0 0 169 41

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.89 1.00 0.79 0.89 0.94 1.00 1.00 0.91 0.91
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 0.80 0.20
Final Sat.: 0 0 0 1688 0 1510 1688 1777 0 0 1391 339

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.21 0.33 0.22 0.00 0.00 0.12 0.12
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.12 0.00 0.61 0.50 0.68 0.00 0.00 0.19 0.19
Volume/Cap: 0.00 0.00 0.00 0.51 0.00 0.35 0.66 0.32 0.00 0.00 0.66 0.66
Delay/Veh: 0.0 0.0 0.0 27.1 0.0 5.9 13.1 4.0 0.0 0.0 27.5 27.5
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 27.1 0.0 5.9 13.1 4.0 0.0 0.0 27.5 27.5
LOS by Move: A A A C A A B A A C C
HCM2kAvgQ: 0 0 0 3 0 3 9 3 0 0 5 5

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 SR 88 / SR 12 (east)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 60 Level Of Service: B

Street Name: SR 88 SR 12 (east)

Approach: North Bound South Bound East Bound West Bound

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

Control: Split Phase Split Phase Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 7 0 7 4 7 0 0 7 7

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

Volume Module:

Base Vol: 0 0 0 45 0 303 320 244 0 0 168 49
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 45 0 303 320 244 0 0 168 49
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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 48 0 322 340 260 0 0 179 52
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 48 0 322 340 260 0 0 179 52
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 48 0 322 340 260 0 0 179 52

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.89 1.00 0.79 0.89 0.94 1.00 1.00 0.91 0.91
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 0.77 0.23
Final Sat.: 0 0 0 1688 0 1510 1688 1777 0 0 1333 389

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.03 0.00 0.21 0.20 0.15 0.00 0.00 0.13 0.13
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.12 0.00 0.53 0.41 0.68 0.00 0.00 0.27 0.27
Volume/Cap: 0.00 0.00 0.00 0.24 0.00 0.40 0.49 0.21 0.00 0.00 0.49 0.49
Delay/Veh: 0.0 0.0 0.0 24.7 0.0 8.9 13.6 3.6 0.0 0.0 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: 0.0 0.0 0.0 24.7 0.0 8.9 13.6 3.6 0.0 0.0 19.1 19.1
LOS by Move: A A A C A A B A A B B
HCM2kAvgQ: 0 0 0 1 0 4 5 2 0 0 4 4

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Tully Rd. / SR 88

Cycle (sec): 0 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: 61 Level Of Service: B

Street Name: Tully Rd. SR 88

Approach: North Bound South 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 4 7 7 4 7 7
Lanes: 0 0 1 0 0 0 0 1 0 1 0 1 0

Volume Module:

Base Vol: 49 37 61 54 37 37 21 583 35 50 834 50
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 49 37 61 54 37 37 21 583 35 50 834 50
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 50 38 62 55 38 38 21 595 36 51 851 51
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 38 62 55 38 38 21 595 36 51 851 51
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 50 38 62 55 38 38 21 595 36 51 851 51

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.79 0.79 0.79 0.72 0.72 0.72 0.89 0.93 0.93 0.89 0.93 0.93
Lanes: 0.33 0.25 0.42 0.42 0.29 0.29 1.00 0.94 0.06 1.00 0.94 0.06
Final Sat.: 502 379 624 580 397 397 1688 1661 100 1688 1661 100

Capacity Analysis Module:

Vol/Sat: 0.10 0.10 0.10 0.09 0.09 0.09 0.01 0.36 0.36 0.03 0.51 0.51
Crit Moves: ****
Green/Cycle: 0.12 0.12 0.12 0.12 0.12 0.12 0.07 0.58 0.58 0.11 0.62 0.62
Volume/Cap: 0.83 0.83 0.83 0.79 0.79 0.79 0.19 0.62 0.62 0.29 0.83 0.83
Delay/Veh: 52.5 52.5 52.5 48.3 48.3 48.3 27.8 9.7 9.7 26.0 14.6 14.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 52.5 52.5 52.5 48.3 48.3 48.3 27.8 9.7 9.7 26.0 14.6 14.6
LOS by Move: D D D D D D C A A C B B
HCM2kAvgQ: 5 5 5 5 5 5 1 9 9 1 16 16

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Tully Rd. / SR 88

Cycle (sec): 0 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 60 Level Of Service: B

Street Name: Tully Rd. SR 88

Approach: North Bound South 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 4 7 7 4 7 7
Lanes: 0 0 1 0 0 0 0 1 0 1 0 1 0

Volume Module:

Base Vol: 32 34 68 47 28 29 12 485 30 59 577 39
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 32 34 68 47 28 29 12 485 30 59 577 39
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 33 35 70 48 29 30 12 500 31 61 595 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 33 35 70 48 29 30 12 500 31 61 595 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 33 35 70 48 29 30 12 500 31 61 595 40

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.86 0.86 0.86 0.74 0.74 0.74 0.89 0.93 0.93 0.89 0.93 0.93
Lanes: 0.24 0.25 0.51 0.45 0.27 0.28 1.00 0.94 0.06 1.00 0.94 0.06
Final Sat.: 388 412 825 634 378 391 1688 1658 103 1688 1649 111

Capacity Analysis Module:

Vol/Sat: 0.08 0.08 0.08 0.08 0.08 0.08 0.01 0.30 0.30 0.04 0.36 0.36
Crit Moves: ****
Green/Cycle: 0.14 0.14 0.14 0.14 0.14 0.14 0.07 0.54 0.54 0.12 0.59 0.59
Volume/Cap: 0.61 0.61 0.61 0.55 0.55 0.55 0.11 0.56 0.56 0.30 0.61 0.61
Delay/Veh: 28.9 28.9 28.9 27.2 27.2 27.2 26.8 9.8 9.8 25.0 8.8 8.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 28.9 28.9 28.9 27.2 27.2 27.2 26.8 9.8 9.8 25.0 8.8 8.8
LOS by Move: C C C C C C C A A C A A
HCM2kAvgQ: 4 4 4 3 3 3 0 7 7 1 8 8

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 SR 88 / Victor (SR 12 west)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 60 Level Of Service: B

Street Name: SR 88 Victor (SR 12 west)

Approach: North Bound South Bound East Bound 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: 4 7 7 4 7 7 7 7 7 7 7 7
Lanes: 1 0 1 1 0 1 0 1 0 1 0 0

Volume Module:

Base Vol: 19 675 1 10 393 220 364 13 24 4 4 15
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 19 675 1 10 393 220 364 13 24 4 4 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 19 689 1 10 401 224 371 13 24 4 4 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 19 689 1 10 401 224 371 13 24 4 4 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 19 689 1 10 401 224 371 13 24 4 4 15

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.89 0.89 0.89 0.94 0.79 0.89 0.89 0.79 0.90 0.90 0.90
Lanes: 1.00 1.99 0.01 1.00 1.00 1.00 1.93 0.07 1.00 0.17 0.17 0.66
Final Sat.: 1688 3370 5 1688 1777 1510 3273 117 1510 299 299 1120

Capacity Analysis Module:

Vol/Sat: 0.01 0.20 0.20 0.01 0.23 0.15 0.11 0.11 0.02 0.01 0.01 0.01
Crit Moves: ****
Green/Cycle: 0.07 0.33 0.33 0.11 0.37 0.55 0.18 0.18 0.25 0.12 0.12 0.12
Volume/Cap: 0.17 0.63 0.63 0.06 0.62 0.27 0.62 0.62 0.06 0.12 0.12 0.12
Delay/Veh: 27.2 18.3 18.3 24.2 17.4 7.3 24.4 24.4 17.2 24.0 24.0 24.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 27.2 18.3 18.3 24.2 17.4 7.3 24.4 24.4 17.2 24.0 24.0 24.0
LOS by Move: C B B C B A C C B C C C
HCM2kAvgQ: 1 7 7 0 7 2 4 4 0 0 0 0

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 SR 88 / Victor (SR 12 west)

Cycle (sec): 0 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 60 Level Of Service: B

Street Name: SR 88 Victor (SR 12 west)

Approach: North Bound South Bound East Bound 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: 4 7 7 4 7 7 7 7 7 7 7 7
Lanes: 1 0 1 1 0 1 0 1 0 1 0 0

Volume Module:

Base Vol: 22 418 0 6 348 203 264 1 17 3 4 4
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 22 418 0 6 348 203 264 1 17 3 4 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: 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: 24 464 0 7 387 226 293 1 19 3 4 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 24 464 0 7 387 226 293 1 19 3 4 4
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 24 464 0 7 387 226 293 1 19 3 4 4

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.89 0.95 0.89 0.94 0.79 0.89 0.89 0.79 0.94 0.94 0.94
Lanes: 1.00 2.00 0.00 1.00 1.00 1.00 1.99 0.01 1.00 0.27 0.37 0.36
Final Sat.: 1688 3375 0 1688 1777 1510 3373 13 1510 486 649 649

Capacity Analysis Module:

Vol/Sat: 0.01 0.14 0.00 0.00 0.22 0.15 0.09 0.09 0.01 0.01 0.01 0.01
Crit Moves: ****
Green/Cycle: 0.07 0.31 0.00 0.15 0.39 0.55 0.16 0.16 0.22 0.12 0.12 0.12
Volume/Cap: 0.22 0.44 0.00 0.03 0.55 0.27 0.55 0.55 0.06 0.06 0.06 0.06
Delay/Veh: 27.5 16.9 0.0 21.8 15.1 7.3 24.6 24.6 18.4 23.7 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: 27.5 16.9 0.0 21.8 15.1 7.3 24.6 24.6 18.4 23.7 23.7 23.7
LOS by Move: C B A C B A C C B C C C
HCM2kAvgQ: 1 4 0 0 6 2 3 3 0 0 0 0

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 SR 88 / Kettleman Ln.

Cycle (sec): 0 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 24.7
Optimal Cycle: 60 Level Of Service: C

Street Name: SR 88 Kettleman Ln.

Approach: North Bound South Bound East Bound West Bound
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: 4 7 7 4 7 7 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 0 0

Volume Module:

Base Vol: 17 476 5 6 325 75 159 56 22 8 57 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 17 476 5 6 325 75 159 56 22 8 57 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: 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: 18 506 5 6 346 80 169 60 23 9 61 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 18 506 5 6 346 80 169 60 23 9 61 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 18 506 5 6 346 80 169 60 23 9 61 6

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.93 0.93 0.89 0.91 0.91 0.96 0.96 0.96 0.98 0.98 0.98
Lanes: 1.00 0.99 0.01 1.00 0.81 0.19 0.67 0.24 0.09 0.11 0.81 0.08
Final Sat.: 1688 1756 18 1688 1403 324 1218 429 169 210 1500 158

Capacity Analysis Module:

Vol/Sat: 0.01 0.29 0.29 0.00 0.25 0.25 0.14 0.14 0.14 0.04 0.04 0.04
Crit Moves: ****
Green/Cycle: 0.09 0.37 0.37 0.07 0.34 0.34 0.18 0.18 0.18 0.12 0.12 0.12
Volume/Cap: 0.11 0.78 0.78 0.06 0.72 0.72 0.78 0.78 0.78 0.35 0.35 0.35
Delay/Veh: 25.3 22.5 22.5 26.4 21.2 21.2 34.7 34.7 34.7 25.4 25.4 25.4
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: 25.3 22.5 22.5 26.4 21.2 21.2 34.7 34.7 34.7 25.4 25.4 25.4
LOS by Move: C C C C C C C C C C C C
HCM2kAvgQ: 0 11 11 0 8 8 7 7 7 2 2 2

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 SR 88 / Kettleman Ln.

Cycle (sec): 0 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: 60 Level Of Service: B

Street Name: SR 88 Kettleman Ln.

Approach: North Bound South Bound East Bound West Bound
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: 4 7 7 4 7 7 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 0 0

Volume Module:

Base Vol: 14 282 6 7 296 66 102 44 6 7 35 9
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 14 282 6 7 296 66 102 44 6 7 35 9
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 15 300 6 7 315 70 109 47 6 7 37 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 300 6 7 315 70 109 47 6 7 37 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 15 300 6 7 315 70 109 47 6 7 37 10

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.93 0.93 0.89 0.91 0.91 0.96 0.96 0.96 0.97 0.97 0.97
Lanes: 1.00 0.98 0.02 1.00 0.82 0.18 0.67 0.29 0.04 0.14 0.68 0.18
Final Sat.: 1688 1734 37 1688 1413 315 1228 530 72 253 1264 325

Capacity Analysis Module:

Vol/Sat: 0.01 0.17 0.17 0.00 0.22 0.22 0.09 0.09 0.09 0.03 0.03 0.03
Crit Moves: ****
Green/Cycle: 0.07 0.33 0.33 0.13 0.39 0.39 0.16 0.16 0.16 0.12 0.12 0.12
Volume/Cap: 0.13 0.52 0.52 0.03 0.57 0.57 0.57 0.57 0.57 0.25 0.25 0.25
Delay/Veh: 26.9 17.0 17.0 23.0 15.3 15.3 26.1 26.1 26.1 24.7 24.7 24.7
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: 26.9 17.0 17.0 23.0 15.3 15.3 26.1 26.1 26.1 24.7 24.7 24.7
LOS by Move: C B B C B B C C C C C C
HCM2kAvgQ: 0 5 5 0 6 6 4 4 4 1 1 1

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

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

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

Intersection #19 Ione / SR 16
Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[14.2]
Street Name: Ione Dr. SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 1 0 1 0 1 0 0
Volume Module:
Base Vol: 122 0 13 0 0 0 0 0 398 134 17 224 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 122 0 13 0 0 0 0 0 398 134 17 224 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 137 0 15 0 0 0 0 0 447 151 19 252 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 137 0 15 0 0 0 0 0 447 151 19 252 0
Critical Gap Module:
Critical Gp: 6.4 6.5 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx
Capacity Module:
Cnflct Vol: 812 812 522 xxxx xxxx xxxxx xxxx xxxx xxxxx 598 xxxx xxxxx
Potent Cap.: 351 315 558 xxxx xxxx xxxxx xxxx xxxx xxxxx 964 xxxx xxxxx
Move Cap.: 346 309 558 xxxx xxxx xxxxx xxxx xxxx xxxxx 964 xxxx xxxxx
Volume/Cap: 0.40 0.00 0.03 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx 0.02 xxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx 0.1 xxxx xxxxx
Control Del: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.8 xxxx xxxxx
LOS by Move: *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 542 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue: xxxxx 1.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: xxxxx 14.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * B *
ApproachDel: 14.2 xxxxxxx xxxxxxx xxxxxxx
ApproachLOS: B * * *

Intersection #19 Ione / SR 16
Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[8.9]
Street Name: Ione Dr. SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 1 0 1 0 0
Volume Module:
Base Vol: 60 0 1 0 0 0 0 0 240 54 0 249 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 60 0 1 0 0 0 0 0 240 54 0 249 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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 0.98
PHF Volume: 61 0 1 0 0 0 0 0 245 55 0 254 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 61 0 1 0 0 0 0 0 245 55 0 254 0
Critical Gap Module:
Critical Gp: 6.4 6.5 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Capacity Module:
Cnflct Vol: 527 527 272 xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: 515 459 771 xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: 515 459 771 xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: 0.12 0.00 0.00 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 991 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue: xxxxx 0.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: xxxxx 8.9 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * A *
ApproachDel: 8.9 xxxxxxx xxxxxxx
ApproachLOS: A * * *

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Murieta South Pkwy./ SR 16
Cycle (sec): 0 Critical Vol./Cap.(X): 0.364
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: 60 Level Of Service: A
Street Name: Murieta South Pkwy. SR 16
Approach: North Bound South 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 Include
Min. Green: 5 5 5 5 5 5 4 7 7 4 7 7
Lanes: 0 0 1 0 0 0 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 4 3 3 9 1 93 146 472 9 0 282 20
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 4 3 3 9 1 93 146 472 9 0 282 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 4 3 3 10 1 99 155 502 10 0 300 21
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 4 3 3 10 1 99 155 502 10 0 300 21
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 4 3 3 10 1 99 155 502 10 0 300 21
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.83 0.83 0.83 0.76 0.76 0.85 0.90 0.95 0.95 1.00 0.94 0.94
Lanes: 0.40 0.30 0.30 0.90 0.10 1.00 1.00 0.98 0.02 1.00 0.93 0.07
Final Sat.: 630 473 473 1300 144 1615 1718 1770 34 1900 1672 119
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.01 0.01 0.06 0.09 0.28 0.28 0.00 0.18 0.18
Crit Moves: ****
Green/Cycle: 0.08 0.08 0.08 0.08 0.08 0.32 0.24 0.72 0.72 0.00 0.48 0.48
Volume/Cap: 0.08 0.08 0.08 0.09 0.09 0.19 0.38 0.40 0.40 0.00 0.38 0.38
Delay/Veh: 25.6 25.6 25.6 25.7 25.7 14.8 19.6 3.6 3.6 0.0 10.3 10.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 25.6 25.6 25.6 25.7 25.7 14.8 19.6 3.6 3.6 0.0 10.3 10.3
LOS by Move: C C C C C B B A A B B
HCM2kAvgQ: 0 0 0 0 0 1 3 4 4 0 4 4

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Murieta South Pkwy./ SR 16
Cycle (sec): 0 Critical Vol./Cap.(X): 0.356
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 60 Level Of Service: A
Street Name: Murieta South Pkwy. SR 16
Approach: North Bound South 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 Include
Min. Green: 5 5 5 5 5 5 4 7 7 4 7 7
Lanes: 0 1 0 0 0 0 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 3 1 0 8 3 81 122 331 4 0 336 14
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 3 1 0 8 3 81 122 331 4 0 336 14
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 3 1 0 8 3 84 127 345 4 0 350 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 3 1 0 8 3 84 127 345 4 0 350 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 3 1 0 8 3 84 127 345 4 0 350 15
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.78 0.78 1.00 0.77 0.77 0.85 0.90 0.95 0.95 1.00 0.95 0.95
Lanes: 0.75 0.25 0.00 0.73 0.27 1.00 1.00 0.99 0.01 1.00 0.96 0.04
Final Sat.: 1111 371 0 1068 401 1615 1718 1784 22 1900 1726 72
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.01 0.05 0.07 0.19 0.19 0.00 0.20 0.20
Crit Moves: ****
Green/Cycle: 0.08 0.08 0.00 0.08 0.08 0.27 0.19 0.72 0.72 0.00 0.53 0.53
Volume/Cap: 0.03 0.03 0.00 0.09 0.09 0.19 0.39 0.27 0.27 0.00 0.39 0.39
Delay/Veh: 25.4 25.4 0.0 25.7 25.7 16.9 21.9 3.1 3.1 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 1.00
AdjDel/Veh: 25.4 25.4 0.0 25.7 25.7 16.9 21.9 3.1 3.1 0.0 8.7 8.7
LOS by Move: C C A C C B C A A A A A
HCM2kAvgQ: 0 0 0 0 0 1 2 2 2 0 4 4

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Murieta Pkwy. /SR 16
Cycle (sec): 0 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: 60 Level Of Service: B
Street Name: Murieta Pkwy. SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ovl Ovl Ovl Include
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 1 0 1 1 0 1 0 1 1 0 0 1 0
Volume Module:
Base Vol: 99 119 99 34 100 104 202 521 127 31 266 39
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 99 119 99 34 100 104 202 521 127 31 266 39
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 104 125 104 36 105 109 213 548 134 33 280 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 104 125 104 36 105 109 213 548 134 33 280 41
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 104 125 104 36 105 109 213 548 134 33 280 41
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 0.90 0.95 0.81 0.90 0.93 0.93
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.87 0.13
Final Sat.: 1805 1900 1615 1805 1900 1615 1718 1809 1537 1718 1548 227
Capacity Analysis Module:
Vol/Sat: 0.06 0.07 0.06 0.02 0.06 0.07 0.12 0.30 0.09 0.02 0.18 0.18
Crit Moves: ****
Green/Cycle: 0.10 0.14 0.20 0.08 0.12 0.35 0.24 0.52 0.62 0.07 0.35 0.35
Volume/Cap: 0.59 0.48 0.32 0.25 0.47 0.19 0.52 0.59 0.14 0.28 0.52 0.52
Delay/Veh: 30.8 25.3 20.9 26.9 26.4 13.6 21.1 11.0 4.9 28.0 16.4 16.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 30.8 25.3 20.9 26.9 26.4 13.6 21.1 11.0 4.9 28.0 16.4 16.4
LOS by Move: C C C C C B C B A C B B
HCM2kAvgQ: 3 3 2 1 2 1 4 8 1 1 5 5

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Murieta Pkwy. /SR 16
Cycle (sec): 0 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: 60 Level Of Service: B
Street Name: Murieta Pkwy. SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ovl Ovl Ovl Include
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 1 0 1 1 0 1 0 1 1 0 0 1 0
Volume Module:
Base Vol: 75 89 39 15 119 82 115 375 71 44 377 16
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 75 89 39 15 119 82 115 375 71 44 377 16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 80 95 41 16 127 87 122 399 76 47 401 17
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 80 95 41 16 127 87 122 399 76 47 401 17
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 80 95 41 16 127 87 122 399 76 47 401 17
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 0.90 0.95 0.81 0.90 0.95 0.95
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.96 0.04
Final Sat.: 1805 1900 1615 1805 1900 1615 1718 1809 1537 1718 1725 73
Capacity Analysis Module:
Vol/Sat: 0.04 0.05 0.03 0.01 0.07 0.05 0.07 0.22 0.05 0.03 0.23 0.23
Crit Moves: ****
Green/Cycle: 0.09 0.14 0.27 0.08 0.13 0.27 0.14 0.45 0.54 0.14 0.45 0.45
Volume/Cap: 0.52 0.37 0.09 0.11 0.52 0.20 0.52 0.49 0.09 0.20 0.52 0.52
Delay/Veh: 29.3 24.4 16.4 26.1 26.4 17.3 26.1 12.1 6.9 23.4 12.5 12.5
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: 29.3 24.4 16.4 26.1 26.4 17.3 26.1 12.1 6.9 23.4 12.5 12.5
LOS by Move: C C B C C B C B A C B B
HCM2kAvgQ: 2 2 1 0 3 1 3 6 1 1 6 6

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

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

Intersection #22 Stonehouse / SR 16
Average Delay (sec/veh): 2.7 Worst Case Level Of Service: E[43.0]
Street Name: Stonehouse SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 80 0 5 5 753 0 0 435 71
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 80 0 5 5 753 0 0 435 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: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 0 0 0 86 0 5 5 810 0 0 468 76
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 86 0 5 5 810 0 0 468 76
Critical Gap Module:
Critical Gp: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:
Cnflct Vol: xxxxx xxxx xxxxx 1326 xxxx 506 544 xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: xxxxx xxxx xxxxx 173 xxxx 570 1010 xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: xxxxx xxxx xxxxx 172 xxxx 570 1010 xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: xxxxx xxxx xxxxx 0.50 xxxxx 0.01 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxx xxxxx 2.4 xxxxx 0.0 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del:xxxxxx xxxxx xxxxx 45.0 xxxxx 11.4 8.6 xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: * * * E * * B A * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: *
ApproachDel: xxxxxxx 43.0 xxxxxxx xxxxxxx
ApproachLOS: * E * * *

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

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

Intersection #22 Stonehouse / SR 16
Average Delay (sec/veh): 1.8 Worst Case Level Of Service: D[26.0]
Street Name: Stonehouse SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 69 0 5 11 484 0 0 503 46
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 69 0 5 11 484 0 0 503 46
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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 73 0 5 12 515 0 0 535 49
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 73 0 5 12 515 0 0 535 49
Critical Gap Module:
Critical Gp: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:
Cnflct Vol: xxxxx xxxx xxxxx 1098 xxxxx 560 584 xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: xxxxx xxxx xxxxx 238 xxxxx 532 976 xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: xxxxx xxxx xxxxx 235 xxxxx 532 976 xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: xxxxx xxxx xxxxx 0.31 xxxxx 0.01 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxx xxxxx 1.3 xxxxx 0.0 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del:xxxxxx xxxxx xxxxx 27.1 xxxxx 11.8 8.7 xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: * * * D * * B A * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: *
ApproachDel: xxxxxxx 26.0 xxxxxxx xxxxxxx
ApproachLOS: * D * * *

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

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

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for North, South, East, and West bounds.

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for North, South, East, and West bounds.

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

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Dillard / SR 16

Cycle (sec): 0 Critical Vol./Cap.(X): 0.795
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: 65 Level Of Service: B

Street Name: Dillard SR 16

Approach: North Bound South Bound East Bound 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 0 7 0 0 0 0 7 7 4 7 0
Lanes: 0 0 1 0 0 0 0 0 1 0 1 0 0

Volume Module:

Base Vol: 46 0 57 0 0 0 0 725 114 77 339 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 46 0 57 0 0 0 0 725 114 77 339 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 52 0 64 0 0 0 0 815 128 87 381 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 52 0 64 0 0 0 0 815 128 87 381 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 52 0 64 0 0 0 0 815 128 87 381 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 1.00 0.90 1.00 1.00 1.00 1.00 0.93 0.93 0.90 0.95 1.00
Lanes: 0.45 0.00 0.55 0.00 0.00 0.00 0.00 0.86 0.14 1.00 1.00 0.00
Final Sat.: 768 0 951 0 0 0 0 1535 241 1718 1809 0

Capacity Analysis Module:

Vol/Sat: 0.07 0.00 0.07 0.00 0.00 0.00 0.00 0.53 0.53 0.05 0.21 0.00
Crit Moves: ****
Green/Cycle: 0.11 0.00 0.11 0.00 0.00 0.00 0.00 0.65 0.65 0.06 0.71 0.00
Volume/Cap: 0.63 0.00 0.63 0.00 0.00 0.00 0.00 0.82 0.82 0.82 0.30 0.00
Delay/Veh: 34.3 0.0 34.3 0.0 0.0 0.0 0.0 13.5 13.5 67.4 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 1.00
AdjDel/Veh: 34.3 0.0 34.3 0.0 0.0 0.0 0.0 13.5 13.5 67.4 3.6 0.0
LOS by Move: C A C A A A A B B E A A
HCM2kAvgQ: 3 0 3 0 0 0 0 17 17 4 3 0

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Dillard / SR 16

Cycle (sec): 0 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 60 Level Of Service: A

Street Name: Dillard SR 16

Approach: North Bound South Bound East Bound 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 0 7 0 0 0 0 7 7 4 7 0
Lanes: 0 0 1 0 0 0 0 0 0 1 0 1 0 0

Volume Module:

Base Vol: 56 0 55 0 0 0 0 462 76 58 465 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 56 0 55 0 0 0 0 462 76 58 465 0
User Adj: 1.00 1.00 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: 60 0 59 0 0 0 0 491 81 62 495 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 60 0 59 0 0 0 0 491 81 62 495 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 60 0 59 0 0 0 0 491 81 62 495 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.91 1.00 0.91 1.00 1.00 1.00 1.00 0.93 0.93 0.90 0.95 1.00
Lanes: 0.50 0.00 0.50 0.00 0.00 0.00 0.00 0.86 0.14 1.00 1.00 0.00
Final Sat.: 872 0 856 0 0 0 0 1524 251 1718 1809 0

Capacity Analysis Module:

Vol/Sat: 0.07 0.00 0.07 0.00 0.00 0.00 0.00 0.32 0.32 0.04 0.27 0.00
Crit Moves: ****
Green/Cycle: 0.13 0.00 0.13 0.00 0.00 0.00 0.00 0.60 0.60 0.07 0.67 0.00
Volume/Cap: 0.53 0.00 0.53 0.00 0.00 0.00 0.00 0.53 0.53 0.53 0.41 0.00
Delay/Veh: 27.0 0.0 27.0 0.0 0.0 0.0 0.0 7.4 7.4 31.8 4.7 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 27.0 0.0 27.0 0.0 0.0 0.0 0.0 7.4 7.4 31.8 4.7 0.0
LOS by Move: C A C A A A A A A C A A
HCM2kAvgQ: 3 0 3 0 0 0 0 7 7 2 4 0

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

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

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

Intersection #25 Sloughhouse / SR 16

Intersection #25 Sloughhouse / SR 16

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[18.2]

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[16.9]

Street Name: Sloughhouse SR 16

Street Name: Sloughhouse SR 16

Approach: North Bound South Bound East Bound West Bound

Approach: North Bound South Bound East Bound West Bound

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include Include Include Include

Rights: Include Include Include Include

Lanes: 1 0 0 0 1 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:

Volume Module:

Base Vol: 4 0 22 0 0 0 0 809 6 14 439 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 4 0 22 0 0 0 0 809 6 14 439 0
User Adj: 1.00 1.00 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: 4 0 24 0 0 0 0 889 7 15 482 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 4 0 24 0 0 0 0 889 7 15 482 0

Base Vol: 27 0 34 0 0 0 0 492 5 29 496 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 27 0 34 0 0 0 0 492 5 29 496 0
User Adj: 1.00 1.00 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: 29 0 36 0 0 0 0 523 5 31 528 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 29 0 36 0 0 0 0 523 5 31 528 0

Critical Gap Module:

Critical Gap Module:

Critical Gp: 6.4 xxxx 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 xxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx

Critical Gp: 6.4 xxxx 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 xxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx

Capacity Module:

Capacity Module:

Cnflct Vol: 1402 xxxx 889 xxxx xxxx xxxxx xxxx xxxx xxxxx 896 xxxx xxxxx
Potent Cap.: 156 xxxx 345 xxxx xxxx xxxxx xxxx xxxx xxxxx 745 xxxx xxxxx
Move Cap.: 153 xxxx 345 xxxx xxxx xxxxx xxxx xxxx xxxxx 745 xxxx xxxxx
Volume/Cap: 0.03 xxxx 0.07 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.02 xxxx xxxxx

Cnflct Vol: 1113 xxxx 523 xxxx xxxx xxxxx xxxx xxxx xxxxx 529 xxxx xxxxx
Potent Cap.: 233 xxxx 558 xxxx xxxx xxxxx xxxx xxxx xxxxx 1023 xxxx xxxxx
Move Cap.: 227 xxxx 558 xxxx xxxx xxxxx xxxx xxxx xxxxx 1023 xxxx xxxxx
Volume/Cap: 0.13 xxxx 0.06 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.03 xxxx xxxxx

Level Of Service Module:

Level Of Service Module:

2Way95thQ: 0.1 xxxx 0.2 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.1 xxxx xxxxx
Control Del: 29.2 xxxx 16.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 9.9 xxxx xxxxx
LOS by Move: D * C * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *
ApproachDel: 18.2 xxxxxxx xxxxxxx xxxxxxx
ApproachLOS: C * * *

2Way95thQ: 0.4 xxxx 0.2 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.1 xxxx xxxxx
Control Del: 23.1 xxxx 11.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.6 xxxx xxxxx
LOS by Move: C * B * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *
ApproachDel: 16.9 xxxxxxx xxxxxxx xxxxxxx
ApproachLOS: C * * *

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

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 Grant Line / SR 16

Cycle (sec): 0 Critical Vol./Cap.(X): 0.970
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 63.2
Optimal Cycle: 120 Level Of Service: E

Street Name: Grant Line SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 4 7 7 4 7 7
Lanes: 0 0 1 0 0 0 0 1 0 1 0 1 0

Volume Module:

Base Vol: 2 212 56 40 256 23 39 732 1 59 359 32
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 2 212 56 40 256 23 39 732 1 59 359 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: 2 236 62 44 284 26 43 813 1 66 399 36
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 2 236 62 44 284 26 43 813 1 66 399 36
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 2 236 62 44 284 26 43 813 1 66 399 36

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.97 0.97 0.97 0.98 0.98 0.98 0.90 0.95 0.95 0.90 0.94 0.94
Lanes: 0.01 0.78 0.21 0.13 0.80 0.07 1.00 0.99 0.01 1.00 0.92 0.08
Final Sat.: 14 1450 383 234 1500 135 1718 1806 2 1718 1641 146

Capacity Analysis Module:

Vol/Sat: 0.16 0.16 0.16 0.19 0.19 0.19 0.03 0.45 0.45 0.04 0.24 0.24
Crit Moves: ****
Green/Cycle: 0.17 0.17 0.17 0.20 0.20 0.20 0.06 0.46 0.46 0.04 0.44 0.44
Volume/Cap: 0.97 0.97 0.97 0.97 0.97 0.97 0.42 0.97 0.97 0.97 0.55 0.55
Delay/Veh: 92.5 92.5 92.5 86.8 86.8 86.8 57.0 55.1 55.1 156.1 25.4 25.4
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: 92.5 92.5 92.5 86.8 86.8 86.8 57.0 55.1 55.1 156.1 25.4 25.4
LOS by Move: F F F F F F E E E F C C
HCM2kAvgQ: 16 16 16 18 18 18 2 35 35 5 12 12

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 Grant Line / SR 16

Cycle (sec): 0 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: 60 Level Of Service: C

Street Name: Grant Line SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 4 7 7 4 7 7
Lanes: 0 0 0 1 0 0 0 1 0 1 0 1 0

Volume Module:

Base Vol: 0 104 44 26 91 16 9 470 6 61 460 27
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 104 44 26 91 16 9 470 6 61 460 27
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 0 106 45 27 93 16 9 480 6 62 469 28
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 106 45 27 93 16 9 480 6 62 469 28
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 106 45 27 93 16 9 480 6 62 469 28

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.96 0.96 0.97 0.97 0.97 0.90 0.95 0.95 0.90 0.94 0.94
Lanes: 0.00 0.70 0.30 0.20 0.68 0.12 1.00 0.99 0.01 1.00 0.94 0.06
Final Sat.: 0 1282 542 362 1266 223 1718 1782 23 1718 1695 99

Capacity Analysis Module:

Vol/Sat: 0.00 0.08 0.08 0.07 0.07 0.07 0.01 0.27 0.27 0.04 0.28 0.28
Crit Moves: ****
Green/Cycle: 0.00 0.13 0.13 0.12 0.12 0.12 0.07 0.39 0.39 0.10 0.42 0.42
Volume/Cap: 0.00 0.65 0.65 0.63 0.63 0.63 0.08 0.69 0.69 0.37 0.65 0.65
Delay/Veh: 0.0 31.5 31.5 31.1 31.1 31.1 26.6 17.9 17.9 26.8 15.9 15.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 31.5 31.5 31.1 31.1 31.1 26.6 17.9 17.9 26.8 15.9 15.9
LOS by Move: A C C C C C C B B C B B
HCM2kAvgQ: 0 4 4 4 4 4 0 9 9 2 8 8

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Table with 12 columns for traffic movements (L, T, R) and 12 rows of performance metrics including Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Table with 12 columns for traffic movements (L, T, R) and 12 rows of performance metrics including Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Excelsior / SR 16

Cycle (sec): 0 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 19.3
Optimal Cycle: 60 Level Of Service: B

Street Name: Excelsior SR 16

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

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:

Base Vol: 26 50 42 7 212 47 88 514 76 47 250 11
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 26 50 42 7 212 47 88 514 76 47 250 11
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 28 53 45 7 226 50 94 547 81 50 266 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 53 45 7 226 50 94 547 81 50 266 12
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 28 53 45 7 226 50 94 547 81 50 266 12

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.93 0.93 0.95 0.97 0.97 0.87 0.85 0.85 0.87 0.87 0.87
Lanes: 1.00 0.54 0.46 1.00 0.82 0.18 1.00 1.74 0.26 1.00 1.92 0.08
Final Sat.: 1805 961 808 1805 1513 335 1655 2829 418 1655 3152 139

Capacity Analysis Module:

Vol/Sat: 0.02 0.06 0.06 0.00 0.15 0.15 0.06 0.19 0.19 0.03 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.07 0.21 0.21 0.12 0.26 0.26 0.15 0.34 0.34 0.07 0.26 0.26
Volume/Cap: 0.23 0.27 0.27 0.03 0.57 0.57 0.38 0.57 0.57 0.45 0.33 0.33
Delay/Veh: 27.5 20.3 20.3 23.4 20.9 20.9 24.1 17.0 17.0 29.9 18.3 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: 27.5 20.3 20.3 23.4 20.9 20.9 24.1 17.0 17.0 29.9 18.3 18.3
LOS by Move: C C C C C C C B B C B B
HCM2kAvgQ: 1 2 2 0 5 5 2 6 6 2 2 2

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Excelsior / SR 16

Cycle (sec): 0 Critical Vol./Cap.(X): 0.296
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: 60 Level Of Service: B

Street Name: Excelsior SR 16

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

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:

Base Vol: 14 46 26 8 44 62 99 250 22 23 261 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: 14 46 26 8 44 62 99 250 22 23 261 8
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 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 47 27 8 45 64 102 258 23 24 269 8
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 47 27 8 45 64 102 258 23 24 269 8
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 14 47 27 8 45 64 102 258 23 24 269 8

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.95 0.95 0.91 0.91 0.87 0.86 0.86 0.87 0.87 0.87
Lanes: 1.00 0.64 0.36 1.00 0.42 0.58 1.00 1.84 0.16 1.00 1.94 0.06
Final Sat.: 1805 1148 649 1805 719 1014 1655 3006 265 1655 3199 98

Capacity Analysis Module:

Vol/Sat: 0.01 0.04 0.04 0.00 0.06 0.06 0.06 0.09 0.09 0.01 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.07 0.17 0.17 0.10 0.20 0.20 0.20 0.30 0.30 0.17 0.27 0.27
Volume/Cap: 0.12 0.24 0.24 0.05 0.31 0.31 0.31 0.29 0.29 0.08 0.31 0.31
Delay/Veh: 26.8 21.9 21.9 24.7 20.9 20.9 21.2 16.4 16.4 21.1 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: 26.8 21.9 21.9 24.7 20.9 20.9 21.2 16.4 16.4 21.1 17.7 17.7
LOS by Move: C C C C C C C B B C B B
HCM2kAvgQ: 0 1 1 0 2 2 2 2 2 0 2 2

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Bradshaw / SR 16

Cycle (sec): 0 Critical Vol./Cap.(X): 0.865
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 36.7
Optimal Cycle: 108 Level Of Service: D

Street Name: Bradshaw SR 16

Approach: North Bound South Bound 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: 4 7 7 4 7 7 4 7 7 4 7 7

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

Volume Module:

Base Vol: 41 578 22 221 1396 235 210 451 89 40 202 66
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 41 578 22 221 1396 235 210 451 89 40 202 66
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 44 615 23 235 1485 250 223 480 95 43 215 70
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 44 615 23 235 1485 250 223 480 95 43 215 70
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 44 615 23 235 1485 250 223 480 95 43 215 70

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.94 0.94 0.95 0.95 0.85 0.87 0.92 0.78 0.87 0.92 0.78
Lanes: 1.00 1.93 0.07 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 3457 132 1805 3610 1615 1655 1742 1481 1655 1742 1481

Capacity Analysis Module:

Vol/Sat: 0.02 0.18 0.18 0.13 0.41 0.15 0.13 0.28 0.06 0.03 0.12 0.05
Crit Moves: ****
Green/Cycle: 0.04 0.29 0.29 0.21 0.47 0.65 0.18 0.31 0.35 0.04 0.17 0.38
Volume/Cap: 0.65 0.61 0.61 0.61 0.88 0.24 0.74 0.88 0.18 0.69 0.74 0.13
Delay/Veh: 72.0 34.2 34.2 41.4 32.1 8.0 51.1 50.9 24.6 80.6 52.5 21.9
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: 72.0 34.2 34.2 41.4 32.1 8.0 51.1 50.9 24.6 80.6 52.5 21.9
LOS by Move: E C C D C A D D C F D C
HCM2kAvgQ: 3 10 10 8 27 3 9 18 2 3 8 2

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Bradshaw / SR 16

Cycle (sec): 0 Critical Vol./Cap.(X): 0.475
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: 60 Level Of Service: C

Street Name: Bradshaw SR 16

Approach: North Bound South Bound 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: 4 7 7 4 7 7 4 7 7 4 7 7

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

Volume Module:

Base Vol: 31 316 24 123 381 38 74 237 31 41 197 112
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 31 316 24 123 381 38 74 237 31 41 197 112
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 33 340 26 132 410 41 80 255 33 44 212 120
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 33 340 26 132 410 41 80 255 33 44 212 120
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 33 340 26 132 410 41 80 255 33 44 212 120

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.94 0.94 0.95 0.95 0.85 0.87 0.92 0.78 0.87 0.92 0.78
Lanes: 1.00 1.86 0.14 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 3318 252 1805 3610 1615 1655 1742 1481 1655 1742 1481

Capacity Analysis Module:

Vol/Sat: 0.02 0.10 0.10 0.07 0.11 0.03 0.05 0.15 0.02 0.03 0.12 0.08
Crit Moves: ****
Green/Cycle: 0.13 0.21 0.21 0.15 0.23 0.36 0.13 0.30 0.44 0.07 0.24 0.39
Volume/Cap: 0.14 0.48 0.48 0.48 0.49 0.07 0.37 0.48 0.05 0.40 0.51 0.21
Delay/Veh: 23.3 21.2 21.2 24.6 20.4 12.6 24.9 17.8 9.8 29.2 20.8 12.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 23.3 21.2 21.2 24.6 20.4 12.6 24.9 17.8 9.8 29.2 20.8 12.3
LOS by Move: C C C C C B C B A C C B
HCM2kAvgQ: 1 4 4 3 4 1 2 4 0 1 4 2

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Latrobe / White Rock

Cycle (sec): 0 Critical Vol./Cap.(X): 0.411
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 18.3
Optimal Cycle: 60 Level Of Service: B

Street Name: Latrobe White Rock

Approach: North Bound South Bound East Bound West Bound

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

Control: Protected Protected Protected Protected

Rights: Ovl Ovl Include Ovl

Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7

Lanes: 1 0 4 0 1 2 0 3 0 1 2 0 1 1 0 2 0 2 0 1

Volume Module:

Base Vol: 93 870 231 214 397 156 223 180 19 85 97 152

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

Initial Bse: 93 870 231 214 397 156 223 180 19 85 97 152

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

PHF Adj: 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: 101 946 251 233 432 170 242 196 21 92 105 165

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

Reduced Vol: 101 946 251 233 432 170 242 196 21 92 105 165

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

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

FinalVolume: 101 946 251 233 432 170 242 196 21 92 105 165

Saturation Flow Module:

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

Adjustment: 0.95 0.91 0.85 0.92 0.91 0.85 0.92 0.94 0.94 0.92 0.95 0.85

Lanes: 1.00 4.00 1.00 2.00 3.00 1.00 2.00 1.81 0.19 2.00 2.00 1.00

Final Sat.: 1805 6916 1615 3502 5187 1615 3502 3220 340 3502 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.06 0.14 0.16 0.07 0.08 0.10 0.07 0.06 0.06 0.03 0.03 0.10

Crit Moves: ****

Green/Cycle: 0.17 0.31 0.41 0.15 0.29 0.45 0.16 0.17 0.17 0.10 0.12 0.27

Volume/Cap: 0.33 0.44 0.38 0.44 0.28 0.23 0.44 0.35 0.35 0.27 0.25 0.38

Delay/Veh: 22.7 16.7 12.8 23.8 16.5 10.3 23.5 22.1 22.1 25.4 24.4 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: 22.7 16.7 12.8 23.8 16.5 10.3 23.5 22.1 22.1 25.4 24.4 18.5

LOS by Move: C B B C B B C C C C C B

HCM2kAvgQ: 2 4 4 3 2 2 3 2 2 1 1 3

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Latrobe / White Rock

Cycle (sec): 0 Critical Vol./Cap.(X): 0.180
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 60 Level Of Service: B

Street Name: Latrobe White Rock

Approach: North Bound South Bound East Bound West Bound

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

Control: Protected Protected Protected Protected

Rights: Ovl Ovl Include Ovl

Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7

Lanes: 1 0 4 0 1 2 0 3 0 1 2 0 1 1 0 2 0 2 0 1

Volume Module:

Base Vol: 41 380 101 94 173 68 97 79 8 37 42 67

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

Initial Bse: 41 380 101 94 173 68 97 79 8 37 42 67

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

PHF Adj: 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: 45 413 110 102 188 74 105 86 9 40 46 73

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

Reduced Vol: 45 413 110 102 188 74 105 86 9 40 46 73

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

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

FinalVolume: 45 413 110 102 188 74 105 86 9 40 46 73

Saturation Flow Module:

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

Adjustment: 0.95 0.91 0.85 0.92 0.91 0.85 0.92 0.94 0.94 0.92 0.95 0.85

Lanes: 1.00 4.00 1.00 2.00 3.00 1.00 2.00 1.82 0.18 2.00 2.00 1.00

Final Sat.: 1805 6916 1615 3502 5187 1615 3502 3232 327 3502 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.02 0.06 0.07 0.03 0.04 0.05 0.03 0.03 0.03 0.01 0.01 0.05

Crit Moves: ****

Green/Cycle: 0.17 0.31 0.41 0.15 0.29 0.45 0.16 0.17 0.17 0.10 0.12 0.27

Volume/Cap: 0.15 0.19 0.17 0.19 0.12 0.10 0.19 0.15 0.15 0.12 0.11 0.17

Delay/Veh: 21.5 15.3 11.4 22.4 15.6 9.6 22.2 21.2 21.2 24.8 23.8 17.0

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

AdjDel/Veh: 21.5 15.3 11.4 22.4 15.6 9.6 22.2 21.2 21.2 24.8 23.8 17.0

LOS by Move: C B B C B A C C C C C B

HCM2kAvgQ: 1 2 1 1 1 1 1 1 1 0 0 1

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

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

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

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[11.4]

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[10.9]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Missouri Flat / US 50 WB Ramps

Cycle (sec): 0 Critical Vol./Cap.(X): 1.170
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 85.0
Optimal Cycle: 120 Level Of Service: F

Street Name: Missouri Flat US 50 WB Ramps
Approach: North Bound South Bound East Bound 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: 4 7 0 0 7 7 7 0 7 0 0 0
Lanes: 1 0 3 0 0 0 0 2 0 1 2 0 0 0 1 0 0 0 0 0

Volume Module:
Base Vol: 512 778 0 0 1128 355 459 0 1060 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: 512 778 0 0 1128 355 459 0 1060 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 557 846 0 0 1226 386 499 0 1152 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 557 846 0 0 1226 386 499 0 1152 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 557 846 0 0 1226 386 499 0 1152 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 1.00 1.00 0.95 0.85 0.92 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 3.00 0.00 0.00 2.00 1.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1805 5187 0 0 3610 1615 3502 0 1615 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.31 0.16 0.00 0.00 0.34 0.24 0.14 0.00 0.71 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.26 0.55 0.00 0.00 0.29 0.64 0.35 0.00 0.61 0.00 0.00 0.00
Volume/Cap: 1.17 0.29 0.00 0.00 1.17 0.38 0.41 0.00 1.17 0.00 0.00 0.00
Delay/Veh: 141.2 14.3 0.0 0.0 130 10.6 30.1 0.0 110.9 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
AdjDel/Veh: 141.2 14.3 0.0 0.0 130 10.6 30.1 0.0 110.9 0.0 0.0 0.0
LOS by Move: F B A A F B C A F A A A
HCM2kAvgQ: 33 6 0 0 38 7 7 0 65 0 0 0

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Missouri Flat / US 50 WB Ramps

Cycle (sec): 0 Critical Vol./Cap.(X): 0.981
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 44.8
Optimal Cycle: 120 Level Of Service: D

Street Name: Missouri Flat US 50 WB Ramps
Approach: North Bound South Bound East Bound 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: 4 7 0 0 7 7 7 0 7 0 0 0
Lanes: 1 0 3 0 0 0 0 2 0 1 2 0 0 0 1 0 0 0 0 0

Volume Module:
Base Vol: 429 652 0 0 946 298 385 0 889 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: 429 652 0 0 946 298 385 0 889 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 466 709 0 0 1028 324 418 0 966 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 466 709 0 0 1028 324 418 0 966 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 466 709 0 0 1028 324 418 0 966 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 1.00 1.00 0.95 0.85 0.92 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 3.00 0.00 0.00 2.00 1.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1805 5187 0 0 3610 1615 3502 0 1615 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.26 0.14 0.00 0.00 0.28 0.20 0.12 0.00 0.60 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.26 0.55 0.00 0.00 0.29 0.64 0.35 0.00 0.61 0.00 0.00 0.00
Volume/Cap: 0.98 0.25 0.00 0.00 0.98 0.31 0.34 0.00 0.98 0.00 0.00 0.00
Delay/Veh: 80.2 13.9 0.0 0.0 65.5 10.1 29.3 0.0 46.8 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
AdjDel/Veh: 80.2 13.9 0.0 0.0 65.5 10.1 29.3 0.0 46.8 0.0 0.0 0.0
LOS by Move: F B A A E B C A D A A A
HCM2kAvgQ: 23 5 0 0 26 5 6 0 41 0 0 0

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Missouri Flat / US 50 EB Ramps

Cycle (sec): 0 Critical Vol./Cap.(X): 1.383
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 90.5
Optimal Cycle: 120 Level Of Service: F

Street Name: Missouri Flat US 50 EB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ovl Include Ovl Include
Min. Green: 0 7 7 4 7 0 7 0 0 0
Lanes: 0 0 2 0 1 1 0 2 0 0 1 0 1! 0 1 0 0 0 0 0

Volume Module:

Base Vol: 0 1014 985 441 1754 0 261 2 681 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 1014 985 441 1754 0 261 2 681 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 1102 1071 479 1907 0 284 2 740 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1102 1071 479 1907 0 284 2 740 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1102 1071 479 1907 0 284 2 740 0 0 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.85 0.95 0.95 1.00 0.86 0.86 0.86 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 1.27 0.01 1.72 0.00 0.00 0.00
Final Sat.: 0 3610 1615 1805 3610 0 2074 7 2795 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.31 0.66 0.27 0.53 0.00 0.14 0.32 0.26 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.48 0.48 0.19 0.67 0.00 0.23 0.23 0.23 0.00 0.00 0.00
Volume/Cap: 0.00 0.64 1.38 1.38 0.79 0.00 0.60 1.38 1.16 0.00 0.00 0.00
Delay/Veh: 0.0 24.2 211.7 238.0 15.5 0.0 41.9 227 130.0 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
AdjDel/Veh: 0.0 24.2 211.7 238.0 15.5 0.0 41.9 227 130.0 0.0 0.0 0.0
LOS by Move: A C F F B A D F F A A A
HCM2kAvgQ: 0 16 76 36 27 0 8 38 26 0 0 0

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Missouri Flat / US 50 EB Ramps

Cycle (sec): 0 Critical Vol./Cap.(X): 1.104
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 53.4
Optimal Cycle: 120 Level Of Service: D

Street Name: Missouri Flat US 50 EB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ovl Include Ovl Include
Min. Green: 0 7 7 4 7 0 7 0 0 0
Lanes: 0 0 2 0 1 1 0 2 0 0 1 0 1! 0 1 0 0 0 0 0

Volume Module:

Base Vol: 0 850 825 370 1470 0 219 0 571 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: 0 850 825 370 1470 0 219 0 571 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 924 897 402 1598 0 238 0 621 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 924 897 402 1598 0 238 0 621 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 924 897 402 1598 0 238 0 621 0 0 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.85 0.95 0.95 1.00 0.88 1.00 0.88 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 1.28 0.00 1.72 0.00 0.00 0.00
Final Sat.: 0 3610 1615 1805 3610 0 2134 0 2879 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.26 0.56 0.22 0.44 0.00 0.11 0.00 0.22 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.50 0.50 0.20 0.70 0.00 0.20 0.00 0.20 0.00 0.00 0.00
Volume/Cap: 0.00 0.51 1.10 1.10 0.63 0.00 0.57 0.00 1.10 0.00 0.00 0.00
Delay/Veh: 0.0 20.2 93.8 126.1 9.9 0.0 44.3 0.0 112.9 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
AdjDel/Veh: 0.0 20.2 93.8 126.1 9.9 0.0 44.3 0.0 112.9 0.0 0.0 0.0
LOS by Move: A C F F A A D A F A A A
HCM2kAvgQ: 0 12 47 23 16 0 7 0 21 0 0 0

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 Missouri Flat / Mother Lode

Cycle (sec): 0 Critical Vol./Cap.(X): 0.876
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 99 Level Of Service: B

Street Name: Missouri Flat Mother Lode
Approach: North Bound South Bound East Bound 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: 4 7 0 0 7 7 7 0 7 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 2 0 0 0 1 0 0 0 0 0

Volume Module:
Base Vol: 80 1725 0 0 2111 326 278 0 94 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 80 1725 0 0 2111 326 278 0 94 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 87 1875 0 0 2295 354 302 0 102 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 87 1875 0 0 2295 354 302 0 102 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 87 1875 0 0 2295 354 302 0 102 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 1.00 0.95 0.85 0.92 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1805 3610 0 0 3610 1615 3502 0 1615 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.05 0.52 0.00 0.00 0.64 0.22 0.09 0.00 0.06 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.05 0.78 0.00 0.00 0.73 0.82 0.10 0.00 0.15 0.00 0.00 0.00
Volume/Cap: 0.88 0.67 0.00 0.00 0.88 0.27 0.88 0.00 0.41 0.00 0.00 0.00
Delay/Veh: 99.3 5.6 0.0 0.0 13.9 2.1 65.4 0.0 39.0 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
AdjDel/Veh: 99.3 5.6 0.0 0.0 13.9 2.1 65.4 0.0 39.0 0.0 0.0 0.0
LOS by Move: F A A A B A E A D A A A
HCM2kAvgQ: 5 14 0 0 31 3 7 0 3 0 0 0

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 Missouri Flat / Mother Lode

Cycle (sec): 0 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 64 Level Of Service: B

Street Name: Missouri Flat Mother Lode
Approach: North Bound South Bound East Bound 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: 4 7 0 0 7 7 7 0 7 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 2 0 0 0 1 0 0 0 0 0

Volume Module:
Base Vol: 67 1466 0 0 1769 273 233 0 79 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 67 1466 0 0 1769 273 233 0 79 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 73 1593 0 0 1923 297 253 0 86 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 73 1593 0 0 1923 297 253 0 86 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 73 1593 0 0 1923 297 253 0 86 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 1.00 0.95 0.85 0.92 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1805 3610 0 0 3610 1615 3502 0 1615 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.04 0.44 0.00 0.00 0.53 0.18 0.07 0.00 0.05 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.06 0.70 0.00 0.00 0.64 0.75 0.11 0.00 0.17 0.00 0.00 0.00
Volume/Cap: 0.65 0.63 0.00 0.00 0.83 0.24 0.66 0.00 0.31 0.00 0.00 0.00
Delay/Veh: 41.5 5.6 0.0 0.0 11.5 2.6 31.6 0.0 23.8 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
AdjDel/Veh: 41.5 5.6 0.0 0.0 11.5 2.6 31.6 0.0 23.8 0.0 0.0 0.0
LOS by Move: D A A A B A C A C A A A
HCM2kAvgQ: 3 10 0 0 18 2 4 0 2 0 0 0

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Missouri Flat / Forni

Cycle (sec): 0 Critical Vol./Cap.(X): 0.548
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: 60 Level Of Service: B

Street Name: Missouri Flat Forni

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

Control: Protected Protected Protected Protected
Rights: Ignore Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 2 0 1 1 0 2 0 1 2 0 1 0 1 1 0 1 0 1

Volume Module:

Base Vol: 35 692 70 140 943 230 277 55 50 62 49 114
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 692 70 140 943 230 277 55 50 62 49 114
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: 0.96 0.96 0.00 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 36 721 0 146 982 240 289 57 52 65 51 119
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 36 721 0 146 982 240 289 57 52 65 51 119
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 36 721 0 146 982 240 289 57 52 65 51 119

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 0.95 0.95 0.85 0.92 1.00 0.85 0.95 1.00 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 3610 1900 1805 3610 1615 3502 1900 1615 1805 1900 1615

Capacity Analysis Module:

Vol/Sat: 0.02 0.20 0.00 0.08 0.27 0.15 0.08 0.03 0.03 0.04 0.03 0.07
Crit Moves: ****
Green/Cycle: 0.07 0.35 0.00 0.14 0.42 0.55 0.13 0.16 0.22 0.09 0.12 0.26
Volume/Cap: 0.30 0.57 0.00 0.57 0.64 0.27 0.64 0.19 0.15 0.40 0.23 0.29
Delay/Veh: 28.1 16.6 0.0 27.3 14.7 7.3 28.1 22.4 18.9 27.5 24.6 18.2
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: 28.1 16.6 0.0 27.3 14.7 7.3 28.1 22.4 18.9 27.5 24.6 18.2
LOS by Move: C B A C B A C C B C C B
HCM2kAvgQ: 1 6 0 4 9 2 4 1 1 2 1 2

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Missouri Flat / Forni

Cycle (sec): 0 Critical Vol./Cap.(X): 0.366
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: 60 Level Of Service: B

Street Name: Missouri Flat Forni

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

Control: Protected Protected Protected Protected
Rights: Ignore Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 2 0 1 1 0 2 0 1 2 0 1 0 1 1 0 1 0 1

Volume Module:

Base Vol: 32 536 22 46 586 216 233 15 36 20 11 40
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 32 536 22 46 586 216 233 15 36 20 11 40
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: 0.94 0.94 0.00 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 34 570 0 49 623 230 248 16 38 21 12 43
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 34 570 0 49 623 230 248 16 38 21 12 43
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 34 570 0 49 623 230 248 16 38 21 12 43

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 0.95 0.95 0.85 0.92 1.00 0.85 0.95 1.00 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 3610 1900 1805 3610 1615 3502 1900 1615 1805 1900 1615

Capacity Analysis Module:

Vol/Sat: 0.02 0.16 0.00 0.03 0.17 0.14 0.07 0.01 0.02 0.01 0.01 0.03
Crit Moves: ****
Green/Cycle: 0.07 0.32 0.00 0.14 0.39 0.55 0.16 0.18 0.24 0.10 0.12 0.25
Volume/Cap: 0.28 0.49 0.00 0.20 0.44 0.26 0.44 0.05 0.10 0.12 0.05 0.10
Delay/Veh: 27.9 16.7 0.0 23.4 13.7 7.2 23.3 20.6 17.7 24.8 23.7 17.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 27.9 16.7 0.0 23.4 13.7 7.2 23.3 20.6 17.7 24.8 23.7 17.3
LOS by Move: C B A C B A C C B C C B
HCM2kAvgQ: 1 5 0 1 5 2 3 0 1 0 0 1

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Missouri Flat / Pleasant Valley

Intersection #36 Missouri Flat / Pleasant Valley

Cycle (sec): 0 Critical Vol./Cap.(X): 0.715
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: 60 Level Of Service: B

Cycle (sec): 0 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 60 Level Of Service: B

Street Name: Missouri Flat Pleasant Valley
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Street Name: Missouri Flat Pleasant Valley
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Ovl
Min. Green: 0 0 0 7 0 7 4 7 0 0 7 7
Lanes: 0 0 0 0 0 1 0 0 0 1 2 0 1 0 0 0 0 1 0 1

Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Ovl
Min. Green: 0 0 0 0 7 0 7 4 7 0 0 0 7 7
Lanes: 0 0 0 0 0 1 0 0 0 1 2 0 1 0 0 0 0 1 0 1

Volume Module:
Base Vol: 0 0 0 623 0 278 206 397 0 0 286 298
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 623 0 278 206 397 0 0 286 298
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 0 0 0 642 0 287 212 409 0 0 295 307
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 642 0 287 212 409 0 0 295 307
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 642 0 287 212 409 0 0 295 307

Volume Module:
Base Vol: 0 0 0 341 0 147 136 191 0 0 172 280
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 341 0 147 136 191 0 0 172 280
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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 0 363 0 156 145 203 0 0 183 298
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 363 0 156 145 203 0 0 183 298
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 363 0 156 145 203 0 0 183 298

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.95 1.00 0.85 0.92 1.00 1.00 1.00 1.00 0.85
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 2.00 1.00 0.00 0.00 1.00 1.00
Final Sat.: 0 0 0 1805 0 1615 3502 1900 0 0 1900 1615

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.95 1.00 0.85 0.92 1.00 1.00 1.00 1.00 0.85
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 2.00 1.00 0.00 0.00 1.00 1.00
Final Sat.: 0 0 0 1805 0 1615 3502 1900 0 0 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.36 0.00 0.18 0.06 0.22 0.00 0.00 0.16 0.19
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.50 0.00 0.58 0.08 0.30 0.00 0.00 0.22 0.72
Volume/Cap: 0.00 0.00 0.00 0.71 0.00 0.30 0.71 0.71 0.00 0.00 0.71 0.27
Delay/Veh: 0.0 0.0 0.0 14.5 0.0 6.5 34.7 22.8 0.0 0.0 27.6 3.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 14.5 0.0 6.5 34.7 22.8 0.0 0.0 27.6 3.1
LOS by Move: A A A B A A C C A A C A
HCM2kAvgQ: 0 0 0 11 0 3 4 8 0 0 7 2

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.20 0.00 0.10 0.04 0.11 0.00 0.00 0.10 0.18
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.47 0.00 0.57 0.10 0.33 0.00 0.00 0.23 0.70
Volume/Cap: 0.00 0.00 0.00 0.42 0.00 0.17 0.42 0.33 0.00 0.00 0.42 0.26
Delay/Veh: 0.0 0.0 0.0 10.7 0.0 6.2 26.3 15.6 0.0 0.0 20.5 3.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 10.7 0.0 6.2 26.3 15.6 0.0 0.0 20.5 3.4
LOS by Move: A A A B A A C B A A C A
HCM2kAvgQ: 0 0 0 5 0 1 2 3 0 0 3 2

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

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

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

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

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

Intersection #37 Forni / Pleasant Valley
Average Delay (sec/veh): 3.4 Worst Case Level Of Service: C[16.8]
Street Name: Forni Pleasant Valley
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 1! 0 0 0 1 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 39 0 140 89 463 0 0 331 23
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 39 0 140 89 463 0 0 331 23
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 0 0 41 0 147 94 487 0 0 348 24
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 41 0 147 94 487 0 0 348 24
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.4 6.5 6.2 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx 3.5 4.0 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx 1035 1035 361 373 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 259 234 689 1197 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 243 214 689 1197 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx 0.17 0.00 0.21 0.08 xxxx xxxxx xxxx xxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.3 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.3 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx 492 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 1.8 xxxxx 0.3 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 16.8 xxxxx 8.3 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * C * * * * * A * * * * *
ApproachDel: xxxxxx 16.8 xxxxxx xxxxxx
ApproachLOS: * C * * *

Intersection #37 Forni / Pleasant Valley
Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[11.2]
Street Name: Forni Pleasant Valley
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 1! 0 0 0 1 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 18 0 77 65 286 0 0 204 11
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 18 0 77 65 286 0 0 204 11
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 0 0 0 19 0 83 70 308 0 0 219 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 19 0 83 70 308 0 0 219 12
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.4 6.5 6.2 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx 3.5 4.0 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx 673 673 225 231 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 424 379 819 1348 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 406 359 819 1348 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx 0.05 0.00 0.10 0.05 xxxx xxxxx xxxx xxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.2 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.8 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx 687 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 0.5 xxxxx 0.2 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 11.2 xxxxx 7.8 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * B * * * * * A * * * * *
ApproachDel: xxxxxx 11.2 xxxxxx xxxxxx
ApproachLOS: * B * * *

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level of Service Computation Report

Level of Service Computation Report

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

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

Intersection #38 SR 49 / Pleasant Valley

Intersection #38 SR 49 / Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: 0 Level of Service: C

Cycle (sec): 100 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 0 Level of Service: B

Street Name: SR 49 Pleasant Valley

Street Name: SR 49 Pleasant Valley

Approach: North Bound South Bound East Bound West Bound

Approach: North Bound South Bound East Bound West Bound

Movement: 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 Stop Sign Stop Sign
Rights: Include Include Include Include

Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include

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

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

Volume Module:

Volume Module:

Base Vol: 91 0 163 0 0 0 0 309 219 265 215 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 91 0 163 0 0 0 0 309 219 265 215 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 95 0 170 0 0 0 0 322 228 276 224 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 95 0 170 0 0 0 0 322 228 276 224 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 95 0 170 0 0 0 0 322 228 276 224 0

Base Vol: 85 0 144 0 0 0 0 154 128 135 205 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 85 0 144 0 0 0 0 154 128 135 205 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 97 0 164 0 0 0 0 175 145 153 233 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 97 0 164 0 0 0 0 175 145 153 233 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 97 0 164 0 0 0 0 175 145 153 233 0

Saturation Flow Module:

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 0.59 0.41 1.00 1.00 0.00
Final Sat.: 203 0 364 0 0 0 0 401 284 551 597 0

Adjustment: 1.00 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 0.55 0.45 1.00 1.00 0.00
Final Sat.: 238 0 404 0 0 0 0 388 323 583 635 0

Capacity Analysis Module:

Capacity Analysis Module:

Vol/Sat: 0.47 xxxx 0.47 xxxx xxxx xxxx 0.80 0.50 0.38 xxxx
Crit Moves: ****
Delay/Veh: 13.6 0.0 13.6 0.0 0.0 0.0 0.0 25.1 25.1 15.2 12.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 13.6 0.0 13.6 0.0 0.0 0.0 0.0 25.1 25.1 15.2 12.0 0.0
LOS by Move: B * B * * * * D D C B *
ApproachDel: 13.6 xxxxxx 25.1 13.7
Delay Adj: 1.00 xxxxxx 1.00 1.00
ApprAdjDel: 13.6 xxxxxx 25.1 13.7
LOS by Appr: B * * B B
AllWayAvgQ: 0.7 0.7 0.7 0.0 0.0 0.0 3.2 3.2 3.2 0.9 0.6 0.0

Vol/Sat: 0.41 xxxx 0.41 xxxx xxxx xxxx 0.45 0.45 0.26 0.37 xxxx
Crit Moves: ****
Delay/Veh: 11.5 0.0 11.5 0.0 0.0 0.0 0.0 11.7 11.7 10.8 11.3 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 11.5 0.0 11.5 0.0 0.0 0.0 0.0 11.7 11.7 10.8 11.3 0.0
LOS by Move: B * B * * * * B B B B *
ApproachDel: 11.5 xxxxxx 11.7 11.1
Delay Adj: 1.00 xxxxxx 1.00 1.00
ApprAdjDel: 11.5 xxxxxx 11.7 11.1
LOS by Appr: B * B B B
AllWayAvgQ: 0.6 0.6 0.6 0.0 0.0 0.0 0.7 0.7 0.7 0.3 0.5 0.0

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

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



APPENDIX A

Intersection Operations Level of Service Calculation Worksheets 2010 EPAP (No Project)

 Ione Casino
 Existing Plus Approved Projects - Friday
 PM Peak Hour

 Ione Casino
 Existing Plus Approved Projects - Saturday
 PM Peak Hour

Scenario: Ex + Ap Friday Scenario Report

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

Scenario: Ex + Ap Saturday Scenario Report

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

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Turning Movement Report
EPAP NP Fri

Turning Movement Report
EPAP NP Sat

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 SR 49 / Miller Way														#1 SR 49 / Miller Way													
Base	30	105	0	0	94	1	1	0	22	0	0	0	253	Base	12	81	0	0	76	1	1	0	12	0	0	0	183
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	Added	57	60	42	29	71	19	16	0	49	36	0	24	403
PassBy	123	53	68	43	82	41	24	0	72	54	0	19	579	Total	69	141	42	29	147	20	17	0	61	36	0	24	586
Total	153	158	68	43	176	42	25	0	94	54	0	19	832	#2 SR 49 / Main													
#2 SR 49 / Main														#2 SR 49 / Main													
Base	45	107	201	7	92	18	14	40	39	109	53	12	737	Base	39	61	129	15	78	4	12	30	29	169	64	16	646
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	Added	85	53	27	23	46	87	82	57	72	23	62	23	640
PassBy	16	128	39	35	102	70	80	29	15	44	36	55	649	Total	124	114	156	38	124	91	94	87	101	192	126	39	1286
Total	61	235	240	42	194	88	94	69	54	153	89	67	1386	#3 SR 49 / Poplar													
#3 SR 49 / Poplar														#3 SR 49 / Poplar													
Base	35	345	0	0	237	4	2	0	30	0	0	0	653	Base	13	239	0	0	269	0	1	0	9	0	0	0	531
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	Added	0	165	0	0	141	0	0	0	0	0	0	0	306
PassBy	0	183	0	0	161	0	0	0	0	0	0	0	0	Total	13	404	0	0	410	0	1	0	9	0	0	0	837
Total	35	528	0	0	398	4	2	0	30	0	0	0	653	#4 SR 49 / Empire													
#4 SR 49 / Empire														#4 SR 49 / Empire													
Base	32	352	2	9	240	10	13	2	28	7	5	4	704	Base	30	239	1	0	276	0	1	0	26	5	0	2	580
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	Added	0	165	0	0	141	0	0	0	0	0	0	0	306
PassBy	0	183	0	0	161	0	0	0	0	0	0	0	0	Total	30	404	1	0	417	0	1	0	26	5	0	2	886
Total	32	535	2	9	401	10	13	2	28	7	5	4	704	#5 SR 49 / Randolph Dr.													
#5 SR 49 / Randolph Dr.														#5 SR 49 / Randolph Dr.													
Base	8	366	0	0	248	19	14	0	8	0	0	0	663	Base	4	271	0	0	249	7	4	0	4	0	0	0	539
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	Added	0	165	0	0	141	0	0	0	0	0	0	0	306
PassBy	0	232	0	0	135	0	0	0	0	0	0	0	344	Total	4	436	0	0	390	7	4	0	4	0	0	0	845
Total	8	598	0	0	383	19	14	0	8	0	0	0	1030	#6 SR 49 / SR 16													
#6 SR 49 / SR 16														#6 SR 49 / SR 16													
Base	240	0	206	0	0	0	0	183	358	163	92	0	1242	Base	217	0	146	0	0	0	0	111	281	131	149	0	1035
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	Added	0	0	94	0	0	0	0	71	0	80	60	0	305
PassBy	0	0	133	0	0	0	0	99	0	77	58	0	367	Total	217	0	240	0	0	0	0	182	281	211	209	0	1340
Total	240	0	339	0	0	0	0	282	358	240	150	0	1609	#7 SR 124 / SR 16													
#7 SR 124 / SR 16														#7 SR 124 / SR 16													
Base	12	0	79	0	0	0	0	465	20	55	268	0	899	Base	8	0	54	0	0	0	0	325	13	49	314	0	763
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	Added	0	0	0	0	0	0	0	71	0	0	60	0	131
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	Total	8	0	54	0	0	0	0	396	13	49	374	0	894
Total	12	0	79	0	0	0	0	564	20	55	326	0	1056	#8 Latrobe (Amador) / SR 16													
#8 Latrobe (Amador) / SR 16														#8 Latrobe (Amador) / SR 16													
Base	12	0	79	0	0	0	0	465	20	55	268	0	899	Base	0	0	0	97	0	0	3	227	0	0	228	89	644
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	Added	0	0	0	0	0	0	0	71	0	0	60	0	131
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	Total	0	0	0	97	0	0	3	298	0	0	288	89	775
Total	12	0	79	0	0	0	0	564	20	55	326	0	1056	#9 SR 104 (Preston) / SR 124 (North)													
#9 SR 104 (Preston) / SR 124 (North)														#9 SR 104 (Preston) / SR 124 (North)													
Base	12	0	79	0	0	0	0	465	20	55	268	0	899	Base	71	109	67	19	133	8	5	10	66	77	16	17	598
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	Added	0	324	12	60	300	0	0	0	0	14	0	67	777
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	PassBy	0	58	13	0	35	0	0	0	0	8	0	0	114
Total	12	0	79	0	0	0	0	564	20	55	326	0	1056	Total	71	491	92	79	468	8	5	10	66	99	16	84	1489

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#8 Latrobe (Amador) / SR 16														#10 Preston Ave. / Main St.													
Base	0	0	0	131	0	7	4	352	0	0	208	115	817	Base	0	0	0	238	0	57	68	14	0	0	9	231	617
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	Added	0	0	0	302	0	12	13	14	0	0	12	322	675
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	PassBy	0	0	0	43	0	0	0	0	0	0	0	71	114
Total	0	0	0	131	0	7	4	451	0	0	266	115	974	Total	0	0	0	583	0	69	81	28	0	0	21	624	1406
#9 SR 104 (Preston) / SR 124 (North)														#11 SR 124 (Church) / SR 104 (Main)													
Base	110	196	112	48	247	47	30	13	125	66	20	30	1044	Base	98	4	7	2	0	3	10	115	104	6	152	1	502
Added	0	240	0	48	200	0	0	0	0	0	0	57	545	Added	126	0	18	0	0	0	0	187	129	21	208	0	689
PassBy	0	68	18	0	101	0	0	0	0	27	0	0	214	PassBy	71	0	0	0	0	0	0	0	43	0	0	0	114
Total	110	504	130	96	548	47	30	13	125	93	20	87	1803	Total	295	4	25	2	0	3	10	302	276	27	360	1	1305
#10 Preston Ave. / Main St.														#12 SR 124 / SR 88													
Base	0	0	0	383	0	113	102	28	0	0	20	353	999	Base	0	0	0	9	0	65	53	234	0	0	250	4	615
Added	0	0	0	190	0	10	11	0	0	0	0	228	439	Added	0	0	0	12	0	84	95	0	0	0	0	14	205
PassBy	0	0	0	151	0	0	0	3	0	0	2	98	254	Total	0	0	0	21	0	149	148	234	0	0	250	18	820
Total	0	0	0	724	0	123	113	31	0	0	22	679	1692	#13 Jackson Valley / SR 88													
#11 SR 124 (Church) / SR 104 (Main)														#14 SR 88 / Liberty Rd.													
Base	170	3	10	5	1	13	13	218	213	6	181	6	839	Base	52	269	45	2	265	45	37	29	57	30	29	10	870
Added	57	0	0	0	0	0	0	143	48	0	171	0	419	Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	50	0	1	0	0	0	0	89	65	3	49	0	257	PassBy	0	98	10	0	157	27	16	21	0	16	34	0	379
Total	277	3	11	5	1	13	13	450	326	9	401	6	1515	Total	52	367	55	2	422	72	53	50	57	46	63	10	1249
#12 SR 124 / SR 88														#15 SR 88 / SR 12 (east)													
Base	0	0	0	2	0	102	116	396	0	0	266	1	883	Base	0	0	0	45	0	303	320	244	0	0	168	49	1129
Added	0	0	0	0	0	48	57	0	0	0	0	0	105	Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	1	0	13	24	10	0	0	6	2	56	PassBy	0	0	0	0	0	173	108	0	0	0	0	0	281
Total	0	0	0	3	0	163	197	406	0	0	272	3	1044	Total	0	0	0	45	0	476	428	244	0	0	168	49	1410
#13 Jackson Valley / SR 88														#16 Tully Rd. / SR 88													
Base	7	12	5	2	23	8	6	508	34	2	348	3	958	Base	32	34	68	47	28	29	12	485	30	59	577	39	1440
Added	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
PassBy	108	0	0	0	0	0	0	0	133	0	0	0	241	PassBy	0	0	0	0	0	0	0	108	0	0	173	0	281
Total	115	12	5	2	23	8	6	508	167	2	348	3	1199	Total	32	34	68	47	28	29	12	593	30	59	750	39	1721
#14 SR 88 / Liberty Rd.														#17 SR 88 / Victor (SR 12 west)													
Base	26	485	48	14	377	39	53	25	76	18	5	10	1176	Base	22	418	0	6	348	203	264	1	17	3	4	4	1290
Added	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
PassBy	0	114	12	0	92	16	19	24	0	10	20	0	307	PassBy	0	108	0	0	173	0	0	0	0	0	0	0	281
Total	26	599	60	14	469	55	72	49	76	28	25	10	1483	Total	22	526	0	6	521	203	264	1	17	3	4	4	1571

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
#16 Tully Rd. / SR 88														#18 SR 88 / Kettleman Ln.														
Base	49	37	61	54	37	37	21	583	35	50	834	50	1848	Base	14	282	6	7	296	66	102	44	6	7	35	9	874	
Added	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
PassBy	0	0	0	0	0	0	0	126	0	0	102	0	228	PassBy	0	108	0	0	173	0	0	0	0	0	0	0	0	281
Total	49	37	61	54	37	37	21	709	35	50	936	50	2076	Total	14	390	6	7	469	66	102	44	6	7	35	9	1155	
#17 SR 88 / Victor (SR 12 west)														#19 Ione / SR 16														
Base	19	675	1	10	393	220	364	13	24	4	4	15	1742	Base	60	0	1	0	0	0	0	240	54	0	249	0	604	
Added	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	
PassBy	0	126	0	0	102	0	0	0	0	0	0	0	228	PassBy	37	0	0	0	0	0	0	55	23	0	62	0	177	
Total	19	801	1	10	495	220	364	13	24	4	4	15	1970	Total	97	0	1	0	0	0	0	295	77	0	311	0	781	
#18 SR 88 / Kettleman Ln.														#20 Murieta South Pkwy / SR 16														
Base	17	476	5	6	325	75	159	56	22	8	57	6	1212	Base	3	1	0	8	3	81	122	331	4	0	336	14	903	
Added	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	
PassBy	0	126	0	0	102	0	0	0	0	0	0	0	228	PassBy	0	0	0	0	0	62	57	78	0	0	99	0	296	
Total	17	602	5	6	427	75	159	56	22	8	57	6	1440	Total	3	1	0	8	3	143	179	409	4	0	435	14	1199	
#19 Ione / SR 16														#21 Murieta Pkwy / SR 16														
Base	122	0	13	0	0	0	0	398	134	17	224	0	908	Base	75	89	39	15	119	82	115	375	71	44	377	16	1417	
Added	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	
PassBy	22	0	0	0	0	0	0	14	27	0	22	0	85	PassBy	92	50	32	62	54	133	156	289	102	35	279	61	1345	
Total	144	0	13	0	0	0	0	412	161	17	246	0	993	Total	167	139	71	77	173	215	271	664	173	79	656	77	2762	
#20 Murieta South Pkwy / SR 16														#22 Stonehouse / SR 16														
Base	4	3	3	9	1	93	146	472	9	0	282	20	1042	Base	0	0	0	69	0	5	11	484	0	0	503	46	1118	
Added	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	
PassBy	0	0	0	0	0	0	0	41	0	0	44	0	85	PassBy	0	0	0	14	0	0	0	532	0	0	493	12	1051	
Total	4	3	3	9	1	93	146	513	9	0	326	20	1127	Total	0	0	0	83	0	5	11	1016	0	0	996	58	2169	
#21 Murieta Pkwy / SR 16														#23 Latrobe (Sac) / SR 16														
Base	99	119	99	34	100	104	202	521	127	31	266	39	1741	Base	2	2	2	5	1	15	19	504	3	2	489	18	1062	
Added	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	
PassBy	0	7	0	13	4	115	195	28	0	0	22	22	406	PassBy	0	0	0	0	0	0	0	570	0	0	527	0	1097	
Total	99	126	99	47	104	219	397	549	127	31	288	61	2147	Total	2	2	2	5	1	15	19	1074	3	2	1016	18	2159	
#22 Stonehouse / SR 16														#24 Dillard / SR 16														
Base	0	0	0	80	0	5	5	753	0	0	435	71	1349	Base	56	0	55	0	0	0	0	462	76	58	465	0	1172	
Added	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	
PassBy	0	0	0	18	0	0	0	205	0	0	126	11	360	PassBy	0	0	49	0	0	0	0	522	0	44	482	0	1097	
Total	0	0	0	98	0	5	5	958	0	0	561	82	1709	Total	56	0	104	0	0	0	0	984	76	102	947	0	2269	
#23 Latrobe (Sac) / SR 16														#25 Sloughhouse / SR 16														
Base	8	1	3	7	1	17	21	756	9	2	445	10	1280	Base	27	0	34	0	0	0	0	492	5	29	496	0	1083	
Added	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	
PassBy	0	0	0	0	0	0	0	205	0	0	126	0	331	PassBy	0	0	0	0	0	0	0	522	0	0	484	0	1006	
Total	8	1	3	7	1	17	21	961	9	2	571	10	1611	Total	27	0	34	0	0	0	0	1014	5	29	980	0	2089	

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

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Existing Plus Approved Projects - Saturday
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
#24 Dillard / SR 16														#26 Grant Line / SR 16														
Base	46	0	57	0	0	0	0	725	114	77	339	0	1358	Base	0	104	44	26	91	16	9	470	6	61	460	27	1314	
Added	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
PassBy	0	0	4	0	0	0	0	200	0	3	124	0	331	PassBy	0	0	20	16	0	0	0	486	0	18	451	15	1006	
Total	46	0	61	0	0	0	0	925	114	80	463	0	1689	Total	0	104	64	42	91	16	9	956	6	79	911	42	2320	
#25 Sloughhouse / SR 16														#27 Sunrise / SR 16														
Base	4	0	22	0	0	0	0	809	6	14	439	0	1294	Base	6	176	18	191	228	41	25	240	12	27	235	213	1412	
Added	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	
PassBy	0	0	0	0	0	0	0	217	0	0	131	0	348	PassBy	0	0	9	61	0	0	0	416	0	7	389	53	935	
Total	4	0	22	0	0	0	0	1026	6	14	570	0	1642	Total	6	176	27	252	228	41	25	656	12	34	624	266	2347	
#26 Grant Line / SR 16														#28 Excelsior / SR 16														
Base	2	212	56	40	256	23	39	732	1	59	359	32	1811	Base	14	46	26	8	44	62	99	250	22	23	261	8	863	
Added	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	
PassBy	3	17	13	3	28	3	0	201	9	12	118	1	408	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60	
Total	5	229	69	43	284	26	39	933	10	71	477	33	2219	Total	14	46	26	8	44	62	99	273	22	23	298	8	923	
#27 Sunrise / SR 16														#29 Bradshwa / SR 16														
Base	7	267	40	227	847	63	79	471	10	23	205	117	2356	Base	31	316	24	123	381	38	74	237	31	41	197	112	1605	
Added	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	
PassBy	5	8	10	52	126	0	4	153	4	4	98	27	491	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60	
Total	12	275	50	279	973	63	83	624	14	27	303	144	2847	Total	31	316	24	123	381	38	74	260	31	41	234	112	1665	
#28 Excelsior / SR 16														#30 Latrobe / White Rock														
Base	26	50	42	7	212	47	88	514	76	47	250	11	1370	Base	47	535	109	132	315	126	104	85	14	47	51	75	1640	
Added	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	
PassBy	0	0	0	0	0	0	0	188	0	0	126	0	314	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60	
Total	26	50	42	7	212	47	88	702	76	47	376	11	1684	Total	47	535	109	132	315	126	104	85	14	47	51	75	1640	
#29 Bradshwa / SR 16														#31 Latrobe / S. Shingle														
Base	41	578	22	221	1396	235	210	451	89	40	202	66	3551	Base	7	116	4	4	130	27	16	3	3	5	4	0	320	
Added	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	
PassBy	0	0	0	0	0	0	0	188	0	0	126	0	314	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60	
Total	41	578	22	221	1396	235	210	639	89	40	328	66	3865	Total	7	116	4	4	130	27	16	3	3	5	4	0	320	
#30 Latrobe / White Rock														#32 Missouri Flat / US 50 WB Ramps														
Base	99	1223	248	302	721	288	236	188	28	90	104	160	3688	Base	554	683	0	0	960	280	0	0	0	998	0	362	3838	
Added	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	99	1223	248	302	721	288	236	188	28	90	104	160	3688	Total	554	683	0	0	960	280	0	0	0	998	0	362	3838	
#31 Latrobe / S. Shingle														#33 Missouri Flat / US 50 EB Ramps														
Base	16	194	11	4	128	31	22	3	3	2	10	3	427	Base	0	1013	48	348	1589	0	206	0	681	0	0	0	3885	
Added	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	16	194	11	4	128	31	22	3	3	2	10	3	427	Total	0	1013	48	348	1589	0	206	0	681	0	0	0	3885	
#32 Missouri Flat / US 50 WB Ramps														#34 Missouri Flat / Motherlode														
Base	554	683	0	0	960	280	0	0	0	0	0	0	3688	Base	75	828	912	0	1997	273	235	0	85	0	0	0	4406	
Added	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	554	683	0	0	960	280	0	0	0	0	0	0	3688	Total	75	828	912	0	1997	273	235	0	85	0	0	0	4406	

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#32 Missouri Flat / US 50 WB Ramps														#35 Missouri Flat / Forni													
Base	681	841	0	0	1195	344	0	0	0	1227	0	445	4735	Base	56	1206	33	120	1618	336	460	35	47	116	32	150	4207
Added	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	681	841	0	0	1195	344	0	0	0	1227	0	445	4735	Total	56	1206	33	120	1618	336	460	35	47	116	32	150	4207
#33 Missouri Flat / US 50 EB Ramps														#36 Missouri Flat / Pleasant Valley													
Base	0	1246	59	428	1968	0	253	0	838	0	0	0	4793	Base	0	0	0	571	0	269	186	246	0	0	218	292	1783
Added	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	1246	59	428	1968	0	253	0	838	0	0	0	4793	Total	0	0	0	571	0	269	186	246	0	0	218	292	1783
#34 Missouri Flat / Motherlode														#37 Forni / Pleasant Valley													
Base	102	988	1088	0	2383	339	282	0	104	0	0	0	5286	Base	0	0	0	23	0	120	94	292	0	0	218	14	761
Added	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	102	988	1088	0	2383	339	282	0	104	0	0	0	5286	Total	0	0	0	23	0	120	94	292	0	0	218	14	761
#35 Missouri Flat / Forni														#38 SR 49 / Pleasant Valley													
Base	66	1427	85	146	1940	401	550	61	56	137	56	179	5103	Base	110	0	150	0	0	0	0	204	132	141	247	0	984
Added	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	66	1427	85	146	1940	401	550	61	56	137	56	179	5103	Total	110	0	150	0	0	0	0	204	132	141	247	0	984
#36 Missouri Flat / Pleasant Valley														#100 SR 49 / Project Service Access													
Base	0	0	0	740	0	349	242	411	0	0	301	328	2371	Base	0	275	0	0	253	0	0	0	0	0	0	0	528
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	Added	0	165	0	0	141	0	0	0	0	0	0	0	306
Total	0	0	0	740	0	349	242	411	0	0	301	328	2371	Total	0	440	0	0	394	0	0	0	0	0	0	0	834
#37 Forni / Pleasant Valley														#176 Internal Project Intersection													
Base	0	0	0	46	0	196	153	480	0	0	355	31	1261	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	Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	46	0	196	153	480	0	0	355	31	1261	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#38 SR 49 / Pleasant Valley														#310 Latrobe / Old Sacramento													
Base	180	0	169	0	0	0	0	333	226	273	401	0	1582	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	Added	0	0	0	71	0	0	0	0	0	0	60	131	
Total	180	0	169	0	0	0	0	333	226	273	401	0	1582	Total	0	0	0	71	0	0	0	0	0	0	60	131	
#100 SR 49 / Project Service Access														#322 Main / Sherwood													
Base	0	374	0	0	256	0	0	0	0	0	0	0	630	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	Added	0	0	0	0	0	0	0	71	0	0	60	0	131
PassBy	0	232	0	0	135	0	0	0	0	0	0	0	367	Total	0	0	0	0	0	0	0	71	0	0	60	0	131
Total	0	606	0	0	391	0	0	0	0	0	0	0	997	Total	0	0	0	0	0	0	0	71	0	0	60	0	131
#176 Internal Project Intersection														#323 Main / Empire													
Base	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	
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	Added	0	0	0	0	0	0	0	71	0	0	60	0	131
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	Total	0	0	0	0	0	0	0	71	0	0	60	0	131

Ione Casino
Existing Plus Approved Projects - Friday
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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
#310 Latrobe / Old Sacramento														#324 Main / Poplar															
Base	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	
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Added	23	0	121	0	0	0	0	44	27	142	38	0	395	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Total	23	0	121	0	0	0	0	44	27	142	38	0	395	0
#322 Main / Sherwood														#325 Main / Mill															
Base	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
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Added	8	0	56	0	0	0	0	155	10	63	172	0	464	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Total	8	0	56	0	0	0	0	155	10	63	172	0	464	0
#323 Main / Empire														#326 SR-49 / Main (Drytown)															
Base	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
Added	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#324 Main / Poplar														#327 SR-49 / Water-Amador Creek															
Base	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
Added	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#325 Main / Mill														#328 SR-49 / Gopher Flat															
Base	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
Added	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#326 SR-49 / Main (Drytown)														#329 SR-49 / Eureka															
Base	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
Added	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#327 SR-49 / Water-Amador Creek														#330 SR-49 / Church															
Base	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
Added	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#328 SR-49 / Gopher Flat														#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]															
Base	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
Added	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#329 SR-49 / Eureka														#332 SR-49 / Jackson Gate-Ione Martell															
Base	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
Added	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#330 SR-49 / Church														#333 SR-49 / SR-88 (North)													
Base	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	
Added	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	
Total	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	
#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]														#334 SR-49 / Sutter													
Base	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	
Added	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	
Total	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	
#332 SR-49 / Jackson Gate-Ione Martell														#335 SR-49 / Hoffman													
Base	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	
Added	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	
Total	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	
#333 SR-49 / SR-88 (North)														#336 SR-49 / Main (Jackson)													
Base	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	
Added	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	
Total	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	
#334 SR-49 / Sutter														#337 SR-49 / SR-88 (South)													
Base	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	
Added	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	
Total	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	
#335 SR-49 / Hoffman														#341 SR 104 / SR 88													
Base	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	
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	14	0	26	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	14	0	26	
#336 SR-49 / Main (Jackson)														#345 SR-12 / SR-99 SB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
#337 SR-49 / SR-88 (South)														#346 SR-12 / SR-99 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
#341 SR 104 / SR 88														#347 Kettleman / SR-99 SB Ramps													
Base	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	
Added	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	
Total	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	

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#345 SR-12 / SR-99 SB Ramps													#348 Kettleman / SR-99 NB Ramps														
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#346 SR-12 / SR-99 NB Ramps													#381														
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#347 Kettleman / SR-99 SB Ramps																											
Base	0	0	0	0	0	0	0	0	0	0	0	0	0														
Added	0	0	0	0	0	0	0	0	0	0	0	0	0														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0														
#348 Kettleman / SR-99 NB Ramps																											
Base	0	0	0	0	0	0	0	0	0	0	0	0	0														
Added	0	0	0	0	0	0	0	0	0	0	0	0	0														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0														
#381																											
Base	0	0	0	0	0	0	0	0	0	0	0	0	0														
Added	0	0	0	0	0	0	0	0	0	0	0	0	0														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0														

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Impact Analysis Report
Level Of Service

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in	Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C			LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 1 SR 49 / Miller Way	A	8.8	0.000	E	35.4	0.000	+26.632 D/V	# 1 SR 49 / Miller Way	A	8.4	0.000	B	14.1	0.000	+ 5.674 D/V
# 2 SR 49 / Main	C	17.7	0.000	F	251.6	0.000	+233.900 D/V	# 2 SR 49 / Main	C	20.0	0.000	F	646.3	0.000	+626.309 D/V
# 3 SR 49 / Poplar	B	10.1	0.000	B	11.6	0.000	+ 1.581 D/V	# 3 SR 49 / Poplar	B	10.3	0.000	B	11.9	0.000	+ 1.569 D/V
# 4 SR 49 / Empire	B	14.9	0.000	C	21.9	0.000	+ 6.999 D/V	# 4 SR 49 / Empire	B	13.7	0.000	C	19.6	0.000	+ 5.899 D/V
# 5 SR 49 / Randolph Dr.	B	12.4	0.000	C	17.0	0.000	+ 4.606 D/V	# 5 SR 49 / Randolph Dr.	B	11.3	0.000	B	14.3	0.000	+ 2.948 D/V
# 6 SR 49 / SR 16	B	14.2	0.474	B	16.4	0.615	+ 2.183 D/V	# 6 SR 49 / SR 16	B	13.3	0.381	B	14.7	0.505	+ 1.432 D/V
# 7 SR 124 / SR 16	B	13.1	0.000	B	14.7	0.000	+ 1.613 D/V	# 7 SR 124 / SR 16	B	11.5	0.000	B	12.4	0.000	+ 0.941 D/V
# 8 Latrobe (Amador) / SR 16	B	12.1	0.000	B	14.5	0.000	+ 2.426 D/V	# 8 Latrobe (Amador) / SR 16	B	14.3	0.000	C	16.9	0.000	+ 2.657 D/V
# 9 SR 104 (Preston) / SR 124 (Nor	F	70.7	0.000	F	OVRFL	0.000	+2292.422 D/V	# 9 SR 104 (Preston) / SR 124 (Nor	C	17.4	0.000	F	561.7	0.000	+544.376 D/V
# 10 Preston Ave. / Main St.	F	86.7	0.000	F	778.1	0.000	+691.454 D/V	# 10 Preston Ave. / Main St.	B	14.8	0.000	F	310.5	0.000	+295.680 D/V
# 11 SR 124 (Church) / SR 104 (Main	C	22.1	0.000	F	459.1	0.000	+437.048 D/V	# 11 SR 124 (Church) / SR 104 (Main	B	13.7	0.000	F	430.4	0.000	+416.683 D/V
# 12 SR 124 / SR 88	B	10.9	0.000	B	11.8	0.000	+ 0.847 D/V	# 12 SR 124 / SR 88	B	10.7	0.000	B	12.1	0.000	+ 1.367 D/V
# 13 Jackson Valley / SR 88	B	11.3	0.000	D	30.6	0.000	+19.261 D/V	# 13 Jackson Valley / SR 88	A	9.6	0.000	C	21.2	0.000	+11.636 D/V
# 14 SR 88 / Liberty Rd.	C	22.9	0.000	F	86.2	0.000	+63.308 D/V	# 14 SR 88 / Liberty Rd.	B	14.9	0.000	D	33.1	0.000	+18.160 D/V
# 15 SR 88 / SR 12 (east	B	12.4	0.622	B	13.6	0.716	+ 1.173 D/V	# 15 SR 88 / SR 12 (east	B	11.7	0.455	B	12.2	0.540	+ 0.543 D/V
# 16 Tully Rd. / SR 88	B	18.2	0.719	C	20.3	0.788	+ 2.025 D/V	# 16 Tully Rd. / SR 88	B	13.4	0.555	B	14.9	0.680	+ 1.490 D/V
# 17 SR 88 / Victor (SR 12 west)	B	18.5	0.472	B	18.8	0.548	+ 0.306 D/V	# 17 SR 88 / Victor (SR 12 west)	B	17.6	0.414	B	17.7	0.552	+ 0.093 D/V
# 18 SR 88 / Kettleman Ln.	C	23.5	0.581	C	24.6	0.674	+ 1.068 D/V	# 18 SR 88 / Kettleman Ln.	B	19.4	0.444	B	19.2	0.576	-0.214 D/V
# 19 Ione / SR 16	B	14.2	0.000	C	16.2	0.000	+ 1.978 D/V	# 19 Ione / SR 16	A	8.9	0.000	A	9.9	0.000	+ 1.070 D/V
# 20 Murieta South Pkwy / SR 16	A	9.2	0.364	A	9.2	0.394	+ 0.004 D/V	# 20 Murieta South Pkwy / SR 16	A	9.4	0.356	B	10.7	0.470	+ 1.244 D/V
# 21 Murieta Pkwy / SR 16	B	17.0	0.544	C	20.2	0.709	+ 3.177 D/V	# 21 Murieta Pkwy / SR 16	C	20.5	0.488	D	38.3	0.943	+17.811 D/V
# 22 Stonehouse / SR 16	E	43.0	0.000	F	162.0	0.000	+118.976 D/V	# 22 Stonehouse / SR 16	D	26.0	0.000	F	521.6	0.000	+495.558 D/V
# 23 Latrobe (Sac) / SR 16	D	32.8	0.000	F	57.5	0.000	+24.728 D/V	# 23 Latrobe (Sac) / SR 16	C	20.5	0.000	F	105.7	0.000	+85.191 D/V

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Intersection	Base			Future			Change in	Intersection	Base			Future			Change in
	LOS	Veh	V/ C	LOS	Veh	V/ C			LOS	Veh	V/ C	LOS	Veh	V/ C	
# 24 Dillard / SR 16	B	16.5	0.724	C	21.6	0.868	+ 5.109 D/V	# 24 Dillard / SR 16	B	12.9	0.479	C	23.4	0.890	+10.559 D/V
# 25 Sloughhouse / SR 16	C	18.2	0.000	C	25.0	0.000	+ 6.755 D/V	# 25 Sloughhouse / SR 16	C	16.9	0.000	F	78.5	0.000	+61.645 D/V
# 26 Grant Line / SR 16	E	63.2	0.970	F	112.2	1.176	+48.989 D/V	# 26 Grant Line / SR 16	C	28.2	0.506	D	38.5	0.886	+10.348 D/V
# 27 Sunrise / SR 16	D	42.8	0.882	E	75.1	1.074	+32.249 D/V	# 27 Sunrise / SR 16	C	23.6	0.466	C	31.2	0.837	+ 7.542 D/V
# 28 Excelsior / SR 16	B	19.3	0.529	B	19.6	0.611	+ 0.310 D/V	# 28 Excelsior / SR 16	B	18.8	0.296	B	18.5	0.311	-0.248 D/V
# 29 Bradshwa / SR 16	D	38.5	0.850	D	54.2	0.982	+15.692 D/V	# 29 Bradshwa / SR 16	C	20.1	0.475	C	20.3	0.495	+ 0.160 D/V
# 30 Latrobe / White Rock	B	18.7	0.532	B	18.7	0.532	+ 0.000 D/V	# 30 Latrobe / White Rock	B	17.2	0.235	B	17.2	0.235	+ 0.000 D/V
# 31 Latrobe / S. Shingle	B	11.8	0.000	B	11.8	0.000	+ 0.000 D/V	# 31 Latrobe / S. Shingle	B	10.9	0.000	B	10.9	0.000	+ 0.000 D/V
# 32 Missouri Flat / US 50 WB Ramps	E	66.5	1.063	E	66.5	1.063	+ 0.000 D/V	# 32 Missouri Flat / US 50 WB Ramps	C	31.4	0.918	C	31.4	0.918	+ 0.000 D/V
# 33 Missouri Flat / US 50 EB Ramps	D	46.5	1.019	D	46.5	1.019	+ 0.000 D/V	# 33 Missouri Flat / US 50 EB Ramps	C	23.0	0.896	C	23.0	0.896	+ 0.000 D/V
# 34 Missouri Flat / Motherlode	B	17.2	0.926	B	17.2	0.926	+ 0.000 D/V	# 34 Missouri Flat / Motherlode	B	10.9	0.818	B	10.9	0.818	+ 0.000 D/V
# 35 Missouri Flat / Forni	D	36.7	0.914	D	36.7	0.914	+ 0.000 D/V	# 35 Missouri Flat / Forni	C	26.8	0.802	C	26.8	0.802	+ 0.000 D/V
# 36 Missouri Flat / Pleasant Valle	C	20.8	0.821	C	20.8	0.821	+ 0.000 D/V	# 36 Missouri Flat / Pleasant Valle	B	14.3	0.644	B	14.3	0.644	+ 0.000 D/V
# 37 Forni / Pleasant Valley	C	24.2	0.000	C	24.2	0.000	+ 0.000 D/V	# 37 Forni / Pleasant Valley	B	12.0	0.000	B	12.0	0.000	+ 0.000 D/V
# 38 SR 49 / Pleasant Valley	D	32.0	0.952	D	32.0	0.952	+ 0.000 V/C	# 38 SR 49 / Pleasant Valley	B	13.3	0.564	B	13.3	0.564	+ 0.000 V/C

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	???	???	No / No
# 2 SR 49 / Main	???	???	Yes / Yes
# 3 SR 49 / Poplar	???	???	No / No
# 4 SR 49 / Empire	???	???	No / No
# 5 SR 49 / Randolph Dr.	???	???	No / No
# 7 SR 124 / SR 16	???	???	No / No
# 8 Latrobe (Amador) / SR 16	???	???	No / Yes
# 9 SR 104 (Preston) / SR 124 (North)	???	???	Yes / Yes
# 10 Preston Ave. / Main St.	???	???	Yes / Yes
# 11 SR 124 (Church) / SR 104 (Main)	???	???	Yes / Yes
# 12 SR 124 / SR 88	???	???	No / No
# 13 Jackson Valley / SR 88	???	???	No / Yes
# 14 SR 88 / Liberty Rd.	???	???	No / Yes
# 19 Ione / SR 16	???	???	No / No
# 22 Stonehouse / SR 16	???	???	No / No
# 23 Latrobe (Sac) / SR 16	???	???	No / No
# 25 Sloughhouse / SR 16	???	???	No / No
# 31 Latrobe / S. Shingle	???	???	No / No
# 37 Forni / Pleasant Valley	???	???	No / Yes
# 38 SR 49 / Pleasant Valley	???		Yes

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	???	???	No / No
# 2 SR 49 / Main	???	???	Yes / Yes
# 3 SR 49 / Poplar	???	???	No / No
# 4 SR 49 / Empire	???	???	No / No
# 5 SR 49 / Randolph Dr.	???	???	No / No
# 7 SR 124 / SR 16	???	???	No / No
# 8 Latrobe (Amador) / SR 16	???	???	No / No
# 9 SR 104 (Preston) / SR 124 (North)	???	???	Yes / Yes
# 10 Preston Ave. / Main St.	???	???	Yes / Yes
# 11 SR 124 (Church) / SR 104 (Main)	???	???	Yes / Yes
# 12 SR 124 / SR 88	???	???	No / No
# 13 Jackson Valley / SR 88	???	???	No / No
# 14 SR 88 / Liberty Rd.	???	???	No / No
# 19 Ione / SR 16	???	???	No / No
# 22 Stonehouse / SR 16	???	???	No / No
# 23 Latrobe (Sac) / SR 16	???	???	No / No
# 25 Sloughhouse / SR 16	???	???	No / No
# 31 Latrobe / S. Shingle	???	???	No / No
# 37 Forni / Pleasant Valley	???	???	No / No
# 38 SR 49 / Pleasant Valley	???		No

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

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	0	1	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	153	158	68			43	176	42			25	0	94			54	0	19		

Approach:	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	0	1	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	69	141	42			29	147	20			17	0	61			36	0	24		

Major Street Volume: 640
Minor Approach Volume: 119
Minor Approach Volume Threshold: 225

Major Street Volume: 448
Minor Approach Volume: 78
Minor Approach Volume Threshold: 307

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #2 SR 49 / Main

Intersection #2 SR 49 / Main

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

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Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=5.2]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=217]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1386]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=12.3]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=282]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1286]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=21.6]
SUCCEED - Vehicle-hours greater than or equal to 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=1386]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=64.1]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=357]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1286]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #2 SR 49 / Main

Intersection #2 SR 49 / Main

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	0	1
Initial Vol:	61	235	240	42	194	88	94	69	54	153	89	67
Major Street Volume:	860											
Minor Approach Volume:	309											
Minor Approach Volume Threshold:	119											

Approach:	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	1	0	0	0	1
Initial Vol:	124	114	156	38	124	91	94	87	101	192	126	39
Major Street Volume:	647											
Minor Approach Volume:	357											
Minor Approach Volume Threshold:	167											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #3 SR 49 / Poplar

Intersection #3 SR 49 / Poplar

Future Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	0	1	0	0	0	0	0	0
Initial Vol:	35	528	0	0	398	4	2	0	30	0	0	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			11.6			xxxxxx						

Approach:	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	0	0
Initial Vol:	13	404	0	0	410	0	1	0	9	0	0	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			11.9			xxxxxx						

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=32]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=997]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=10]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=837]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 SR 49 / Poplar

Intersection #3 SR 49 / Poplar

Future Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	0	1	0	0
Initial Vol:	35	528	0	0	398	4	2	0	30	0	0	0
Major Street Volume:	965											
Minor Approach Volume:	32											
Minor Approach Volume Threshold:	229											

Approach:	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
Initial Vol:	13	404	0	0	410	0	1	0	9	0	0	0
Major Street Volume:	827											
Minor Approach Volume:	10											
Minor Approach Volume Threshold:	270											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #4 SR 49 / Empire

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	1	0
Initial Vol:	32	535	2	9	401	10	13	2	28	7	5	4
ApproachDel:	xxxxxxx			xxxxxxx			16.0			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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1!0	0	0	1	0	0	0	1	0	0
Initial Vol:	30	404	1	0	417	0	1	0	26	5	0	2
ApproachDel:	xxxxxxx			xxxxxxx			11.7			19.6		

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=43]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1048]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=27]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=886]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=16]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1048]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
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=4][total volume=886]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 SR 49 / Empire

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	1	0	1	0	0	0	1
Initial Vol:	32	535	2	9	401	10	13	2	28	7	5	4
Major Street Volume:	989											
Minor Approach Volume:	43											
Minor Approach Volume Threshold:	296											

Approach:	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	1	0	0	0	1
Initial Vol:	30	404	1	0	417	0	1	0	26	5	0	2
Major Street Volume:	852											
Minor Approach Volume:	27											
Minor Approach Volume Threshold:	343											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #5 SR 49 / Randolph Dr.

Intersection #5 SR 49 / Randolph Dr.

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=22]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1030]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=845]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #5 SR 49 / Randolph Dr.

Intersection #5 SR 49 / Randolph Dr.

Future Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	0	0	0
Initial Vol:	8	598	0	0	383	19	14	0	8	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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0
Initial Vol:	4	436	0	0	390	7	4	0	4	0	0	0

Major Street Volume: 1008
Minor Approach Volume: 22
Minor Approach Volume Threshold: 154

Major Street Volume: 837
Minor Approach Volume: 8
Minor Approach Volume Threshold: 210

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

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	0	0	0	0	1	1	0	0
Initial Vol:	12	0	79	0	0	0	0	564	20	55	326	0
ApproachDel:	14.7			xxxxxx			xxxxxx			xxxxxx		

Approach:	North Bound			South Bound			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	0	0	0	0	1	1	0	0
Initial Vol:	8	0	54	0	0	0	0	396	13	49	374	0
ApproachDel:	12.4			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=91]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1056]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=62]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=894]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	0	0	0	0	1	0	1	1	0	1	0	0		
Initial Vol:	12	0	79		0	0	0	0	0	564	20		55	326	0					
Major Street Volume:	965																			
Minor Approach Volume:	91																			
Minor Approach Volume Threshold:	168																			

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	1	0	0	1	0	0	0	0	0	0	1	0	1	1	0	1	0	0		
Initial Vol:	8	0	54		0	0	0	0	0	396	13		49	374	0					
Major Street Volume:	832																			
Minor Approach Volume:	62																			
Minor Approach Volume Threshold:	212																			

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #8 Latrobe (Amador) / SR 16

Intersection #8 Latrobe (Amador) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=138]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=974]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=97]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=775]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #8 Latrobe (Amador) / SR 16

Intersection #8 Latrobe (Amador) / SR 16

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		131	0	7		4	451	0		0	266	115	
Major Street Volume:	836															
Minor Approach Volume:	138															
Minor Approach Volume Threshold:	124															

Approach:	North Bound				South Bound				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	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		97	0	0		3	298	0		0	288	89	
Major Street Volume:	678															
Minor Approach Volume:	97															
Minor Approach Volume Threshold:	159															

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=30.9]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=131.3]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=31.1]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	1
Initial Vol:	110	504	130	96	548	47	30	13	125	93	20	87
Major Street Volume:	1435											
Minor Approach Volume:	200											
Minor Approach Volume Threshold:	34 [less than minimum of 75]											

Approach:	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	1	0	0	1
Initial Vol:	71	491	92	79	468	8	5	10	66	99	16	84
Major Street Volume:	1209											
Minor Approach Volume:	199											
Minor Approach Volume Threshold:	63 [less than minimum of 75]											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	0	0	0	0
Initial Vol:	0	0	0	724	0	123	113	31	0	0	22	679
ApproachDel:	xxxxxx			778.1			xxxxxx			xxxxxx		

Approach:	North Bound			South Bound			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	0	0	0
Initial Vol:	0	0	0	583	0	69	81	28	0	0	21	624
ApproachDel:	xxxxxx			310.5			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=183.1]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=847]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1692]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=56.2]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=652]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1406]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Future Volume Alternative: Peak Hour Warrant Met

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	0	0	1	0
Initial Vol:	0	0	0	0	724	0	123	113	31	0	0	22	679						

Approach:	North Bound				South Bound			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	0	0	1	0
Initial Vol:	0	0	0	0	583	0	69	81	28	0	0	21	624						

Major Street Volume: 845
Minor Approach Volume: 847
Minor Approach Volume Threshold: 122

Major Street Volume: 754
Minor Approach Volume: 652
Minor Approach Volume Threshold: 141

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #11 SR 124 (Church) / SR 104 (Main)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	1	0	0	1
Initial Vol:	277	3	11	5	1	13	13	450	326	9	401	6
ApproachDel:	459.1			16.5			xxxxxx			xxxxxx		

Approach:	North Bound			South Bound			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	1	0	0	1	0	0	1
Initial Vol:	295	4	25	2	0	3	10	302	276	27	360	1
ApproachDel:	430.4			16.3			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=37.1]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=291]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1515]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=38.7]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=324]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1305]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=19]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1515]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=5]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1305]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 SR 124 (Church) / SR 104 (Main)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Future Volume Alternative: Peak Hour Warrant Met

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
Initial Vol:	277	3	11	5	1	13	13	450	326	9	401	6
Major Street Volume:	1205											
Minor Approach Volume:	291											
Minor Approach Volume Threshold:	170											

Approach:	North Bound			South Bound			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
Initial Vol:	295	4	25	2	0	3	10	302	276	27	360	1
Major Street Volume:	976											
Minor Approach Volume:	324											
Minor Approach Volume Threshold:	226											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=2][control=Stop Sign]
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=166]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1044]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=170]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=820]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Initial Vol:	0	0	0	0	3	0	163		197	406	0	0	0	272	3	
Major Street Volume:	878															
Minor Approach Volume:	166															
Minor Approach Volume Threshold:	196															

Approach:	North Bound				South Bound				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
Initial Vol:	0	0	0	0	21	0	149		148	234	0	0	0	250	18	
Major Street Volume:	650															
Minor Approach Volume:	170															
Minor Approach Volume Threshold:	287															

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=132]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1199]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=195]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=919]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=33]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1199]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
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=919]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	1	0	0	1	0	1	0
Initial Vol:	115	12	5	2	23	8	6	508	167	2	348	3
Major Street Volume:	1034											
Minor Approach Volume:	132											
Minor Approach Volume Threshold:	114											

Approach:	North Bound			South Bound			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	1	0	0	1	0	1	0
Initial Vol:	191	3	1	7	1	1	1	283	116	3	308	4
Major Street Volume:	715											
Minor Approach Volume:	195											
Minor Approach Volume Threshold:	199											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Approach[eastbound][lanes=2][control=Stop Sign]
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=197]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1483]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.5]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=160]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1249]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=63]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1483]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=119]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1249]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	1	0	0	0	1	0
Initial Vol:	26	599	60	14	469	55	72	49	76	28	25	10
Major Street Volume:	1223											
Minor Approach Volume:	197											
Minor Approach Volume Threshold:	96 [less than minimum of 100]											

Approach:	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	1	0	1	0	1	0	0	0	1
Initial Vol:	52	367	55	2	422	72	53	50	57	46	63	10
Major Street Volume:	970											
Minor Approach Volume:	160											
Minor Approach Volume Threshold:	166											

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #19 Ione / SR 16

Intersection #19 Ione / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=157]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=993]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=98]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=781]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #19 Ione / SR 16

Intersection #19 Ione / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	144	0	13	0	0	0	0	412	161	17	246	0
Major Street Volume:	836											
Minor Approach Volume:	157											
Minor Approach Volume Threshold:	163											

Approach:	North Bound			South Bound			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	0	1	1	0	1
Initial Vol:	97	0	1	0	0	0	0	295	77	0	311	0
Major Street Volume:	683											
Minor Approach Volume:	98											
Minor Approach Volume Threshold:	210											

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #22 Stonehouse / SR 16

Intersection #22 Stonehouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=4.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=103]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1709]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=12.8]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=88]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2169]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Stonehouse / SR 16
Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
Initial Vol: 0 0 0 0 98 0 5 5 958 0 0 561 82
Major Street Volume: 1606
Minor Approach Volume: 103
Minor Approach Volume Threshold: 170

Intersection #22 Stonehouse / SR 16
Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
Initial Vol: 0 0 0 0 83 0 5 11 1016 0 0 996 58
Major Street Volume: 2081
Minor Approach Volume: 88
Minor Approach Volume Threshold: 59 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #23 Latrobe (Sac) / SR 16

Intersection #23 Latrobe (Sac) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North Bound and West Bound.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North Bound and West Bound.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=12]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1611]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=6]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2159]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=25]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1611]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=21]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2159]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #23 Latrobe (Sac) / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled								
Lanes:	0	1	0	0	1	0	0	1	1	0	0	1	0	1	0	0	1	0
Initial Vol:	8	1	3	7	1	17	21	961	9	2	571	10						

Major Street Volume: 1574
 Minor Approach Volume: 25
 Minor Approach Volume Threshold: 179

 Intersection #23 Latrobe (Sac) / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled								
Lanes:	0	1	0	0	1	0	0	1	1	0	0	1	0	1	0	0	1	0
Initial Vol:	2	2	2	5	1	15	19	1074	3	2	1016	18						

Major Street Volume: 2132
 Minor Approach Volume: 21
 Minor Approach Volume Threshold: 49 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #25 Sloughhouse / SR 16

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=26]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1642]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=2][control=Stop Sign]
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=61]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2089]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #25 Sloughhouse / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0
 Initial Vol: 4 0 22 0 0 0 0 0 1026 6 14 570 0
 -----|-----|-----|-----|-----|
 Major Street Volume: 1616
 Minor Approach Volume: 26
 Minor Approach Volume Threshold: 168

 Intersection #25 Sloughhouse / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0
 Initial Vol: 27 0 34 0 0 0 0 0 1014 5 29 980 0
 -----|-----|-----|-----|-----|
 Major Street Volume: 2028
 Minor Approach Volume: 61
 Minor Approach Volume Threshold: 70 [less than minimum of 150]

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=28]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=427]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=22]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=320]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=15]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=427]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
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=320]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	16	194	11	4	128	31	22	3	3	2	10	3
Major Street Volume:	384											
Minor Approach Volume:	28											
Minor Approach Volume Threshold:	253											

Approach:	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	1	0	1	0
Initial Vol:	7	116	4	4	130	27	16	3	3	5	4	0
Major Street Volume:	289											
Minor Approach Volume:	22											
Minor Approach Volume Threshold:	301											

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=242]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1261]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=143]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=761]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0	0	46	0	196		153	480	0		0	355	31	
Major Street Volume:													1019			
Minor Approach Volume:													242			
Minor Approach Volume Threshold:													91			

Approach:	North Bound				South Bound				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	1	0	0	0	0	0	1
Initial Vol:	0	0	0	0	23	0	120		94	292	0		0	218	14	
Major Street Volume:													618			
Minor Approach Volume:													143			
Minor Approach Volume Threshold:													174			

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #38 SR 49 / Pleasant Valley

Intersection #38 SR 49 / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant Met

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			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	180	0	169	0	0	0	0	333	226	273	401	0
Major Street Volume:	1233											
Minor Approach Volume:	349											
Minor Approach Volume Threshold:	213											

Approach:	North Bound			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		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	110	0	150	0	0	0	0	204	132	141	247	0
Major Street Volume:	724											
Minor Approach Volume:	260											
Minor Approach Volume Threshold:	396											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR 49 / Miller Way

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: E[35.4]

Street Name: SR 49 Miller Way

Approach: 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 1 0 1 0 0 1 0 0 0 0 0 1 0 0

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 12 columns for critical gap metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR 49 / Miller Way

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: B[14.1]

Street Name: SR 49 Miller Way

Approach: 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 1 0 1 0 0 1 0 0 0 0 0 1 0 0

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 12 columns for critical gap metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 SR 49 / Main

Average Delay (sec/veh): 70.3 Worst Case Level Of Service: F[251.6]

Street Name: SR 49 Main

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 1 0 0)

Volume Module:

Table with 12 columns for traffic volumes: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume

Critical Gap Module:

Table with 12 columns for critical gap metrics: Critical Gp, FollowUpTim

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 SR 49 / Main

Average Delay (sec/veh): 214.8 Worst Case Level Of Service: F[646.3]

Street Name: SR 49 Main

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 1 0 0)

Volume Module:

Table with 12 columns for traffic volumes: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume

Critical Gap Module:

Table with 12 columns for critical gap metrics: Critical Gp, FollowUpTim

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS

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

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

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

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

Intersection #3 SR 49 / Poplar

Intersection #3 SR 49 / Poplar

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[11.6]

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[11.9]

Street Name: SR 49 Poplar

Street Name: SR 49 Poplar

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

Volume Module:

Base Vol:	35	345	0	0	237	4	2	0	30	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:	35	345	0	0	237	4	2	0	30	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	183	0	0	161	0	0	0	0	0	0	0
Initial Fut:	35	528	0	0	398	4	2	0	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	37	562	0	0	423	4	2	0	32	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	37	562	0	0	423	4	2	0	32	0	0	0

Volume Module:

Base Vol:	13	239	0	0	269	0	1	0	9	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:	13	239	0	0	269	0	1	0	9	0	0	0
Added Vol:	0	165	0	0	141	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	404	0	0	410	0	1	0	9	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	15	464	0	0	471	0	1	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	464	0	0	471	0	1	0	10	0	0	0

Critical Gap Module:

Critical Gp:	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Critical Gap Module:

Critical Gp:	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	428	xxxx	xxxxx	xxxx	xxxx	xxxxx	1062	1062	426	xxxx	xxxx	xxxxx
Potent Cap.:	1100	xxxx	xxxxx	xxxx	xxxx	xxxxx	250	225	633	xxxx	xxxx	xxxxx
Move Cap.:	1100	xxxx	xxxxx	xxxx	xxxx	xxxxx	243	218	633	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.01	0.00	0.05	xxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	471	xxxx	xxxxx	xxxx	xxxx	xxxxx	966	966	471	xxxx	xxxx	xxxxx
Potent Cap.:	1060	xxxx	xxxxx	xxxx	xxxx	xxxxx	285	257	597	xxxx	xxxx	xxxxx
Move Cap.:	1060	xxxx	xxxxx	xxxx	xxxx	xxxxx	282	253	597	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.00	0.00	0.02	xxxx	xxxx	xxxxx

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	575	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx			11.6		xxxxxx		xxxxxx		
ApproachLOS:	*		*			B		*		*		*

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	537	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx			11.9		xxxxxx		xxxxxx		
ApproachLOS:	*		*			B		*		*		*

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

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

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 SR 49 / Empire

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: C[21.9]

Street Name: SR 49 Empire

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

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

Volume Module:

Base Vol: 32 352 2 9 240 10 13 2 28 7 5 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: 32 352 2 9 240 10 13 2 28 7 5 4
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 183 0 0 161 0 0 0 0 0 0 0
Initial Fut: 32 535 2 9 401 10 13 2 28 7 5 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: 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: 33 557 2 9 418 10 14 2 29 7 5 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 33 557 2 9 418 10 14 2 29 7 5 4

Critical Gap Module:

Critical Gp: 4.2 xxxxx xxxxxx 4.2 xxxxx xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxxx xxxxxx 2.3 xxxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:

Cnflct Vol: 428 xxxxx xxxxxx 559 xxxxx xxxxxx 1071 1068 423 1082 1072 558
Potent Cap.: 1100 xxxxx xxxxxx 982 xxxxx xxxxxx 200 224 635 197 222 533
Move Cap.: 1100 xxxxx xxxxxx 982 xxxxx xxxxxx 189 215 635 181 213 533
Volume/Cap: 0.03 xxxxx xxxxxx 0.01 xxxxx xxxxxx 0.07 0.01 0.05 0.04 0.02 0.01

Level Of Service Module:

2Way95thQ: 0.1 xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxxxx
Control Del: 8.4 xxxxx xxxxxx 8.7 xxxxx xxxxxx xxxxxx xxxxx 10.9 xxxxxx xxxxx xxxxxx
LOS by Move: A * * A * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 192 xxxxx xxxxxx xxxxx 230 xxxxxx
SharedQueue: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 0.3 xxxxx xxxxxx xxxxxx 0.2 xxxxxx
Shrd ConDel: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 25.4 xxxxx xxxxxx xxxxxx 21.9 xxxxxx
Shared LOS: * * * * * D * * * * C *
ApproachDel: xxxxxx xxxxxx 16.0 21.9
ApproachLOS: * * C C

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 SR 49 / Empire

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[19.6]

Street Name: SR 49 Empire

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

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

Volume Module:

Base Vol: 30 239 1 0 276 0 1 0 26 5 0 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 239 1 0 276 0 1 0 26 5 0 2
Added Vol: 0 165 0 0 141 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 404 1 0 417 0 1 0 26 5 0 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 34 454 1 0 469 0 1 0 29 6 0 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 34 454 1 0 469 0 1 0 29 6 0 2

Critical Gap Module:

Critical Gp: 4.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxxx xxxxxx xxxxxx xxxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:

Cnflct Vol: 469 xxxxx xxxxxx xxxxx xxxxx xxxxxx 992 991 469 1005 990 454
Potent Cap.: 1062 xxxxx xxxxxx xxxxx xxxxx xxxxxx 227 248 599 222 248 610
Move Cap.: 1062 xxxxx xxxxxx xxxxx xxxxx xxxxxx 220 240 599 206 240 610
Volume/Cap: 0.03 xxxxx xxxxx xxxxx xxxxx xxxxx 0.01 0.00 0.05 0.03 0.00 0.00

Level Of Service Module:

2Way95thQ: 0.1 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxxx
Control Del: 8.5 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx 11.3 xxxxxx xxxxx xxxxxx
LOS by Move: A * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 220 xxxxx xxxxxx xxxxx 254 xxxxxx
SharedQueue: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx 0.1 xxxxxx
Shrd ConDel: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 21.4 xxxxx xxxxxx xxxxxx 19.6 xxxxxx
Shared LOS: * * * * * C * * * * C *
ApproachDel: xxxxxx xxxxxx 11.7 19.6
ApproachLOS: * * B C

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

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 SR 49 / Randolph Dr.

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[17.0]

Table with columns for Street Name (SR 49, Randolph), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for various movements.

Critical Gap Module:

Table showing Critical Gap and FollowUpTim for different movements.

Capacity Module:

Table showing Capacity data including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table showing Level Of Service data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 SR 49 / Randolph Dr.

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[14.3]

Table with columns for Street Name (SR 49, Randolph), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for various movements.

Critical Gap Module:

Table showing Critical Gap and FollowUpTim for different movements.

Capacity Module:

Table showing Capacity data including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table showing Level Of Service data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

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 #6 SR 49 / SR 16
Cycle (sec): 60
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.615
Average Delay (sec/veh): 16.4
Level Of Service: B

Intersection #6 SR 49 / SR 16
Cycle (sec): 60
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.505
Average Delay (sec/veh): 14.7
Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and SR 16.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and SR 16.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

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

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

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[14.7]

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[12.4]

Table with columns for Street Name (SR 124, SR 16), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Channel, Include), and Lanes (1 0 0 0 1).

Table with columns for Street Name (SR 124, SR 16), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Channel, Include), and Lanes (1 0 0 0 1).

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume for various approaches.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume for various approaches.

Critical Gap Module table showing Critical Gp, FollowUpTim, and Capacity Module values.

Critical Gap Module table showing Critical Gp, FollowUpTim, and Capacity Module values.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different approaches.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different approaches.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Latrobe (Amador) / SR 16

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[14.5]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module: Critical Gp, FollowUpTim.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Latrobe (Amador) / SR 16

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: C[16.9]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module: Critical Gp, FollowUpTim.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Average Delay (sec/veh): 324.9 Worst Case Level Of Service: F[2363.1]

Street Name: SR 104 (Preston) SR 124

Approach: 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

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 12 columns for critical gap metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Average Delay (sec/veh): 77.4 Worst Case Level Of Service: F[561.7]

Street Name: SR 104 (Preston) SR 124

Approach: 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

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 12 columns for critical gap metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

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

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

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Average Delay (sec/veh): 390.2 Worst Case Level Of Service: F[778.1]

Average Delay (sec/veh): 144.5 Worst Case Level Of Service: F[310.5]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Average Delay (sec/veh): 88.5 Worst Case Level Of Service: F[459.1]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes for SR 124 (Church) and SR 104 (Main).

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume for SR 124 and SR 104.

Critical Gap Module:

Table with columns for Critical Gp, FollowUpTim for SR 124 and SR 104.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. for SR 124 and SR 104.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS for SR 124 and SR 104.

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Average Delay (sec/veh): 107.2 Worst Case Level Of Service: F[430.4]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes for SR 124 (Church) and SR 104 (Main).

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume for SR 124 and SR 104.

Critical Gap Module:

Table with columns for Critical Gp, FollowUpTim for SR 124 and SR 104.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. for SR 124 and SR 104.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS for SR 124 and SR 104.

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

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 SR 124 / SR 88

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: B[11.8]

Table with columns for Street Name (SR 124, SR 88), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume for various movements.

Critical Gap Module table showing Critical Gp, FollowUpTim, and Capacity Module (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.).

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different approaches.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 SR 124 / SR 88

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[12.1]

Table with columns for Street Name (SR 124, SR 88), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume for various movements.

Critical Gap Module table showing Critical Gp, FollowUpTim, and Capacity Module (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.).

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different approaches.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Jackson Valley / SR 88

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: D[30.6]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module. Includes data for North, South, East, and West bounds.

Volume Module:

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table showing critical gap and follow-up time data for different approaches.

Capacity Module:

Table showing conflict volume, potent capacity, move capacity, and volume/capacity ratios.

Level Of Service Module:

Table showing level of service data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Jackson Valley / SR 88

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: C[21.2]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module. Includes data for North, South, East, and West bounds.

Volume Module:

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table showing critical gap and follow-up time data for different approaches.

Capacity Module:

Table showing conflict volume, potent capacity, move capacity, and volume/capacity ratios.

Level Of Service Module:

Table showing level of service data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Average Delay (sec/veh): 13.0 Worst Case Level Of Service: F[86.2]

Street Name: SR 88 Liberty

Approach: 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 1 1 0 1 0 0 1 0 0 1! 0 0

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 12 columns for critical gap metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: D[33.1]

Street Name: SR 88 Liberty

Approach: 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 1 1 0 1 0 0 1 0 0 1! 0 0

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 12 columns for critical gap metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

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 #15 SR 88 / SR 12 (east)
Cycle (sec): 65
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.716
Average Delay (sec/veh): 13.6
Level Of Service: B

Intersection #15 SR 88 / SR 12 (east)
Cycle (sec): 60
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.540
Average Delay (sec/veh): 12.2
Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (east).

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (east).

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume for SR 88 and SR 12 (east).

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume for SR 88 and SR 12 (east).

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat for SR 88 and SR 12 (east).

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat for SR 88 and SR 12 (east).

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for SR 88 and SR 12 (east).

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for SR 88 and SR 12 (east).

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

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

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Tully Rd. / SR 88
Cycle (sec): 95
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.788
Average Delay (sec/veh): 20.3
Level Of Service: C

Intersection #16 Tully Rd. / SR 88
Cycle (sec): 65
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.680
Average Delay (sec/veh): 14.9
Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Lanes.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 12 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table with 12 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table with 12 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

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Intersection #17 SR 88 / Victor (SR 12 west)
Cycle (sec): 70
Critical Vol./Cap.(X): 0.548
Loss Time (sec): 16 (Y+R=4.0 sec)
Average Delay (sec/veh): 18.8
Optimal Cycle: OPTIMIZED
Level Of Service: B

Intersection #17 SR 88 / Victor (SR 12 west)
Cycle (sec): 75
Critical Vol./Cap.(X): 0.552
Loss Time (sec): 16 (Y+R=4.0 sec)
Average Delay (sec/veh): 17.7
Optimal Cycle: OPTIMIZED
Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (west).

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (west).

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume for SR 88 and SR 12 (west).

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume for SR 88 and SR 12 (west).

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat. for SR 88 and SR 12 (west).

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat. for SR 88 and SR 12 (west).

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for SR 88 and SR 12 (west).

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for SR 88 and SR 12 (west).

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

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

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Intersection #18 SR 88 / Kettleman Ln.
Cycle (sec): 85
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.674
Average Delay (sec/veh): 24.6
Level Of Service: C

Intersection #18 SR 88 / Kettleman Ln.
Cycle (sec): 75
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.576
Average Delay (sec/veh): 19.2
Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

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Intersection #19 Ione / SR 16

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: C[16.2]

Table with columns for Street Name (Ione, SR 16), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume for various movements.

Critical Gap Module table showing Critical Gp, FollowUpTim, and Capacity Module (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.).

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #19 Ione / SR 16

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: A[9.9]

Table with columns for Street Name (Ione, SR 16), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume for various movements.

Critical Gap Module table showing Critical Gp, FollowUpTim, and Capacity Module (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.).

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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Intersection #20 Murieta South Pkwy / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.394
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Intersection #20 Murieta South Pkwy / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.470
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, and West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, and West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

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Intersection #21 Murieta Pkwy / SR 16
Cycle (sec): 60
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.709
Average Delay (sec/veh): 20.2
Level Of Service: C

Intersection #21 Murieta Pkwy / SR 16
Cycle (sec): 80
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.943
Average Delay (sec/veh): 38.3
Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Stonehouse / SR 16

Average Delay (sec/veh): 9.8 Worst Case Level Of Service: F[162.0]

Street Name: Stonehouse SR 16

Approach: North Bound South Bound 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 1 0 0 0 0 0 1 0

Volume Module:

Table with 16 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 16 columns for critical gap metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 16 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 16 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Stonehouse / SR 16

Average Delay (sec/veh): 21.2 Worst Case Level Of Service: F[521.6]

Street Name: Stonehouse SR 16

Approach: North Bound South Bound 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 1 0 0 0 0 0 1 0

Volume Module:

Table with 16 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 16 columns for critical gap metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 16 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 16 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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Intersection #23 Latrobe (Sac) / SR 16

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: F[57.5]

Street Name: Latrobe (Sac) SR 16

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes (0 1 0 0 1).

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Level Of Service Computation Report

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Intersection #23 Latrobe (Sac) / SR 16

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: F[105.7]

Street Name: Latrobe (Sac) SR 16

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes (0 1 0 0 1).

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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Intersection #24 Dillard / SR 16
Cycle (sec): 115
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.868
Average Delay (sec/veh): 21.6
Level Of Service: C

Intersection #24 Dillard / SR 16
Cycle (sec): 110
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.890
Average Delay (sec/veh): 23.4
Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

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Intersection #25 Sloughhouse / SR 16

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[25.0]

Street Name: Sloughhouse SR 16

Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Volume Module:

Base Vol: 4 0 22 0 0 0 0 809 6 14 439 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 4 0 22 0 0 0 0 809 6 14 439 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 217 0 0 131 0
Initial Fut: 4 0 22 0 0 0 0 1026 6 14 570 0
User Adj: 1.00 1.00 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: 4 0 24 0 0 0 0 1127 7 15 626 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 4 0 24 0 0 0 0 1127 7 15 626 0

Critical Gap Module:

Critical Gp: 6.4 xxxx 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 xxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx

Capacity Module:

Cnflct Vol: 1785 xxxx 1127 xxxx xxxx xxxxx xxxx xxxx xxxxx 1134 xxxx xxxxx
Potent Cap.: 91 xxxx 251 xxxx xxxx xxxxx xxxx xxxx xxxxx 605 xxxx xxxxx
Move Cap.: 89 xxxx 251 xxxx xxxx xxxxx xxxx xxxx xxxxx 605 xxxx xxxxx
Volume/Cap: 0.05 xxxx 0.10 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.03 xxxx xxxxx

Level Of Service Module:

2Way95thQ: 0.2 xxxx 0.3 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.1 xxxx xxxxx
Control Del: 47.5 xxxx 20.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 11.1 xxxx xxxxx
LOS by Move: E * C * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: 25.0 xxxxxx xxxxxx xxxxxx
ApproachLOS: C * * *

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

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Intersection #25 Sloughhouse / SR 16

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: F[78.5]

Street Name: Sloughhouse SR 16

Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Volume Module:

Base Vol: 27 0 34 0 0 0 0 492 5 29 496 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 27 0 34 0 0 0 0 492 5 29 496 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 522 0 0 484 0
Initial Fut: 27 0 34 0 0 0 0 1014 5 29 980 0
User Adj: 1.00 1.00 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: 29 0 36 0 0 0 0 1079 5 31 1043 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 29 0 36 0 0 0 0 1079 5 31 1043 0

Critical Gap Module:

Critical Gp: 6.4 xxxx 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 xxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx

Capacity Module:

Cnflct Vol: 2183 xxxx 1079 xxxx xxxx xxxxx xxxx xxxx xxxxx 1084 xxxx xxxxx
Potent Cap.: 51 xxxx 268 xxxx xxxx xxxxx xxxx xxxx xxxxx 632 xxxx xxxxx
Move Cap.: 49 xxxx 268 xxxx xxxx xxxxx xxxx xxxx xxxxx 632 xxxx xxxxx
Volume/Cap: 0.58 xxxx 0.13 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.05 xxxx xxxxx

Level Of Service Module:

2Way95thQ: 2.2 xxxx 0.5 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.2 xxxx xxxxx
Control Del:151.5 xxxx 20.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 11.0 xxxx xxxxx
LOS by Move: F * C * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: 78.5 xxxxxx xxxxxx
ApproachLOS: F * * *

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

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Intersection #26 Grant Line / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.176
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 112.2
Optimal Cycle: OPTIMIZED Level Of Service: F

Intersection #26 Grant Line / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

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 #27 Sunrise / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.074
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 75.1
Optimal Cycle: OPTIMIZED Level Of Service: E

Intersection #27 Sunrise / SR 16
Cycle (sec): 85 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Sunrise and SR 16.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Sunrise and SR 16.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
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Level Of Service Computation Report
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Intersection #28 Excelsior / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 19.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #28 Excelsior / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.311
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
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Level Of Service Computation Report
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Intersection #29 Bradshwa / SR 16

Intersection #29 Bradshwa / SR 16

Cycle (sec): 120 Critical Vol./Cap.(X): 0.982
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 54.2
Optimal Cycle: OPTIMIZED Level Of Service: D

Cycle (sec): 60 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing Plus Approved Projects - Friday
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Level Of Service Computation Report
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Intersection #30 Latrobe / White Rock
Cycle (sec): 60 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 18.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #30 Latrobe / White Rock
Cycle (sec): 60 Critical Vol./Cap.(X): 0.235
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Latrobe and White Rock.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Latrobe and White Rock.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for Saturation Flow Module.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for Saturation Flow Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

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

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

Ione Casino
Existing Plus Approved Projects - Friday
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Ione Casino
Existing Plus Approved Projects - Saturday
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Latrobe / S. Shingle

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[11.8]

Table with columns for Street Name (Latrobe, South Shingle), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Latrobe / S. Shingle

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[10.9]

Table with columns for Street Name (Latrobe, South Shingle), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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

Intersection #32 Missouri Flat / US 50 WB Ramps
Cycle (sec): 115 Critical Vol./Cap.(X): 1.063
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 66.5
Optimal Cycle: OPTIMIZED Level Of Service: E

Intersection #32 Missouri Flat / US 50 WB Ramps
Cycle (sec): 75 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 31.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Missouri Flat US 50 WB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ignore Include Ovl
Min. Green: 4 7 0 0 7 7 0 0 0 7 0 7
Lanes: 2 0 2 0 0 0 0 2 0 1 0 0 0 0 2

Street Name: Missouri Flat US 50 WB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ignore Include Ovl
Min. Green: 4 7 0 0 7 7 0 0 0 7 0 7
Lanes: 2 0 2 0 0 0 0 2 0 1 0 0 0 0 2

Volume Module:
Base Vol: 724 894 0 0 1270 366 0 0 0 1304 0 473
Growth 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
Initial Bse: 681 841 0 0 1195 344 0 0 0 1227 0 445
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: 681 841 0 0 1195 344 0 0 0 1227 0 445
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 741 915 0 0 1299 0 0 0 0 1334 0 484
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 741 915 0 0 1299 0 0 0 0 1334 0 484
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 741 915 0 0 1299 0 0 0 0 1334 0 484

Volume Module:
Base Vol: 589 726 0 0 1020 298 0 0 0 1060 0 385
Growth 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
Initial Bse: 554 683 0 0 960 280 0 0 0 998 0 362
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: 554 683 0 0 960 280 0 0 0 998 0 362
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 603 743 0 0 1044 0 0 0 0 1084 0 394
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 603 743 0 0 1044 0 0 0 0 1084 0 394
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 603 743 0 0 1044 0 0 0 0 1084 0 394

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.95 1.00 1.00 0.95 1.00 1.00 1.00 1.00 0.92 1.00 0.75
Lanes: 2.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.: 3502 3610 0 0 3610 1900 0 0 0 3502 0 2842

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.95 1.00 1.00 0.95 1.00 1.00 1.00 1.00 0.92 1.00 0.75
Lanes: 2.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.: 3502 3610 0 0 3610 1900 0 0 0 3502 0 2842

Capacity Analysis Module:
Vol/Sat: 0.21 0.25 0.00 0.00 0.36 0.00 0.00 0.00 0.00 0.38 0.00 0.17
Crit Moves: ****
Green/Cycle: 0.20 0.54 0.00 0.00 0.34 0.00 0.00 0.00 0.00 0.36 0.00 0.36
Volume/Cap: 1.06 0.47 0.00 0.00 1.06 0.00 0.00 0.00 0.00 1.06 0.00 0.48
Delay/Veh: 98.3 16.7 0.0 0.0 82.4 0.0 0.0 0.0 0.0 81.0 0.0 28.9
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: 98.3 16.7 0.0 0.0 82.4 0.0 0.0 0.0 0.0 81.0 0.0 28.9
LOS by Move: F B A A F A A A A F A C
DesignQueue: 21 15 0 0 32 0 0 0 0 31 0 12

Capacity Analysis Module:
Vol/Sat: 0.17 0.21 0.00 0.00 0.29 0.00 0.00 0.00 0.00 0.31 0.00 0.14
Crit Moves: ****
Green/Cycle: 0.19 0.50 0.00 0.00 0.31 0.00 0.00 0.00 0.00 0.34 0.00 0.34
Volume/Cap: 0.92 0.41 0.00 0.00 0.92 0.00 0.00 0.00 0.00 0.92 0.00 0.41
Delay/Veh: 47.8 11.8 0.0 0.0 36.4 0.0 0.0 0.0 0.0 35.1 0.0 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: 47.8 11.8 0.0 0.0 36.4 0.0 0.0 0.0 0.0 35.1 0.0 19.4
LOS by Move: D B A A D A A A A D A B
DesignQueue: 11 9 0 0 17 0 0 0 0 17 0 6

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

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

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

Intersection #33 Missouri Flat / US 50 EB Ramps
Cycle (sec): 105 Critical Vol./Cap.(X): 1.019
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 46.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Intersection #33 Missouri Flat / US 50 EB Ramps
Cycle (sec): 65 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Missouri Flat US 50 EB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Ovl Include Ovl Include
Min. Green: 0 7 7 4 7 0 7 0 7 0 0 0 0
Lanes: 0 0 2 0 1 2 0 2 0 0 1 0 1 0 1 0 0 0 0 0

Street Name: Missouri Flat US 50 EB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Ovl Include Ovl Include
Min. Green: 0 7 7 4 7 0 7 0 7 0 0 0 0
Lanes: 0 0 2 0 1 2 0 2 0 0 1 0 1 0 1 0 0 0 0 0

Volume Module:
Base Vol: 0 1324 63 455 2091 0 269 0 890 0 0 0
Growth 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
Initial Bse: 0 1246 59 428 1968 0 253 0 838 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1246 59 428 1968 0 253 0 838 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 1355 64 465 2139 0 275 0 911 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1355 64 465 2139 0 275 0 911 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1355 64 465 2139 0 275 0 911 0 0 0

Volume Module:
Base Vol: 0 1076 51 370 1688 0 219 0 724 0 0 0
Growth Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
Initial Bse: 0 1013 48 348 1589 0 206 0 681 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1013 48 348 1589 0 206 0 681 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 1101 52 379 1727 0 224 0 741 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1101 52 379 1727 0 224 0 741 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1101 52 379 1727 0 224 0 741 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.85 0.92 0.95 1.00 0.88 1.00 0.88 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.23 0.00 1.77 0.00 0.00 0.00
Final Sat.: 0 3610 1615 3502 3610 0 2049 0 2940 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.85 0.92 0.95 1.00 0.88 1.00 0.88 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.23 0.00 1.77 0.00 0.00 0.00
Final Sat.: 0 3610 1615 3502 3610 0 2049 0 2940 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.38 0.04 0.13 0.59 0.00 0.13 0.00 0.31 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.43 0.43 0.15 0.58 0.00 0.30 0.00 0.30 0.00 0.00 0.00
Volume/Cap: 0.00 0.87 0.09 0.87 1.02 0.00 0.44 0.00 1.02 0.00 0.00 0.00
Delay/Veh: 0.0 33.2 17.9 58.3 46.4 0.0 29.5 0.0 67.7 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
AdjDel/Veh: 0.0 33.2 17.9 58.3 46.4 0.0 29.5 0.0 67.7 0.0 0.0 0.0
LOS by Move: A C B E D A C A E A A A
DesignQueue: 0 26 2 12 33 0 9 0 23 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.30 0.03 0.11 0.48 0.00 0.11 0.00 0.25 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.39 0.39 0.14 0.53 0.00 0.28 0.00 0.28 0.00 0.00 0.00
Volume/Cap: 0.00 0.77 0.08 0.77 0.90 0.00 0.39 0.00 0.90 0.00 0.00 0.00
Delay/Veh: 0.0 19.9 12.4 34.5 19.5 0.0 18.9 0.0 32.3 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
AdjDel/Veh: 0.0 19.9 12.4 34.5 19.5 0.0 18.9 0.0 32.3 0.0 0.0 0.0
LOS by Move: A B B C B A B A C A A A
DesignQueue: 0 14 1 6 18 0 5 0 12 0 0 0

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

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

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Level Of Service Computation Report
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Intersection #34 Missouri Flat / Motherlode
Cycle (sec): 105 Critical Vol./Cap.(X): 0.926
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #34 Missouri Flat / Motherlode
Cycle (sec): 75 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Missouri Flat Motherlode
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Ovl Include Ovl Include
Min. Green: 4 7 0 0 7 7 7 0 0 0
Lanes: 1 0 2 0 1 0 0 2 1 0 2 0 0 0 1 0 0 0 0 0 0

Street Name: Missouri Flat Motherlode
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Ovl Include Ovl Include
Min. Green: 4 7 0 0 7 7 7 0 0 7 0 0 0 0
Lanes: 1 0 2 0 1 0 0 0 2 1 0 2 0 0 0 1 0 0 0 0 0 0

Volume Module:
Base Vol: 108 1050 1156 0 2532 360 300 0 110 0 0 0
Growth 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
Initial Bse: 102 988 1088 0 2383 339 282 0 104 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 102 988 1088 0 2383 339 282 0 104 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 110 1074 1183 0 2590 368 307 0 113 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 110 1074 1183 0 2590 368 307 0 113 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 110 1074 1183 0 2590 368 307 0 113 0 0 0

Volume Module:
Base Vol: 80 880 969 0 2122 290 250 0 90 0 0 0
Growth 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
Initial Bse: 75 828 912 0 1997 273 235 0 85 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 75 828 912 0 1997 273 235 0 85 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 82 900 991 0 2171 297 256 0 92 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 82 900 991 0 2171 297 256 0 92 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 82 900 991 0 2171 297 256 0 92 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 1.00 0.89 0.89 0.92 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 0.00 2.63 0.37 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1805 3610 1615 0 4455 633 3502 0 1615 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 1.00 0.89 0.89 0.92 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 0.00 2.64 0.36 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1805 3610 1615 0 4481 612 3502 0 1615 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.06 0.30 0.73 0.00 0.58 0.58 0.09 0.00 0.07 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.08 0.79 0.79 0.00 0.72 0.72 0.09 0.00 0.17 0.00 0.00 0.00
Volume/Cap: 0.81 0.38 0.93 0.00 0.81 0.81 0.93 0.00 0.41 0.00 0.00 0.00
Delay/Veh: 77.5 3.3 20.1 0.0 11.6 11.6 78.1 0.0 39.9 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
AdjDel/Veh: 77.5 3.3 20.1 0.0 11.6 11.6 78.1 0.0 39.9 0.0 0.0 0.0
LOS by Move: E A C A B B E A D A A A
DesignQueue: 6 7 17 0 21 21 9 0 6 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.05 0.25 0.61 0.00 0.48 0.48 0.07 0.00 0.06 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.07 0.75 0.75 0.00 0.67 0.67 0.09 0.00 0.17 0.00 0.00 0.00
Volume/Cap: 0.61 0.33 0.82 0.00 0.72 0.72 0.78 0.00 0.34 0.00 0.00 0.00
Delay/Veh: 41.8 3.3 10.9 0.0 8.6 8.6 44.9 0.0 28.3 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
AdjDel/Veh: 41.8 3.3 10.9 0.0 8.6 8.6 44.9 0.0 28.3 0.0 0.0 0.0
LOS by Move: D A B A A A D A C A A A
DesignQueue: 3 5 12 0 14 14 5 0 3 0 0 0

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

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

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

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 #35 Missouri Flat / Forni
Cycle (sec): 120
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.914
Average Delay (sec/veh): 36.7
Level Of Service: D

Intersection #35 Missouri Flat / Forni
Cycle (sec): 95
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.802
Average Delay (sec/veh): 26.8
Level Of Service: C

Street Name: Missouri Flat Forni
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ignore Ovl Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 2 0 1 1 0 2 0 1 2 0 1 0 1 1 0 1 0 1

Street Name: Missouri Flat Forni
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ignore Ovl Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 2 0 1 1 0 2 0 1 2 0 1 0 1 1 0 1 0 1

Volume Module:
Base Vol: 70 1516 90 155 2061 426 584 65 60 146 59 190
Growth 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
Initial Bse: 66 1427 85 146 1940 401 550 61 56 137 56 179
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: 66 1427 85 146 1940 401 550 61 56 137 56 179
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: 0.96 0.96 0.00 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 69 1486 0 152 2021 418 573 64 59 143 58 186
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 69 1486 0 152 2021 418 573 64 59 143 58 186
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 69 1486 0 152 2021 418 573 64 59 143 58 186

Volume Module:
Base Vol: 59 1281 35 127 1719 357 489 37 50 123 34 159
Growth 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
Initial Bse: 56 1206 33 120 1618 336 460 35 47 116 32 150
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: 56 1206 33 120 1618 336 460 35 47 116 32 150
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: 0.94 0.94 0.00 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 59 1283 0 127 1721 357 490 37 50 123 34 159
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 59 1283 0 127 1721 357 490 37 50 123 34 159
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 59 1283 0 127 1721 357 490 37 50 123 34 159

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 0.95 0.95 0.85 0.92 1.00 0.85 0.95 1.00 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 3610 1900 1805 3610 1615 3502 1900 1615 1805 1900 1615

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 0.95 0.95 0.85 0.92 1.00 0.85 0.95 1.00 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 3610 1900 1805 3610 1615 3502 1900 1615 1805 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.04 0.41 0.00 0.08 0.56 0.26 0.16 0.03 0.04 0.08 0.03 0.12
Crit Moves: ****
Green/Cycle: 0.04 0.53 0.00 0.11 0.59 0.77 0.17 0.10 0.14 0.13 0.06 0.17
Volume/Cap: 0.94 0.78 0.00 0.78 0.94 0.34 0.94 0.34 0.26 0.59 0.52 0.69
Delay/Veh: 142.6 25.0 0.0 70.4 31.6 4.5 72.1 51.6 46.8 52.9 59.3 54.8
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: 142.6 25.0 0.0 70.4 31.6 4.5 72.1 51.6 46.8 52.9 59.3 54.8
LOS by Move: F C A E C A E D D D E D
DesignQueue: 4 28 0 9 34 7 17 4 3 8 4 11

Capacity Analysis Module:
Vol/Sat: 0.03 0.36 0.00 0.07 0.48 0.22 0.14 0.02 0.03 0.07 0.02 0.10
Crit Moves: ****
Green/Cycle: 0.04 0.50 0.00 0.10 0.55 0.72 0.16 0.12 0.16 0.11 0.07 0.17
Volume/Cap: 0.78 0.71 0.00 0.71 0.86 0.31 0.86 0.16 0.19 0.60 0.24 0.57
Delay/Veh: 83.7 20.0 0.0 54.4 22.2 5.1 51.5 37.6 34.6 45.0 42.4 39.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 83.7 20.0 0.0 54.4 22.2 5.1 51.5 37.6 34.6 45.0 42.4 39.0
LOS by Move: F C A D C A D D C D D D
DesignQueue: 3 20 0 6 24 6 12 2 2 6 2 7

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

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

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

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 #36 Missouri Flat / Pleasant Valley
Cycle (sec): 60 Critical Vol./Cap.(X): 0.821
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 20.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #36 Missouri Flat / Pleasant Valley
Cycle (sec): 60 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Missouri Flat and Pleasant Valley.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Missouri Flat and Pleasant Valley.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #37 Forni / Pleasant Valley

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: C[24.2]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for Forni and Pleasant Valley.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #37 Forni / Pleasant Valley

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[12.0]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for Forni and Pleasant Valley.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

Ione Casino
Existing Plus Approved Projects - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects - Saturday
PM Peak Hour

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

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

Intersection #38 SR 49 / Pleasant Valley

Intersection #38 SR 49 / Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap.(X): 0.952
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 32.0
Optimal Cycle: 0 Level Of Service: D

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: 0 Level Of Service: B

Street Name: SR 49 Pleasant Valley

Street Name: SR 49 Pleasant Valley

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

Volume Module:

Volume Module:

Base Vol: 191 0 180 0 0 0 0 354 240 290 426 0
Growth 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
Initial Bse: 180 0 169 0 0 0 0 333 226 273 401 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: 180 0 169 0 0 0 0 333 226 273 401 0
User Adj: 1.00 1.00 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: 187 0 176 0 0 0 0 347 235 284 418 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 187 0 176 0 0 0 0 347 235 284 418 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 187 0 176 0 0 0 0 347 235 284 418 0

Base Vol: 117 0 159 0 0 0 0 217 140 150 262 0
Growth Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
Initial Bse: 110 0 150 0 0 0 0 204 132 141 247 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: 110 0 150 0 0 0 0 204 132 141 247 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 125 0 170 0 0 0 0 232 150 160 280 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 125 0 170 0 0 0 0 232 150 160 280 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 125 0 170 0 0 0 0 232 150 160 280 0

Saturation Flow Module:

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: 0.51 0.00 0.49 0.00 0.00 0.00 0.00 0.60 0.40 1.00 1.00 0.00
Final Sat.: 279 0 263 0 0 0 0 365 247 506 544 0

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.42 0.00 0.58 0.00 0.00 0.00 0.00 0.61 0.39 1.00 1.00 0.00
Final Sat.: 259 0 351 0 0 0 0 412 266 561 608 0

Capacity Analysis Module:

Capacity Analysis Module:

Vol/Sat: 0.67 xxxx 0.67 xxxx xxxx xxxx 0.95 0.95 0.56 0.77 xxxx
Crit Moves: ****
Delay/Veh: 21.3 0.0 21.3 0.0 0.0 0.0 0.0 48.8 48.8 18.3 27.2 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 1.00
AdjDel/Veh: 21.3 0.0 21.3 0.0 0.0 0.0 0.0 48.8 48.8 18.3 27.2 0.0
LOS by Move: C * C * * * * E E C D *
ApproachDel: 21.3 xxxxxx 48.8 23.6
Delay Adj: 1.00 xxxxxx 1.00 1.00
ApprAdjDel: 21.3 xxxxxx 48.8 23.6
LOS by Appr: C * * * E C
AllWayAvgQ: 1.8 1.8 1.8 0.0 0.0 0.0 6.8 6.8 6.8 1.2 2.7 0.0

Vol/Sat: 0.48 xxxx 0.48 xxxx xxxx xxxx 0.56 0.56 0.29 0.46 xxxx
Crit Moves: ****
Delay/Veh: 13.3 0.0 13.3 0.0 0.0 0.0 0.0 14.3 14.3 11.4 13.1 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 13.3 0.0 13.3 0.0 0.0 0.0 0.0 14.3 14.3 11.4 13.1 0.0
LOS by Move: B * B * * * * B B B B *
ApproachDel: 13.3 xxxxxx 14.3 12.5
Delay Adj: 1.00 xxxxxx 1.00 1.00
ApprAdjDel: 13.3 xxxxxx 14.3 12.5
LOS by Appr: B * * * B B B
AllWayAvgQ: 0.8 0.8 0.8 0.0 0.0 0.0 1.2 1.2 1.2 0.4 0.8 0.0



APPENDIX A

Intersection Operations Level of Service Calculation Worksheets 2013 EPAP (No Project)

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Scenario: 2013 Ex + Ap NP Friday
Scenario Report
Command: 2013 Ex + Ap NP Friday
Volume: 2013 Ex + Ap NP Friday
Geometry: Existing
Impact Fee: Existing
Trip Generation: EPAP NP Fri
Trip Distribution: Existing
Paths: 2006 (Amador Bypass)
Routes: Existing
Configuration: Existing

Scenario: 2013 Ex + Ap NP Saturday
Scenario Report
Command: 2013 Ex + Ap NP Saturday
Volume: 2013 Ex + Ap NP Saturday
Geometry: Existing
Impact Fee: Existing
Trip Generation: EPAP NP Sat
Trip Distribution: Existing
Paths: 2006 (Amador Bypass)
Routes: Existing
Configuration: Existing

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Trip Generation Report

Trip Generation Report

Forecast for EPAP NP Fri

Forecast for EPAP NP Sat

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
7	Castle Oaks	1.00	Home	275.00	161.00	275	161	436	41.7
7	Castle Oaks	1.00	Hotel	25.00	22.00	25	22	47	4.5
7	Castle Oaks	1.00	Retail	271.00	292.00	271	292	563	53.8
	Zone 7 Subtotal					571	475	1046	100.0
TOTAL						571	475	1046	100.0

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Cottage Knol	1.00	Residential	152.00	130.00	152	130	282	11.7
	Zone 2 Subtotal					152	130	282	11.7
3	Shenandoah R	1.00	Residential	76.00	65.00	76	65	141	5.9
	Zone 3 Subtotal					76	65	141	5.9
4	Arroyo Woods	1.00	Residential	66.00	56.00	66	56	122	5.1
	Zone 4 Subtotal					66	56	122	5.1
5	Zinfandel	1.00	Residential	178.00	151.00	178	151	329	13.7
	Zone 5 Subtotal					178	151	329	13.7
6	Wildflower	1.00	Residential	139.00	118.00	139	118	257	10.7
	Zone 6 Subtotal					139	118	257	10.7
7	Castle Oaks	1.00	Home	234.00	200.00	234	200	434	18.1
7	Castle Oaks	1.00	Hotel	34.00	26.00	34	26	60	2.5
7	Castle Oaks	1.00	Retail	405.00	373.00	405	373	778	32.4
	Zone 7 Subtotal					673	599	1272	52.9
TOTAL						1284	1119	2403	100.0

Ione Casino
 2013 EPAP No Project - Fri
 PM Peak Hour

Trip Distribution Report

Percent Of Trips Existing

Zone	To Gates					
	7	18	36	38	39	40
7	20.0	25.0	10.0	10.0	2.0	5.0

Ione Casino
 2013 EPAP No Project - Sat
 PM Peak Hour

Trip Distribution Report

Percent Of Trips Existing

Zone	To Gates										
	7	12	15	18	31	32	33	34	35	36	37
2	0.0	15.0	5.0	0.0	25.0	15.0	20.0	20.0	0.0	0.0	0.0
3	0.0	15.0	5.0	0.0	25.0	15.0	20.0	20.0	0.0	0.0	0.0
4	0.0	15.0	5.0	0.0	25.0	15.0	20.0	20.0	0.0	0.0	0.0
5	0.0	15.0	5.0	0.0	25.0	15.0	20.0	20.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	10.0	10.0
7	20.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0

Zone	To Gates		
	38	39	40
2	0.0	0.0	0.0
3	0.0	0.0	0.0
4	0.0	0.0	0.0
5	0.0	0.0	0.0
6	20.0	10.0	15.0
7	10.0	2.0	5.0

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Turning Movement Report
EPAP NP Fri

Turning Movement Report
EPAP NP Sat

Table with 13 columns: Volume Type, Northbound (Left, Thru, Right), Southbound (Left, Thru, Right), Eastbound (Left, Thru, Right), Westbound (Left, Thru, Right), Total Volume. Rows include #1 SR 49 / Miller Way, #2 SR 49 / Main, #3 SR 49 / Poplar, #4 SR 49 / Empire, #5 SR 49 / Randolph Dr., #6 SR 49 / SR 16, #7 SR 124 / SR 16.

Table with 13 columns: Volume Type, Northbound (Left, Thru, Right), Southbound (Left, Thru, Right), Eastbound (Left, Thru, Right), Westbound (Left, Thru, Right), Total Volume. Rows include #1 SR 49 / Miller Way, #2 SR 49 / Main, #3 SR 49 / Poplar, #4 SR 49 / Empire, #5 SR 49 / Randolph Dr., #6 SR 49 / SR 16, #7 SR 124 / SR 16, #8 Latrobe (Amador) / SR 16, #9 SR 104 (Preston) / SR 124 (North).

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#8 Latrobe (Amador) / SR 16														#10 Preston Ave. / Main St.													
Base	0	0	0	143	0	8	4	384	0	0	227	125	891	Base	0	0	0	259	0	62	74	15	0	0	10	252	673
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	Added	0	0	0	302	0	12	13	14	0	0	12	322	675
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	PassBy	0	0	0	43	0	0	0	0	0	0	0	71	114
Total	0	0	0	143	0	8	4	483	0	0	285	125	1048	Total	0	0	0	604	0	74	87	29	0	0	22	645	1462
#9 SR 104 (Preston) / SR 124 (North)														#11 SR 124 (Church) / SR 104 (Main)													
Base	120	214	122	52	269	51	33	14	136	72	22	33	1138	Base	107	4	8	2	0	3	11	125	113	7	166	1	547
Added	0	240	0	48	200	0	0	0	0	0	0	57	545	Added	126	0	18	0	0	0	0	187	129	21	208	0	689
PassBy	0	68	18	0	101	0	0	0	0	27	0	0	214	PassBy	71	0	0	0	0	0	0	0	43	0	0	0	114
Total	120	522	140	100	570	51	33	14	136	99	22	90	1897	Total	304	4	26	2	0	3	11	312	285	28	374	1	1350
#10 Preston Ave. / Main St.														#12 SR 124 / SR 88													
Base	0	0	0	417	0	123	111	31	0	0	22	385	1089	Base	0	0	0	10	0	71	58	255	0	0	273	4	670
Added	0	0	0	190	0	10	11	0	0	0	0	228	439	Added	0	0	0	12	0	84	95	0	0	0	0	14	205
PassBy	0	0	0	151	0	0	0	3	0	0	2	98	254	Total	0	0	0	22	0	155	153	255	0	0	273	18	875
Total	0	0	0	758	0	133	122	34	0	0	24	711	1782	#13 Jackson Valley / SR 88													
#11 SR 124 (Church) / SR 104 (Main)														#14 SR 88 / Liberty Rd.													
Base	185	3	11	5	1	14	14	238	232	7	197	7	915	Base	56	288	48	2	284	48	40	31	61	32	31	11	931
Added	57	0	0	0	0	0	0	143	48	0	171	0	419	Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	50	0	1	0	0	0	0	89	65	3	49	0	257	PassBy	0	98	10	0	157	27	16	21	0	16	34	0	379
Total	292	3	12	5	1	14	14	470	345	10	417	7	1591	Total	56	386	58	2	441	75	56	52	61	48	65	11	1310
#12 SR 124 / SR 88														#15 SR 88 / SR 12 (east)													
Base	0	0	0	2	0	111	126	432	0	0	290	1	962	Base	0	0	0	48	0	324	342	261	0	0	180	52	1208
Added	0	0	0	0	0	48	57	0	0	0	0	0	105	Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	1	0	13	24	10	0	0	6	2	56	PassBy	0	0	0	0	0	173	108	0	0	0	0	0	281
Total	0	0	0	3	0	172	207	442	0	0	296	3	1123	Total	0	0	0	48	0	497	450	261	0	0	180	52	1489
#13 Jackson Valley / SR 88														#16 Tully Rd. / SR 88													
Base	8	13	5	2	25	9	7	554	37	2	379	3	1044	Base	34	36	73	50	30	31	13	519	32	63	617	42	1541
Added	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
PassBy	108	0	0	0	0	0	0	0	133	0	0	0	241	PassBy	0	0	0	0	0	0	0	108	0	0	173	0	281
Total	116	13	5	2	25	9	7	554	170	2	379	3	1285	Total	34	36	73	50	30	31	13	627	32	63	790	42	1822
#14 SR 88 / Liberty Rd.														#17 SR 88 / Victor (SR 12 west)													
Base	28	519	51	15	403	42	57	27	81	19	5	11	1258	Base	24	447	0	6	372	217	282	1	18	3	4	4	1380
Added	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
PassBy	0	114	12	0	92	16	19	24	0	10	20	0	307	PassBy	0	108	0	0	173	0	0	0	0	0	0	0	281
Total	28	633	63	15	495	58	76	51	81	29	25	11	1565	Total	24	555	0	6	545	217	282	1	18	3	4	4	1661
#15 SR 88 / SR 12 (east)																											
Base	0	0	0	104	0	334	571	397	0	0	175	43	1624														
Added	0	0	0	0	0	0	0	0	0	0	0	0	0														
PassBy	0	0	0	0	0	102	126	0	0	0	0	0	228														
Total	0	0	0	104	0	436	697	397	0	0	175	43	1852														

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#16 Tully Rd. / SR 88														#18 SR 88 / Kettleman Ln.													
Base	52	40	65	58	40	40	22	624	37	53	892	53	1977	Base	15	302	6	7	317	71	109	47	6	7	37	10	935
Added	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
PassBy	0	0	0	0	0	0	0	126	0	0	102	0	228	PassBy	0	108	0	0	173	0	0	0	0	0	0	0	281
Total	52	40	65	58	40	40	22	750	37	53	994	53	2205	Total	15	410	6	7	490	71	109	47	6	7	37	10	1216
#17 SR 88 / Victor (SR 12 west)														#19 Ione / SR 16													
Base	20	722	1	11	421	235	389	14	26	4	4	16	1864	Base	66	0	1	0	0	0	0	264	59	0	274	0	664
Added	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
PassBy	0	126	0	0	102	0	0	0	0	0	0	0	228	PassBy	37	0	0	0	0	0	0	55	23	0	62	0	177
Total	20	848	1	11	523	235	389	14	26	4	4	16	2092	Total	103	0	1	0	0	0	0	319	82	0	336	0	841
#18 SR 88 / Kettleman Ln.														#20 Murieta South Pkwy / SR 16													
Base	18	509	5	6	348	80	170	60	24	9	61	6	1297	Base	3	1	0	9	3	89	134	364	4	0	370	15	993
Added	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
PassBy	0	126	0	0	102	0	0	0	0	0	0	0	228	PassBy	0	0	0	0	0	62	57	78	0	0	99	0	296
Total	18	635	5	6	450	80	170	60	24	9	61	6	1525	Total	3	1	0	9	3	151	191	442	4	0	469	15	1289
#19 Ione / SR 16														#21 Murieta Pkwy / SR 16													
Base	134	0	14	0	0	0	0	438	147	19	246	0	999	Base	83	98	43	17	131	90	127	413	78	48	415	18	1559
Added	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
PassBy	22	0	0	0	0	0	0	14	27	0	22	0	85	PassBy	92	50	32	62	54	133	156	289	102	35	279	61	1345
Total	156	0	14	0	0	0	0	452	174	19	268	0	1084	Total	175	148	75	79	185	223	283	702	180	83	694	79	2904
#20 Murieta South Pkwy / SR 16														#22 Stonehouse / SR 16													
Base	4	3	3	10	1	102	161	519	10	0	310	22	1146	Base	0	0	0	76	0	6	12	532	0	0	553	51	1230
Added	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
PassBy	0	0	0	0	0	0	0	41	0	0	44	0	85	PassBy	0	0	0	14	0	0	0	532	0	0	493	12	1051
Total	4	3	3	10	1	102	161	560	10	0	354	22	1231	Total	0	0	0	90	0	6	12	1064	0	0	1046	63	2281
#21 Murieta Pkwy / SR 16														#23 Latrobe (Sac) / SR 16													
Base	109	131	109	37	110	114	222	573	140	34	293	43	1915	Base	2	2	2	6	1	17	21	554	3	2	538	20	1168
Added	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
PassBy	0	7	0	13	4	115	195	28	0	0	22	22	406	PassBy	0	0	0	0	0	0	0	570	0	0	527	0	1097
Total	109	138	109	50	114	229	417	601	140	34	315	65	2321	Total	2	2	2	6	1	17	21	1124	3	2	1065	20	2265
#22 Stonehouse / SR 16														#24 Dillard / SR 16													
Base	0	0	0	88	0	6	6	828	0	0	479	78	1484	Base	62	0	61	0	0	0	0	508	84	64	512	0	1289
Added	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
PassBy	0	0	0	18	0	0	0	205	0	0	126	11	360	PassBy	0	0	49	0	0	0	0	522	0	44	482	0	1097
Total	0	0	0	106	0	6	6	1033	0	0	605	89	1844	Total	62	0	109	0	0	0	0	1030	84	108	994	0	2386
#23 Latrobe (Sac) / SR 16														#25 Sloughouse / SR 16													
Base	9	1	3	8	1	19	23	832	10	2	490	11	1408	Base	30	0	37	0	0	0	0	541	6	32	546	0	1191
Added	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
PassBy	0	0	0	0	0	0	0	205	0	0	126	0	331	PassBy	0	0	0	0	0	0	0	522	0	0	484	0	1006
Total	9	1	3	8	1	19	23	1037	10	2	616	11	1739	Total	30	0	37	0	0	0	0	1063	6	32	1030	0	2197

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#24 Dillard / SR 16														#26 Grant Line / SR 16													
Base	51	0	63	0	0	0	0	798	125	85	373	0	1494	Base	0	114	48	29	100	18	10	517	7	67	506	30	1445
Added	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
PassBy	0	0	4	0	0	0	0	200	0	3	124	0	331	PassBy	0	0	20	16	0	0	0	486	0	18	451	15	1006
Total	51	0	67	0	0	0	0	998	125	88	497	0	1825	Total	0	114	68	45	100	18	10	1003	7	85	957	45	2451
#25 Sloughhouse / SR 16														#27 Sunrise / SR 16													
Base	4	0	24	0	0	0	0	890	7	15	483	0	1423	Base	7	194	20	210	251	45	28	264	13	30	259	234	1553
Added	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
PassBy	0	0	0	0	0	0	0	217	0	0	131	0	348	PassBy	0	0	9	61	0	0	0	416	0	7	389	53	935
Total	4	0	24	0	0	0	0	1107	7	15	614	0	1771	Total	7	194	29	271	251	45	28	680	13	37	648	287	2488
#26 Grant Line / SR 16														#28 Excelsior / SR 16													
Base	2	233	62	44	282	25	43	805	1	65	395	35	1992	Base	15	51	29	9	48	68	109	275	24	25	287	9	949
Added	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
PassBy	3	17	13	3	28	3	0	201	9	12	118	1	408	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60
Total	5	250	75	47	310	28	43	1006	10	77	513	36	2400	Total	15	51	29	9	48	68	109	298	24	25	324	9	1009
#27 Sunrise / SR 16														#29 Bradshwa / SR 16													
Base	8	294	44	250	932	69	87	518	11	25	226	129	2592	Base	34	348	26	135	419	42	81	261	34	45	217	123	1766
Added	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
PassBy	5	8	10	52	126	0	4	153	4	4	98	27	491	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60
Total	13	302	54	302	1058	69	91	671	15	29	324	156	3083	Total	34	348	26	135	419	42	81	284	34	45	254	123	1826
#28 Excelsior / SR 16														#30 Latrobe / White Rock													
Base	29	55	46	8	233	52	97	565	84	52	275	12	1507	Base	50	568	116	140	335	134	110	90	15	50	54	80	1742
Added	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
PassBy	0	0	0	0	0	0	0	188	0	0	126	0	314	Total	50	568	116	140	335	134	110	90	15	50	54	80	1742
Total	29	55	46	8	233	52	97	753	84	52	401	12	1821	Total	50	568	116	140	335	134	110	90	15	50	54	80	1742
#29 Bradshwa / SR 16														#31 Latrobe / S. Shingle													
Base	45	636	24	243	1536	259	231	496	98	44	222	73	3906	Base	8	130	4	5	153	32	19	3	4	5	4	0	367
Added	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
PassBy	0	0	0	0	0	0	0	188	0	0	126	0	314	Total	8	130	4	5	153	32	19	3	4	5	4	0	367
Total	45	636	24	243	1536	259	231	684	98	44	348	73	4220	Total	8	130	4	5	153	32	19	3	4	5	4	0	367
#30 Latrobe / White Rock														#32 Missouri Flat / US 50 WB Ramps													
Base	105	1299	264	321	766	306	251	200	30	96	110	170	3918	Base	589	726	0	0	1020	298	0	0	0	1060	0	385	4078
Added	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	105	1299	264	321	766	306	251	200	30	96	110	170	3918	Total	589	726	0	0	1020	298	0	0	0	1060	0	385	4078
#31 Latrobe / S. Shingle														#33 Missouri Flat / US 50 EB Ramps													
Base	18	217	12	5	150	36	25	4	3	2	11	3	486	Base	0	1076	51	370	1688	0	219	0	724	0	0	0	4128
Added	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	18	217	12	5	150	36	25	4	3	2	11	3	486	Total	0	1076	51	370	1688	0	219	0	724	0	0	0	4128
#34 Missouri Flat / Motherlode														#34 Missouri Flat / Motherlode													
Base	80	880	969	0	2122	290	250	0	90	0	0	0	4681	Base	80	880	969	0	2122	290	250	0	90	0	0	0	4681
Added	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	80	880	969	0	2122	290	250	0	90	0	0	0	4681	Total	80	880	969	0	2122	290	250	0	90	0	0	0	4681

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#32 Missouri Flat / US 50 WB Ramps														#35 Missouri Flat / Forni													
Base	724	894	0	0	1270	366	0	0	0	1304	0	473	5031	Base	59	1281	35	127	1719	357	489	37	50	123	34	159	4470
Added	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	724	894	0	0	1270	366	0	0	0	1304	0	473	5031	Total	59	1281	35	127	1719	357	489	37	50	123	34	159	4470
#33 Missouri Flat / US 50 EB Ramps														#36 Missouri Flat / Pleasant Valley													
Base	0	1324	63	455	2091	0	269	0	890	0	0	0	5092	Base	0	0	0	607	0	286	198	261	0	0	232	310	1894
Added	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	1324	63	455	2091	0	269	0	890	0	0	0	5092	Total	0	0	0	607	0	286	198	261	0	0	232	310	1894
#34 Missouri Flat / Motherlode														#37 Forni / Pleasant Valley													
Base	108	1050	1156	0	2532	360	300	0	110	0	0	0	5616	Base	0	0	0	24	0	128	100	310	0	0	232	15	809
Added	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	108	1050	1156	0	2532	360	300	0	110	0	0	0	5616	Total	0	0	0	24	0	128	100	310	0	0	232	15	809
#35 Missouri Flat / Forni														#38 SR 49 / Pleasant Valley													
Base	70	1516	90	155	2061	426	584	65	60	146	59	190	5422	Base	117	0	159	0	0	0	0	217	140	150	262	0	1045
Added	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	70	1516	90	155	2061	426	584	65	60	146	59	190	5422	Total	117	0	159	0	0	0	217	140	150	262	0	1045	
#36 Missouri Flat / Pleasant Valley														#100 SR 49 / Project Service Access													
Base	0	0	0	786	0	371	257	437	0	0	320	348	2519	Base	0	300	0	0	276	0	0	0	0	0	0	0	576
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	Added	0	165	0	0	141	0	0	0	0	0	0	0	306
Total	0	0	0	786	0	371	257	437	0	0	320	348	2519	PassBy	0	0	0	0	0	0	0	0	0	-116	0	0	-116
#37 Forni / Pleasant Valley														#176 Internal Project Intersection													
Base	0	0	0	49	0	208	163	510	0	0	377	33	1340	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	Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	49	0	208	163	510	0	0	377	33	1340	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#38 SR 49 / Pleasant Valley														#310 Latrobe / Old Sacramento													
Base	191	0	180	0	0	0	0	354	240	290	426	0	1681	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	Added	0	0	0	71	0	0	0	0	0	0	0	60	131
Total	191	0	180	0	0	0	0	354	240	290	426	0	1681	Total	0	0	0	71	0	0	0	0	0	0	0	60	131
#100 SR 49 / Project Service Access														#322 Main / Sherwood													
Base	0	408	0	0	279	0	0	0	0	0	0	0	687	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	Added	0	0	0	0	0	0	0	0	71	0	0	60	131
PassBy	0	232	0	0	135	0	0	0	0	-70	0	0	297	Total	0	0	0	0	0	0	0	0	71	0	0	60	131
Total	0	640	0	0	414	0	0	0	0	-70	0	0	984	Total	0	0	0	0	0	0	0	0	71	0	0	60	131
#176 Internal Project Intersection														#323 Main / Empire													
Base	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	Added	0	0	0	0	0	0	0	0	71	0	0	60	131
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	Total	0	0	0	0	0	0	0	0	71	0	0	60	131

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
#310 Latrobe / Old Sacramento														#324 Main / Poplar														
Base	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	Added	23	0	121	0	0	0	0	0	44	27	142	38	0	395
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	Total	23	0	121	0	0	0	0	0	44	27	142	38	0	395
#322 Main / Sherwood														#325 Main / Mill														
Base	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	Added	8	0	56	0	0	0	0	0	155	10	63	172	0	464
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	Total	8	0	56	0	0	0	0	0	155	10	63	172	0	464
#323 Main / Empire														#326 SR-49 / Main (Drytown)														
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
#324 Main / Poplar														#327 SR-49 / Water-Amador Creek														
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
#325 Main / Mill														#328 SR-49 / Gopher Flat														
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
#326 SR-49 / Main (Drytown)														#329 SR-49 / Eureka														
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
#327 SR-49 / Water-Amador Creek														#330 SR-49 / Church														
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
#328 SR-49 / Gopher Flat														#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]														
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
#329 SR-49 / Eureka														#332 SR-49 / Jackson Gate-Ione Martell														
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#330 SR-49 / Church														#333 SR-49 / SR-88 (North)													
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]														#334 SR-49 / Sutter													
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#332 SR-49 / Jackson Gate-Ione Martell														#335 SR-49 / Hoffman													
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#333 SR-49 / SR-88 (North)														#336 SR-49 / Main (Jackson)													
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#334 SR-49 / Sutter														#337 SR-49 / SR-88 (South)													
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#335 SR-49 / Hoffman														#341 SR 104 / SR 88													
Base	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	Added	0	0	0	0	0	0	0	0	12	0	0	14	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	Total	0	0	0	0	0	0	0	0	12	0	0	14	0
#336 SR-49 / Main (Jackson)														#345 SR-12 / SR-99 SB Ramps													
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#337 SR-49 / SR-88 (South)														#346 SR-12 / SR-99 NB Ramps													
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#341 SR 104 / SR 88														#347 Kettleman / SR-99 SB Ramps													
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#345 SR-12 / SR-99 SB Ramps														#348 Kettleman / SR-99 NB Ramps													
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#346 SR-12 / SR-99 NB Ramps														#381													
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#347 Kettleman / SR-99 SB Ramps																											
Base	0	0	0	0	0	0	0	0	0	0	0	0	0														
Added	0	0	0	0	0	0	0	0	0	0	0	0	0														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0														
#348 Kettleman / SR-99 NB Ramps																											
Base	0	0	0	0	0	0	0	0	0	0	0	0	0														
Added	0	0	0	0	0	0	0	0	0	0	0	0	0														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0														
#381																											
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
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Impact Analysis Report
Level Of Service

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in	Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C			LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 1 SR 49 / Miller Way	A	8.8	0.000	E	38.3	0.000	+29.462 D/V	# 1 SR 49 / Miller Way	A	8.5	0.000	B	14.4	0.000	+ 5.939 D/V
# 2 SR 49 / Main	C	20.4	0.000	F	355.1	0.000	+334.728 D/V	# 2 SR 49 / Main	C	24.5	0.000	F	834.0	0.000	+809.538 D/V
# 3 SR 49 / Poplar	B	10.3	0.000	B	12.0	0.000	+ 1.682 D/V	# 3 SR 49 / Poplar	B	10.5	0.000	B	12.2	0.000	+ 1.660 D/V
# 4 SR 49 / Empire	C	16.0	0.000	C	24.0	0.000	+ 7.988 D/V	# 4 SR 49 / Empire	B	14.6	0.000	C	21.2	0.000	+ 6.604 D/V
# 5 SR 49 / Randolph Dr.	B	14.8	0.000	D	26.9	0.000	+12.085 D/V	# 5 SR 49 / Randolph Dr.	B	13.5	0.000	C	21.7	0.000	+ 8.216 D/V
# 6 SR 49 / SR 16	B	14.6	0.517	B	17.3	0.657	+ 2.650 D/V	# 6 SR 49 / SR 16	B	13.5	0.415	B	15.1	0.539	+ 1.590 D/V
# 7 SR 124 / SR 16	B	13.9	0.000	C	15.7	0.000	+ 1.834 D/V	# 7 SR 124 / SR 16	B	11.9	0.000	B	13.0	0.000	+ 1.031 D/V
# 8 Latrobe (Amador) / SR 16	A	7.9	0.370	A	7.3	0.439	-0.628 D/V	# 8 Latrobe (Amador) / SR 16	A	6.7	0.333	A	6.2	0.376	-0.514 D/V
# 9 SR 104 (Preston) / SR 124 (Nor	F	138.7	0.000	F	OVRFL	0.000	+3494.598 D/	# 9 SR 104 (Preston)/ SR 124 (Nor	C	19.6	0.000	F	744.7	0.000	+725.026 D/V
# 10 Preston Ave. / Main St.	F	151.8	0.000	F	938.3	0.000	+786.503 D/V	# 10 Preston Ave. / Main St.	C	16.6	0.000	F	372.7	0.000	+356.112 D/V
# 11 SR 124 (Church) / SR 104 (Main	D	27.2	0.000	F	590.7	0.000	+563.540 D/V	# 11 SR 124 (Church) / SR 104 (Main	B	14.7	0.000	F	508.7	0.000	+494.072 D/V
# 12 SR 124 / SR 88	B	11.3	0.000	B	12.3	0.000	+ 0.955 D/V	# 12 SR 124 / SR 88	B	11.0	0.000	B	12.6	0.000	+ 1.516 D/V
# 13 Jackson Valley / SR 88	B	12.3	0.000	E	46.2	0.000	+33.853 D/V	# 13 Jackson Valley / SR 88	B	10.0	0.000	D	27.7	0.000	+17.657 D/V
# 14 SR 88 / Liberty Rd.	D	27.3	0.000	F	126.4	0.000	+99.121 D/V	# 14 SR 88 / Liberty Rd.	C	16.0	0.000	E	40.6	0.000	+24.577 D/V
# 15 SR 88 / SR 12 (east	B	13.5	0.655	B	14.8	0.748	+ 1.298 D/V	# 15 SR 88 / SR 12 (east	B	12.0	0.487	B	12.7	0.572	+ 0.768 D/V
# 16 Tully Rd. / SR 88	C	20.7	0.761	C	23.5	0.830	+ 2.783 D/V	# 16 Tully Rd. / SR 88	B	14.3	0.586	B	16.3	0.709	+ 1.975 D/V
# 17 SR 88 / Victor (SR 12 west)	B	18.9	0.505	B	19.4	0.581	+ 0.555 D/V	# 17 SR 88 / Victor (SR 12 west)	B	17.7	0.443	B	18.2	0.581	+ 0.465 D/V
# 18 SR 88 / Kettleman Ln.	C	24.9	0.614	C	26.2	0.705	+ 1.317 D/V	# 18 SR 88 / Kettleman Ln.	C	20.1	0.467	B	20.0	0.597	-0.165 D/V
# 19 Ione / SR 16	C	16.3	0.000	C	22.4	0.000	+ 6.106 D/V	# 19 Ione / SR 16	A	9.2	0.000	B	10.4	0.000	+ 1.201 D/V
# 20 Murieta South Pkwy / SR 16	A	9.4	0.400	A	9.4	0.431	+ 0.035 D/V	# 20 Murieta South Pkwy / SR 16	A	9.6	0.391	B	11.0	0.506	+ 1.376 D/V
# 21 Murieta Pkwy / SR 16	B	17.9	0.599	C	22.0	0.761	+ 4.150 D/V	# 21 Murieta Pkwy / SR 16	C	22.8	0.526	D	44.3	0.972	+21.477 D/V
# 22 Stonehouse / SR 16	F	65.8	0.000	F	282.0	0.000	+216.275 D/V	# 22 Stonehouse / SR 16	D	32.7	0.000	F	742.5	0.000	+709.779 D/V
# 23 Latrobe (Sac) / SR 16	E	40.7	0.000	F	75.3	0.000	+34.593 D/V	# 23 Latrobe (Sac) / SR 16	C	23.3	0.000	F	132.8	0.000	+109.541 D/V

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Intersection	Base			Future			Change in	Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C			LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 24 Dillard / SR 16	B	19.6	0.792	C	28.9	0.936	+ 9.361 D/V	# 24 Dillard / SR 16	B	14.2	0.522	C	28.1	0.928	+13.932 D/V
# 25 Sloughhouse / SR 16	C	20.5	0.000	D	28.7	0.000	+ 8.227 D/V	# 25 Sloughhouse / SR 16	C	18.9	0.000	F	108.5	0.000	+89.559 D/V
# 26 Grant Line / SR 16	F	84.4	1.067	F	142.3	1.272	+57.893 D/V	# 26 Grant Line / SR 16	C	31.6	0.644	E	68.1	1.033	+36.562 D/V
# 27 Sunrise / SR 16	D	54.9	0.970	F	96.3	1.162	+41.395 D/V	# 27 Sunrise / SR 16	C	28.6	0.546	D	44.2	0.932	+15.643 D/V
# 28 Excelsior / SR 16	C	20.0	0.582	C	20.7	0.664	+ 0.689 D/V	# 28 Excelsior / SR 16	B	18.9	0.325	B	18.7	0.341	-0.211 D/V
# 29 Bradshwa / SR 16	D	45.2	0.935	E	70.3	1.067	+25.066 D/V	# 29 Bradshwa / SR 16	C	20.5	0.523	C	20.8	0.542	+ 0.271 D/V
# 30 Latrobe / White Rock	B	19.0	0.566	B	19.0	0.566	+ 0.000 D/V	# 30 Latrobe / White Rock	B	17.3	0.250	B	17.3	0.250	+ 0.000 D/V
# 31 Latrobe / S. Shingle	B	12.5	0.000	B	12.5	0.000	+ 0.000 D/V	# 31 Latrobe / S. Shingle	B	11.4	0.000	B	11.4	0.000	+ 0.000 D/V
# 36 Missouri Flat / Pleasant Valle	C	23.6	0.843	C	23.6	0.843	+ 0.000 D/V	# 36 Missouri Flat / Pleasant Valle	B	15.0	0.685	B	15.0	0.685	+ 0.000 D/V
# 37 Forni / Pleasant Valley	D	30.0	0.000	D	30.0	0.000	+ 0.000 D/V	# 37 Forni / Pleasant Valley	B	12.5	0.000	B	12.5	0.000	+ 0.000 D/V
# 38 SR 49 / Pleasant Valley	E	42.4	1.034	E	42.4	1.034	+ 0.000 V/C	# 38 SR 49 / Pleasant Valley	B	14.4	0.612	B	14.4	0.612	+ 0.000 V/C

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	???	???	No / No
# 2 SR 49 / Main	???	???	Yes / Yes
# 3 SR 49 / Poplar	???	???	No / No
# 4 SR 49 / Empire	???	???	No / No
# 5 SR 49 / Randolph Dr.	???	???	No / No
# 7 SR 124 / SR 16	???	???	No / No
# 9 SR 104 (Preston) / SR 124 (North)	???	???	Yes / Yes
# 10 Preston Ave. / Main St.	???	???	Yes / Yes
# 11 SR 124 (Church) / SR 104 (Main)	???	???	Yes / Yes
# 12 SR 124 / SR 88	???	???	No / Yes
# 13 Jackson Valley / SR 88	???	???	No / Yes
# 14 SR 88 / Liberty Rd.	???	???	Yes / Yes
# 19 Ione / SR 16	???	???	No / Yes
# 22 Stonehouse / SR 16	???	???	No / No
# 23 Latrobe (Sac) / SR 16	???	???	No / No
# 25 Sloughhouse / SR 16	???	???	No / No
# 31 Latrobe / S. Shingle	???	???	No / No
# 37 Forni / Pleasant Valley	???	???	No / Yes
# 38 SR 49 / Pleasant Valley	???	???	Yes

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	???	???	No / No
# 2 SR 49 / Main	???	???	Yes / Yes
# 3 SR 49 / Poplar	???	???	No / No
# 4 SR 49 / Empire	???	???	No / No
# 5 SR 49 / Randolph Dr.	???	???	Yes / No
# 7 SR 124 / SR 16	???	???	No / No
# 9 SR 104 (Preston) / SR 124 (North)	???	???	Yes / Yes
# 10 Preston Ave. / Main St.	???	???	Yes / Yes
# 11 SR 124 (Church) / SR 104 (Main)	???	???	Yes / Yes
# 12 SR 124 / SR 88	???	???	No / No
# 13 Jackson Valley / SR 88	???	???	No / Yes
# 14 SR 88 / Liberty Rd.	???	???	No / Yes
# 19 Ione / SR 16	???	???	No / No
# 22 Stonehouse / SR 16	???	???	No / No
# 23 Latrobe (Sac) / SR 16	???	???	No / No
# 25 Sloughhouse / SR 16	???	???	No / No
# 31 Latrobe / S. Shingle	???	???	No / No
# 37 Forni / Pleasant Valley	???	???	No / No
# 38 SR 49 / Pleasant Valley	???	???	No

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #1 SR 49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, Movement, Control, Lanes. Rows include North Bound, South Bound, East Bound, West Bound with various traffic volume and delay data.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=121]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=855]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
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=4][total volume=855]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #1 SR 49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, Movement, Control, Lanes. Rows include North Bound, South Bound, East Bound, West Bound with various traffic volume and delay data.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=79]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=602]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=60]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=602]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #1 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	0	1	0	0	1	0	0	1	0	0
Initial Vol:	156	167	68	43	184	42	25	0	96	54	0	19

Major Street Volume:	661											
Minor Approach Volume:	121											
Minor Approach Volume Threshold:	217											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #1 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	0	1	0	0	0	0	1	0	0	1
Initial Vol:	70	148	42	29	154	20	17	0	62	36	0	24

Major Street Volume:	463											
Minor Approach Volume:	79											
Minor Approach Volume Threshold:	299											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #2 SR 49 / Main

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=7.6]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=32.0]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #2 SR 49 / Main

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=17.2]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=87.9]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #2 SR 49 / Main

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. for North, South, East, West bounds.

Major Street Volume: 902
Minor Approach Volume: 325
Minor Approach Volume Threshold: 146

SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #2 SR 49 / Main

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. for North, South, East, West bounds.

Major Street Volume: 676
Minor Approach Volume: 379
Minor Approach Volume Threshold: 212

SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #3 SR 49 / Poplar

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

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

Signal Warrant Rule #2: [approach volume=35]

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

Signal Warrant Rule #3: [approach count=3][total volume=1056]

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

SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #3 SR 49 / Poplar

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

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=885]

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

SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 SR 49 / Poplar

Intersection #3 SR 49 / Poplar

Future Volume Alternative: Peak Hour Warrant NOT Met

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

Approach: 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

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign

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

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

Initial Vol: 38 559 0 0 419 4 2 0 33 0 0 0 0

Initial Vol: 14 426 0 0 434 0 1 0 10 0 0 0 0

Major Street Volume: 1021
Minor Approach Volume: 35
Minor Approach Volume Threshold: 214

Major Street Volume: 874
Minor Approach Volume: 11
Minor Approach Volume Threshold: 255

SIGNAL WARRANT DISCLAIMER

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SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=47]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1111]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1111]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=29]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=938]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=938]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, and Initial Vol.

Major Street Volume: 1047
Minor Approach Volume: 47
Minor Approach Volume Threshold: 278

SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, and Initial Vol.

Major Street Volume: 901
Minor Approach Volume: 29
Minor Approach Volume Threshold: 325

SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #5 SR 49 / Randolph Dr.

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #5 SR 49 / Randolph Dr.

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #5 SR 49 / Randolph Dr.

Intersection #5 SR 49 / Randolph Dr.

Future Volume Alternative: Peak Hour Warrant NOT Met

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

Approach: 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 1 0 0 0 0 0 0
Initial Vol: 9 631 0 0 405 21 15 0 9 70 0 0 0

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 1 0 1 0 0 0 0 0 1 0 1 0 0 0 0 0 0
Initial Vol: 4 460 0 0 412 8 4 0 4 116 0 0 0

Major Street Volume: 1066
Minor Approach Volume: 70
Minor Approach Volume Threshold: 107

Major Street Volume: 885
Minor Approach Volume: 116
Minor Approach Volume Threshold: 150

SIGNAL WARRANT DISCLAIMER

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SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=99]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1137]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=68]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=963]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #7 SR 124 / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, and Initial Vol.

Major Street Volume: 1038
Minor Approach Volume: 99
Minor Approach Volume Threshold: 146

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Rural]

Intersection #7 SR 124 / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, and Initial Vol.

Major Street Volume: 895
Minor Approach Volume: 68
Minor Approach Volume Threshold: 190

SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=58.6]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=212.4]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=43.2]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

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

Approach: 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
Initial Vol: 120 522 140 100 570 51 33 14 136 99 22 90

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
Initial Vol: 77 501 98 81 480 9 5 11 72 106 17 86

Major Street Volume: 1503
Minor Approach Volume: 210
Minor Approach Volume Threshold: 27 [less than minimum of 75]

Major Street Volume: 1246
Minor Approach Volume: 209
Minor Approach Volume Threshold: 58 [less than minimum of 75]

SIGNAL WARRANT DISCLAIMER

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a traffic signal in the future. Intersections that exceed this warrant
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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #10 Preston Ave. / Main St.

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=232.4]

- SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=892]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1782]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #10 Preston Ave. / Main St.

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=70.2]

- SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=679]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1462]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Future Volume Alternative: Peak Hour Warrant Met

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

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

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 0 0 1! 0 0 0 1 0 0 0 0 0 1 0
Initial Vol: 0 0 0 0 758 0 133 122 34 0 0 24 711

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 0 0 1! 0 0 0 1 0 0 0 0 0 1 0
Initial Vol: 0 0 0 0 604 0 74 87 29 0 0 22 645

Major Street Volume: 890
Minor Approach Volume: 892
Minor Approach Volume Threshold: 114

Major Street Volume: 783
Minor Approach Volume: 679
Minor Approach Volume Threshold: 135

SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #11 SR 124 (Church) / SR 104 (Main)

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=50.5]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #11 SR 124 (Church) / SR 104 (Main)

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=47.2]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 SR 124 (Church) / SR 104 (Main)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Future Volume Alternative: Peak Hour Warrant Met

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

Approach: North Bound South Bound 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
Initial Vol: 292 3 12 5 1 14 14 470 345 10 417 7

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
Initial Vol: 304 4 26 2 0 3 11 312 285 28 374 1

Major Street Volume: 1262
Minor Approach Volume: 307
Minor Approach Volume Threshold: 157

Major Street Volume: 1011
Minor Approach Volume: 334
Minor Approach Volume Threshold: 217

SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=175]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1123]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=177]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=875]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #13 Jackson Valley / SR 88

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.7]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #13 Jackson Valley / SR 88

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.5]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Future Volume Alternative: Peak Hour Warrant Met

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

Approach: North Bound South Bound 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 1 0 0 1 0 1 0 0 1 0
Initial Vol: 116 13 5 2 25 9 7 554 170 2 379 3

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 0 1 0 1 0 0 1 0
Initial Vol: 192 3 1 8 1 1 1 308 116 3 336 4

Major Street Volume: 1115
Minor Approach Volume: 134
Minor Approach Volume Threshold: 97

Major Street Volume: 769
Minor Approach Volume: 196
Minor Approach Volume Threshold: 182

SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=7.3]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.9]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.0]
FAIL - Vehicle-hours less than 4 for one lane approach.

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, and Initial Vol.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, and Initial Vol.

Major Street Volume: 1292
Minor Approach Volume: 208
Minor Approach Volume Threshold: 80 [less than minimum of 100]

Major Street Volume: 1017
Minor Approach Volume: 169
Minor Approach Volume Threshold: 152

SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #19 Ione / SR 16

Intersection #19 Ione / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=171]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1084]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=104]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=841]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #19 Ione / SR 16

Intersection #19 Ione / SR 16

Future Volume Alternative: Peak Hour Warrant Met

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

Approach: North Bound South Bound 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 0 0 0 0 0 0 1 0 1 0 1 0 0
Initial Vol: 156 0 14 0 0 0 0 0 452 174 19 268 0

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 1 0 1 0 1 0 0
Initial Vol: 103 0 1 0 0 0 0 0 319 82 0 336 0

Major Street Volume: 913
Minor Approach Volume: 171
Minor Approach Volume Threshold: 143

Major Street Volume: 737
Minor Approach Volume: 104
Minor Approach Volume Threshold: 192

SIGNAL WARRANT DISCLAIMER

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SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #22 Stonehouse / SR 16

Intersection #22 Stonehouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=2][control=Stop Sign]

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=8.7]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=112]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1844]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Signal Warrant Rule #1: [vehicle-hours=19.7]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=95]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2281]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Stonehouse / SR 16

Intersection #22 Stonehouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

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

Approach: North Bound South Bound 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
Initial Vol: 0 0 0 106 0 6 6 1033 0 0 605 89

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
Initial Vol: 0 0 0 90 0 6 12 1064 0 0 1046 63

Major Street Volume: 1732
Minor Approach Volume: 112
Minor Approach Volume Threshold: 138 [less than minimum of 150]

Major Street Volume: 2185
Minor Approach Volume: 95
Minor Approach Volume Threshold: 38 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

SIGNAL WARRANT DISCLAIMER
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signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #23 Latrobe (Sac) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

SIGNAL WARRANT DISCLAIMER
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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #23 Latrobe (Sac) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

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

SIGNAL WARRANT DISCLAIMER
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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #23 Latrobe (Sac) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R										
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled												
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0
Initial Vol:	9	1	3	8	1	19	23	1037	10	2	616	11										

Major Street Volume: 1698
Minor Approach Volume: 28
Minor Approach Volume Threshold: 146 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #23 Latrobe (Sac) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R										
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled												
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0
Initial Vol:	2	2	2	6	1	17	21	1124	3	2	1065	20										

Major Street Volume: 2236
Minor Approach Volume: 23
Minor Approach Volume Threshold: 28 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

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

Signal Warrant Rule #1: [vehicle-hours=0.2]

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

Signal Warrant Rule #2: [approach volume=29]

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

Signal Warrant Rule #3: [approach count=3][total volume=1771]

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

SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

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

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=67]

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

Signal Warrant Rule #3: [approach count=3][total volume=2197]

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

SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

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

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 1 0 0 0 1 0 0 0 0 0 0 1 0 1 1 0 1 0 0 0
Initial Vol: 4 0 24 0 0 0 0 0 1107 7 15 614 0

Major Street Volume: 1743
Minor Approach Volume: 29
Minor Approach Volume Threshold: 135 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction. Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

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

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 1 0 0 0 1 0 0 0 0 0 0 1 0 1 1 0 1 0 0 0
Initial Vol: 30 0 37 0 0 0 0 0 1063 6 32 1030 0

Major Street Volume: 2130
Minor Approach Volume: 67
Minor Approach Volume Threshold: 49 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.

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Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

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

Approach: 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

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
Initial Vol: 18 217 12 5 150 36 25 4 3 2 11 3

Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0
Initial Vol: 8 130 4 5 153 32 19 3 4 5 4 0

Major Street Volume: 438
Minor Approach Volume: 32
Minor Approach Volume Threshold: 231

Major Street Volume: 332
Minor Approach Volume: 26
Minor Approach Volume Threshold: 277

SIGNAL WARRANT DISCLAIMER

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SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.1]

FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=257]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1340]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=152]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=809]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #38 SR 49 / Pleasant Valley

Intersection #38 SR 49 / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. Data for North, South, East, West bounds.

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. Data for North, South, East, West bounds.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for North and South Bound of SR 49 and Miller Way.

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

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for North and South Bound of SR 49 and Miller Way.

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for North, South, East, and West bounds.

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

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for North, South, East, and West bounds.

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 SR 49 / Poplar

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[12.0]

Street Name: SR 49 Poplar

Approach: 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 0 1 0 0 0 0 0 0 0

Volume Module:

Base Vol: 35 345 0 0 237 4 2 0 30 0 0 0
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 38 376 0 0 258 4 2 0 33 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 183 0 0 161 0 0 0 0 0 0 0
Initial Fut: 38 559 0 0 419 4 2 0 33 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: 41 595 0 0 446 5 2 0 35 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 41 595 0 0 446 5 2 0 35 0 0 0

Critical Gap Module:

Critical Gp: 4.2 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 6.5 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 4.0 3.3 xxxxx xxxxx xxxxx

Capacity Module:

Cnflct Vol: 451 xxxxx xxxxx xxxxx xxxxx xxxxx 1124 1124 448 xxxxx xxxxx xxxxx
Potent Cap.: 1079 xxxxx xxxxx xxxxx xxxxx xxxxx 229 207 615 xxxxx xxxxx xxxxx
Move Cap.: 1079 xxxxx xxxxx xxxxx xxxxx xxxxx 222 199 615 xxxxx xxxxx xxxxx
Volume/Cap: 0.04 xxxxx xxxxx xxxxx xxxxx xxxxx 0.01 0.00 0.06 xxxxx xxxxx xxxxx

Level Of Service Module:

2Way95thQ: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: 8.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 554 xxxxx xxxxx xxxxx xxxxx
SharedQueue: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: 8.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 12.0 xxxxx xxxxx xxxxx xxxxx
Shared LOS: A *
ApproachDel: xxxxxx xxxxxx 12.0 xxxxxx
ApproachLOS: *

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

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 SR 49 / Poplar

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.2]

Street Name: SR 49 Poplar

Approach: 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 0 1 0 0 0 0 0 0 0

Volume Module:

Base Vol: 13 239 0 0 269 0 1 0 9 0 0 0
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 14 261 0 0 293 0 1 0 10 0 0 0
Added Vol: 0 165 0 0 141 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 14 426 0 0 434 0 1 0 10 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: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 16 489 0 0 499 0 1 0 11 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 16 489 0 0 499 0 1 0 11 0 0 0

Critical Gap Module:

Critical Gp: 4.2 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 6.5 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 4.0 3.3 xxxxx xxxxx xxxxx

Capacity Module:

Cnflct Vol: 499 xxxxx xxxxx xxxxx xxxxx xxxxx 1021 1021 499 xxxxx xxxxx xxxxx
Potent Cap.: 1035 xxxxx xxxxx xxxxx xxxxx xxxxx 264 238 576 xxxxx xxxxx xxxxx
Move Cap.: 1035 xxxxx xxxxx xxxxx xxxxx xxxxx 261 234 576 xxxxx xxxxx xxxxx
Volume/Cap: 0.02 xxxxx xxxxx xxxxx xxxxx xxxxx 0.00 0.00 0.02 xxxxx xxxxx xxxxx

Level Of Service Module:

2Way95thQ: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: 8.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 514 xxxxx xxxxx xxxxx xxxxx
SharedQueue: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: 8.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 12.2 xxxxx xxxxx xxxxx xxxxx
Shared LOS: A *
ApproachDel: xxxxxx xxxxxx 12.2 xxxxxx
ApproachLOS: *

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for North, South, East, and West bounds.

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

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for North, South, East, and West bounds.

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 SR 49 / Randolph Dr.

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: D[26.9]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gap, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 SR 49 / Randolph Dr.

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[21.7]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gap, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

Ione Casino
2013 EPAP No Project - Fri
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Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 SR 49 / SR 16

Cycle (sec): 60 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: SR 49 SR 16

Approach: North Bound South Bound East Bound West Bound

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

Control: Split Phase Split Phase Protected Protected

Rights: Ignore Include Ovl Include

Min. Green: 7 0 7 0 0 0 0 7 7 4 7 0

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

Volume Module:

Base Vol: 240 0 206 0 0 0 0 183 358 163 92 0
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 262 0 225 0 0 0 0 199 390 178 100 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 133 0 0 0 0 99 0 77 58 0
Initial Fut: 262 0 358 0 0 0 0 298 390 255 158 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: 0.91 0.91 0.00 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 287 0 0 0 0 0 0 328 429 280 174 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 287 0 0 0 0 0 0 328 429 280 174 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 287 0 0 0 0 0 0 328 429 280 174 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 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 1.00 1.00 1.00 1.00 0.00
Final Sat.: 1671 0 1900 0 0 0 0 1759 1495 1671 1759 0

Capacity Analysis Module:

Vol/Sat: 0.17 0.00 0.00 0.00 0.00 0.00 0.00 0.19 0.29 0.17 0.10 0.00
Crit Moves: ****
Green/Cycle: 0.26 0.00 0.00 0.00 0.00 0.00 0.00 0.28 0.55 0.25 0.54 0.00
Volume/Cap: 0.66 0.00 0.00 0.00 0.00 0.00 0.00 0.66 0.53 0.66 0.18 0.00
Delay/Veh: 23.4 0.0 0.0 0.0 0.0 0.0 0.0 22.1 9.3 23.7 7.2 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 23.4 0.0 0.0 0.0 0.0 0.0 0.0 22.1 9.3 23.7 7.2 0.0
LOS by Move: C A A A A A A C A C A A
DesignQueue: 7 0 0 0 0 0 0 8 7 7 3 0

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

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 SR 49 / SR 16

Cycle (sec): 60 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: SR 49 SR 16

Approach: North Bound South Bound East Bound West Bound

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

Control: Split Phase Split Phase Protected Protected

Rights: Ignore Include Ovl Include

Min. Green: 7 0 7 0 0 0 0 7 7 4 7 0

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

Volume Module:

Base Vol: 217 0 146 0 0 0 0 111 281 131 149 0
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 237 0 159 0 0 0 0 121 306 143 162 0
Added Vol: 0 0 94 0 0 0 0 71 0 80 60 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 237 0 253 0 0 0 0 192 306 223 222 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: 0.89 0.89 0.00 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 266 0 0 0 0 0 0 216 344 250 250 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 266 0 0 0 0 0 0 216 344 250 250 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 266 0 0 0 0 0 0 216 344 250 250 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 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 1.00 1.00 1.00 1.00 0.00
Final Sat.: 1671 0 1900 0 0 0 0 1759 1495 1671 1759 0

Capacity Analysis Module:

Vol/Sat: 0.16 0.00 0.00 0.00 0.00 0.00 0.00 0.12 0.23 0.15 0.14 0.00
Crit Moves: ****
Green/Cycle: 0.29 0.00 0.00 0.00 0.00 0.00 0.00 0.23 0.52 0.28 0.51 0.00
Volume/Cap: 0.54 0.00 0.00 0.00 0.00 0.00 0.00 0.54 0.44 0.54 0.28 0.00
Delay/Veh: 18.9 0.0 0.0 0.0 0.0 0.0 0.0 21.9 9.3 19.7 8.7 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 18.9 0.0 0.0 0.0 0.0 0.0 0.0 21.9 9.3 19.7 8.7 0.0
LOS by Move: B A A A A A A C A B A A
DesignQueue: 6 0 0 0 0 0 0 6 6 6 4 0

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

Ione Casino
2013 EPAP No Project - Fri
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Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for SR 124 and SR 16.

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

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for SR 124 and SR 16.

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

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

Table with 12 columns for traffic flow directions (North, South, East, West Bound) and 4 rows for Control, Rights, Min. Green, and Lanes. Includes Volume Module, Saturation Flow Module, and Capacity Analysis Module data.

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

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

Table with 12 columns for traffic flow directions (North, South, East, West Bound) and 4 rows for Control, Rights, Min. Green, and Lanes. Includes Volume Module, Saturation Flow Module, and Capacity Analysis Module data.

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Average Delay (sec/veh): 515.5 Worst Case Level Of Service: F[3633.3]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Average Delay (sec/veh): 103.4 Worst Case Level Of Service: F[744.7]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

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

Intersection #10 Preston Ave. / Main St.
Average Delay (sec/veh): 470.2 Worst Case Level Of Service: F[938.3]
Street Name: Preston Main
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 1! 0 0 0 1 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 383 0 113 102 28 0 0 20 353
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 0 0 0 417 0 123 111 31 0 0 22 385
Added Vol: 0 0 0 190 0 10 11 0 0 0 0 228
PasserByVol: 0 0 0 151 0 0 0 3 0 0 2 98
Initial Fut: 0 0 0 758 0 133 122 34 0 0 24 711
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 0 0 0 882 0 155 142 39 0 0 28 826
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 882 0 155 142 39 0 0 28 826
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.4 6.5 6.2 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx 3.5 4.0 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 764 764 441 854 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 375 336 621 794 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 319 271 621 794 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx 2.77 0.00 0.25 0.18 xxxx xxxxx xxxx xxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.6 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 10.5 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * * B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx 344 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 90.9 xxxxx 0.6 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 938 xxxxx 10.5 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * F * * * * * B * * * * *
ApproachDel: xxxxxx 938.3 xxxxxx xxxxxx
ApproachLOS: * * * * * F * * * * *

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

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

Intersection #10 Preston Ave. / Main St.
Average Delay (sec/veh): 173.6 Worst Case Level Of Service: F[372.7]
Street Name: Preston Main
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 1! 0 0 0 1 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 238 0 57 68 14 0 0 9 231
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 0 0 0 259 0 62 74 15 0 0 10 252
Added Vol: 0 0 0 302 0 12 13 14 0 0 12 322
PasserByVol: 0 0 0 43 0 0 0 0 0 0 0 71
Initial Fut: 0 0 0 604 0 74 87 29 0 0 22 645
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 0 0 0 679 0 83 98 33 0 0 25 724
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 679 0 83 98 33 0 0 25 724
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.4 6.5 6.2 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx 3.5 4.0 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 615 615 387 749 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 458 409 666 869 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 416 360 666 869 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx 1.63 0.00 0.13 0.11 xxxx xxxxx xxxx xxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.4 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 9.7 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx 434 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 47.2 xxxxx 0.4 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 373 xxxxx 9.7 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * F * * * * * A * * * * *
ApproachDel: xxxxxx 372.7 xxxxxx xxxxxx
ApproachLOS: * * * * * F * * * * *

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Average Delay (sec/veh): 114.5 Worst Case Level Of Service: F[590.7]

Street Name: SR 124 (Church) SR 104 (Main)

Approach: North Bound South Bound 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: 170 3 10 5 1 13 13 218 213 6 181 6
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 185 3 11 5 1 14 14 238 232 7 197 7
Added Vol: 57 0 0 0 0 0 0 143 48 0 171 0
PasserByVol: 50 0 1 0 0 0 0 89 65 3 49 0
Initial Fut: 292 3 12 5 1 14 14 470 345 10 417 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 314 4 13 6 1 15 15 505 371 10 449 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 314 4 13 6 1 15 15 505 371 10 449 7

Critical Gap Module:

Critical Gp: 7.2 6.6 6.3 7.1 6.5 6.2 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx
FollowUpTim: 3.6 4.1 3.4 3.5 4.0 3.3 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx

Capacity Module:

Cnflct Vol: 1202 1197 691 1202 1379 452 456 xxxx xxxxxx 876 xxxx xxxxxx
Potent Cap.: 157 181 435 163 146 612 1116 xxxx xxxxxx 779 xxxx xxxxxx
Move Cap.: 149 176 435 153 142 612 1116 xxxx xxxxxx 779 xxxx xxxxxx
Volume/Cap: 2.11 0.02 0.03 0.04 0.01 0.02 0.01 xxxx xxxx 0.01 xxxx xxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 0.0 xxxx xxxxxx 0.0 xxxx xxxxxx
Control Del:xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 8.3 xxxx xxxxxx 9.7 xxxx xxxxxx
LOS by Move: * * * * * A * * * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 153 xxxxxx xxxx 311 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxxx 26.8 xxxxxx xxxxxx 0.2 xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shrd ConDel:xxxxxx 591 xxxxxx xxxxxx 17.5 xxxxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
Shared LOS: * F * C * * * * * * * * * * *
ApproachDel: 590.7 17.5 xxxxxxxx xxxxxxxx
ApproachLOS: F C * *

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

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Average Delay (sec/veh): 126.1 Worst Case Level Of Service: F[508.7]

Street Name: SR 124 (Church) SR 104 (Main)

Approach: North Bound South Bound 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: 98 4 7 2 0 3 10 115 104 6 152 1
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 107 4 8 2 0 3 11 125 113 7 166 1
Added Vol: 126 0 18 0 0 0 0 187 129 21 208 0
PasserByVol: 71 0 0 0 0 0 0 43 0 0 0 0
Initial Fut: 304 4 26 2 0 3 11 312 285 28 374 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 357 5 30 3 0 4 13 367 336 32 440 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 357 5 30 3 0 4 13 367 336 32 440 1

Critical Gap Module:

Critical Gp: 7.2 6.6 6.3 7.1 6.5 6.2 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx
FollowUpTim: 3.6 4.1 3.4 3.5 4.0 3.3 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx

Capacity Module:

Cnflct Vol: 1068 1067 535 1084 1234 440 441 xxxx xxxxxx 703 xxxx xxxxxx
Potent Cap.: 194 217 534 196 178 621 1130 xxxx xxxxxx 904 xxxx xxxxxx
Move Cap.: 186 206 534 175 170 621 1130 xxxx xxxxxx 904 xxxx xxxxxx
Volume/Cap: 1.92 0.02 0.06 0.01 0.00 0.01 0.01 xxxx xxxx 0.04 xxxx xxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 0.0 xxxx xxxxxx 0.1 xxxx xxxxxx
Control Del:xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 8.2 xxxx xxxxxx 9.1 xxxx xxxxxx
LOS by Move: * * * * * A * * * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 196 xxxxxx xxxx 308 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxxx 29.6 xxxxxx xxxxxx 0.1 xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shrd ConDel:xxxxxx 509 xxxxxx xxxxxx 16.9 xxxxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
Shared LOS: * F * C * * * * * * * * * * *
ApproachDel: 508.7 16.9 xxxxxxxx xxxxxxxx
ApproachLOS: F C * *

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, Level Of Service Module. Includes data for SR 124 and SR 88.

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

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, Level Of Service Module. Includes data for SR 124 and SR 88.

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for North Bound, South Bound, East Bound, and West Bound movements.

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

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for North Bound, South Bound, East Bound, and West Bound movements.

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Average Delay (sec/veh): 18.6 Worst Case Level Of Service: F[126.4]

Street Name: SR 88 Liberty

Approach: 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 1 1 0 1 0 0 1 0 0 1 0 0 1! 0 0

Volume Module:

Base Vol: 26 485 48 14 377 39 53 25 76 18 5 10
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 28 519 51 15 403 42 57 27 81 19 5 11
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 114 12 0 92 16 19 24 0 10 20 0
Initial Fut: 28 633 63 15 495 58 76 51 81 29 25 11
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 30 673 67 16 527 61 81 54 87 31 27 11
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 30 673 67 16 527 61 81 54 87 31 27 11

Critical Gap Module:

Critical Gp: 4.2 xxxx xxxxxx 4.2 xxxx xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxxx 2.3 xxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:

Cnflct Vol: 588 xxxx xxxxxx 741 xxxx xxxxxx 1344 1359 527 1392 1353 673
Potent Cap.: 963 xxxx xxxxxx 844 xxxx xxxxxx 130 150 555 120 151 458
Move Cap.: 963 xxxx xxxxxx 844 xxxx xxxxxx 105 143 555 69 144 458
Volume/Cap: 0.03 xxxx xxxxxx 0.02 xxxx xxxxxx 0.77 0.38 0.16 0.45 0.19 0.02

Level Of Service Module:

2Way95thQ: 0.1 xxxx xxxxxx 0.1 xxxx xxxxxx xxxxx xxxxx 0.5 xxxx xxxxx xxxxxx
Control Del: 8.9 xxxx xxxxxx 9.3 xxxx xxxxxx xxxxxx xxxxx 12.7 xxxxxx xxxxx xxxxxx
LOS by Move: A * * A * * * B * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 117 xxxx xxxxxx xxxx 180 xxxxxx
SharedQueue:xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 8.3 xxxx xxxxxx xxxxxx 1.7 xxxxxx
Shrd ConDel:xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 199.5 xxxxx xxxxxx xxxxxx 37.1 xxxxxx
Shared LOS: * * * * * * F * * * E * *
ApproachDel: xxxxxx xxxxxx 126.4 37.1
ApproachLOS: * * F E

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

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: E[40.6]

Street Name: SR 88 Liberty

Approach: 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 1 1 0 1 0 0 1 0 0 1 0 0 1! 0 0

Volume Module:

Base Vol: 52 269 45 2 265 45 37 29 57 30 29 10
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 56 288 48 2 284 48 40 31 61 32 31 11
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 98 10 0 157 27 16 21 0 16 34 0
Initial Fut: 56 386 58 2 441 75 56 52 61 48 65 11
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 58 402 61 2 459 78 58 54 64 50 68 11
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 58 402 61 2 459 78 58 54 64 50 68 11

Critical Gap Module:

Critical Gp: 4.2 xxxx xxxxxx 4.2 xxxx xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxxx 2.3 xxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:

Cnflct Vol: 537 xxxx xxxxxx 462 xxxx xxxxxx 1051 1042 459 1079 1059 402
Potent Cap.: 1006 xxxx xxxxxx 1073 xxxx xxxxxx 207 232 606 198 226 653
Move Cap.: 1006 xxxx xxxxxx 1073 xxxx xxxxxx 146 218 606 137 213 653
Volume/Cap: 0.06 xxxx xxxxxx 0.00 xxxx xxxxxx 0.40 0.25 0.10 0.37 0.32 0.02

Level Of Service Module:

2Way95thQ: 0.2 xxxx xxxxxx 0.0 xxxx xxxxxx xxxxx xxxxx 0.3 xxxx xxxxx xxxxxx
Control Del: 8.8 xxxx xxxxxx 8.4 xxxx xxxxxx xxxxxx xxxxx 11.6 xxxxxx xxxxx xxxxxx
LOS by Move: A * * A * * * B * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 174 xxxx xxxxxx xxxx 283 xxxxxx
SharedQueue:xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 3.7 xxxx xxxxxx xxxxxx 2.2 xxxxxx
Shrd ConDel:xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 57.0 xxxxx xxxxxx xxxxxx 27.9 xxxxxx
Shared LOS: * * * * * * F * * * D * *
ApproachDel: xxxxxx xxxxxx 40.6 27.9
ApproachLOS: * * F D

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for SR 88 and SR 12 (east).

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

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for SR 88 and SR 12 (east).

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Table with 12 columns for traffic movements (L, T, R) and 12 rows for performance metrics (Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module).

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

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Table with 12 columns for traffic movements (L, T, R) and 12 rows for performance metrics (Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module).

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Table with 12 columns for traffic directions (North Bound, South Bound, East Bound, West Bound) and 12 rows of performance metrics including Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

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

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Table with 12 columns for traffic directions (North Bound, South Bound, East Bound, West Bound) and 12 rows of performance metrics including Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 SR 88 / Kettleman Ln.

Cycle (sec): 90 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: SR 88 Kettleman

Approach: North Bound South Bound East Bound West Bound
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: 4 7 7 4 7 7 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 0 0

Volume Module:

Base Vol: 17 476 5 6 325 75 159 56 22 8 57 6
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 18 509 5 6 348 80 170 60 24 9 61 6
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 126 0 0 102 0 0 0 0 0 0 0
Initial Fut: 18 635 5 6 450 80 170 60 24 9 61 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: 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: 19 676 6 7 478 85 181 64 25 9 65 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 19 676 6 7 478 85 181 64 25 9 65 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 19 676 6 7 478 85 181 64 25 9 65 7

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.93 0.93 0.89 0.91 0.91 0.96 0.96 0.96 0.98 0.98 0.98
Lanes: 1.00 0.99 0.01 1.00 0.85 0.15 0.67 0.24 0.09 0.11 0.81 0.08
Final Sat.: 1688 1760 15 1688 1473 263 1218 429 169 210 1500 158

Capacity Analysis Module:

Vol/Sat: 0.01 0.38 0.38 0.00 0.32 0.32 0.15 0.15 0.15 0.04 0.04 0.04
Crit Moves: ****
Green/Cycle: 0.07 0.50 0.50 0.04 0.48 0.48 0.20 0.20 0.20 0.08 0.08 0.08
Volume/Cap: 0.17 0.76 0.76 0.09 0.67 0.67 0.76 0.76 0.76 0.56 0.56 0.56
Delay/Veh: 40.4 21.8 21.8 41.8 20.0 20.0 43.5 43.5 43.5 44.7 44.7 44.7
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: 40.4 21.8 21.8 41.8 20.0 20.0 43.5 43.5 43.5 44.7 44.7 44.7
LOS by Move: D C C D B B D D D D D D
DesignQueue: 1 19 19 0 16 16 11 11 11 4 4 4

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

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 SR 88 / Kettleman Ln.

Cycle (sec): 80 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: SR 88 Kettleman

Approach: North Bound South Bound East Bound West Bound
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: 4 7 7 4 7 7 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 0 0

Volume Module:

Base Vol: 14 282 6 7 296 66 102 44 6 7 35 9
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 15 302 6 7 317 71 109 47 6 7 37 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 108 0 0 173 0 0 0 0 0 0 0
Initial Fut: 15 410 6 7 490 71 109 47 6 7 37 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 16 436 7 8 521 75 116 50 7 8 40 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 16 436 7 8 521 75 116 50 7 8 40 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 16 436 7 8 521 75 116 50 7 8 40 10

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.93 0.93 0.89 0.92 0.92 0.96 0.96 0.96 0.97 0.97 0.97
Lanes: 1.00 0.98 0.02 1.00 0.87 0.13 0.67 0.29 0.04 0.14 0.68 0.18
Final Sat.: 1688 1746 27 1688 1523 220 1228 530 72 253 1264 325

Capacity Analysis Module:

Vol/Sat: 0.01 0.25 0.25 0.00 0.34 0.34 0.09 0.09 0.09 0.03 0.03 0.03
Crit Moves: ****
Green/Cycle: 0.05 0.47 0.47 0.09 0.52 0.52 0.14 0.14 0.14 0.09 0.09 0.09
Volume/Cap: 0.19 0.53 0.53 0.05 0.66 0.66 0.66 0.66 0.66 0.36 0.36 0.36
Delay/Veh: 37.5 15.4 15.4 33.1 15.9 15.9 38.5 38.5 38.5 35.8 35.8 35.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 37.5 15.4 15.4 33.1 15.9 15.9 38.5 38.5 38.5 35.8 35.8 35.8
LOS by Move: D B B C B B D D D D D D
DesignQueue: 1 11 11 0 14 14 7 7 7 2 2 2

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #19 Ione / SR 16

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: C[22.4]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #19 Ione / SR 16

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[10.4]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Murieta South Pkwy / SR 16

Cycle (sec): 60 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name: Murieta South Parkway SR 16

Approach: North Bound South 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 Include
Min. Green: 5 5 5 5 5 5 4 7 7 4 7 7
Lanes: 0 0 1 0 0 0 1 0 0 1 0 1 0

Volume Module:

Base Vol: 4 3 3 9 1 93 146 472 9 0 282 20
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 4 3 3 10 1 102 161 519 10 0 310 22
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 41 0 0 44 0
Initial Fut: 4 3 3 10 1 102 161 560 10 0 354 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 5 4 4 11 1 109 171 596 11 0 377 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 4 4 11 1 109 171 596 11 0 377 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 4 4 11 1 109 171 596 11 0 377 23

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.83 0.83 0.83 0.76 0.76 0.85 0.90 0.95 0.95 1.00 0.94 0.94
Lanes: 0.40 0.30 0.30 0.90 0.10 1.00 1.00 0.98 0.02 1.00 0.94 0.06
Final Sat.: 630 472 472 1300 144 1615 1718 1772 31 1900 1688 105

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.01 0.01 0.07 0.10 0.34 0.34 0.00 0.22 0.22
Crit Moves: ****
Green/Cycle: 0.08 0.08 0.08 0.08 0.08 0.30 0.22 0.72 0.72 0.00 0.50 0.50
Volume/Cap: 0.09 0.09 0.09 0.10 0.10 0.22 0.45 0.47 0.47 0.00 0.45 0.45
Delay/Veh: 25.7 25.7 25.7 25.8 25.8 15.8 21.1 3.9 3.9 0.0 10.2 10.2
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: 25.7 25.7 25.7 25.8 25.8 15.8 21.1 3.9 3.9 0.0 10.2 10.2
LOS by Move: C C C C C B C A A A B B
DesignQueue: 0 0 0 0 0 3 5 6 6 0 7 7

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

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Murieta South Pkwy / SR 16

Cycle (sec): 60 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Murieta South Parkway SR 16

Approach: North Bound South 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 Include
Min. Green: 5 5 5 5 5 5 4 7 7 4 7 7
Lanes: 0 1 0 0 0 0 1 0 0 1 0 1 0

Volume Module:

Base Vol: 3 1 0 8 3 81 122 331 4 0 336 14
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 3 1 0 9 3 89 134 364 4 0 370 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 62 57 78 0 99 0
Initial Fut: 3 1 0 9 3 151 191 442 4 0 469 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 3 1 0 9 3 157 199 461 5 0 488 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 3 1 0 9 3 157 199 461 5 0 488 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 3 1 0 9 3 157 199 461 5 0 488 16

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.78 0.78 1.00 0.77 0.77 0.85 0.90 0.95 0.95 1.00 0.95 0.95
Lanes: 0.75 0.25 0.00 0.73 0.27 1.00 1.00 0.99 0.01 1.00 0.97 0.03
Final Sat.: 1107 369 0 1065 400 1615 1718 1789 18 1900 1742 57

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.01 0.01 0.10 0.12 0.26 0.26 0.00 0.28 0.28
Crit Moves: ****
Green/Cycle: 0.08 0.08 0.00 0.08 0.08 0.29 0.21 0.72 0.72 0.00 0.51 0.51
Volume/Cap: 0.04 0.04 0.00 0.10 0.10 0.33 0.55 0.36 0.36 0.00 0.55 0.55
Delay/Veh: 25.4 25.4 0.0 25.8 25.8 17.0 23.1 3.4 3.4 0.0 10.9 10.9
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: 25.4 25.4 0.0 25.8 25.8 17.0 23.1 3.4 3.4 0.0 10.9 10.9
LOS by Move: C C A C C B C A A B B
DesignQueue: 0 0 0 0 0 4 5 5 5 0 9 9

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Murieta Pkwy / SR 16

Cycle (sec): 60 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Murieta Pkwy SR 16

Approach: North Bound South Bound East Bound West Bound

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

Control: Protected Protected Protected Protected
Rights: Ovl Ovl Ovl Include
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 1 0 1 1 0 1 0 1 1 0 0 1 0

Volume Module:

Base Vol: 99 119 99 34 100 104 202 521 127 31 266 39
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 109 131 109 37 110 114 222 573 140 34 293 43
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 7 0 13 4 115 195 28 0 0 22 22
Initial Fut: 109 138 109 50 114 229 417 601 140 34 315 65
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 115 145 115 53 120 241 439 633 147 36 331 68
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 115 145 115 53 120 241 439 633 147 36 331 68
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 115 145 115 53 120 241 439 633 147 36 331 68

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 0.90 0.95 0.81 0.90 0.93 0.93
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.83 0.17
Final Sat.: 1805 1900 1615 1805 1900 1615 1718 1809 1537 1718 1460 301

Capacity Analysis Module:

Vol/Sat: 0.06 0.08 0.07 0.03 0.06 0.15 0.26 0.35 0.10 0.02 0.23 0.23
Crit Moves: **** ****
Green/Cycle: 0.08 0.12 0.22 0.07 0.12 0.44 0.32 0.51 0.59 0.10 0.28 0.28
Volume/Cap: 0.80 0.61 0.32 0.41 0.54 0.34 0.80 0.69 0.16 0.22 0.80 0.80
Delay/Veh: 53.3 29.5 20.1 28.8 27.7 11.5 26.7 13.5 5.8 25.7 28.7 28.7
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: 53.3 29.5 20.1 28.8 27.7 11.5 26.7 13.5 5.8 25.7 28.7 28.7
LOS by Move: D C C C B C B A C C C
DesignQueue: 4 4 3 2 4 5 11 11 2 1 10 10

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

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Murieta Pkwy / SR 16

Cycle (sec): 90 Critical Vol./Cap.(X): 0.972
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 44.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name: Murieta Pkwy SR 16

Approach: North Bound South Bound East Bound West Bound

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

Control: Protected Protected Protected Protected
Rights: Ovl Ovl Ovl Include
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 1 0 1 1 0 1 0 1 1 0 0 1 0

Volume Module:

Base Vol: 75 89 39 15 119 82 115 375 71 44 377 16
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 83 98 43 17 131 90 127 413 78 48 415 18
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 92 50 32 62 54 133 156 289 102 35 279 61
Initial Fut: 175 148 75 79 185 223 283 702 180 83 694 79
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 186 157 80 84 197 237 301 746 192 89 738 84
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 186 157 80 84 197 237 301 746 192 89 738 84
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 186 157 80 84 197 237 301 746 192 89 738 84

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 0.90 0.95 0.81 0.90 0.94 0.94
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.90 0.10
Final Sat.: 1805 1900 1615 1805 1900 1615 1718 1809 1537 1718 1600 181

Capacity Analysis Module:

Vol/Sat: 0.10 0.08 0.05 0.05 0.10 0.15 0.17 0.41 0.12 0.05 0.46 0.46
Crit Moves: **** ****
Green/Cycle: 0.11 0.14 0.21 0.08 0.11 0.29 0.18 0.58 0.69 0.07 0.47 0.47
Volume/Cap: 0.97 0.61 0.24 0.61 0.97 0.51 0.97 0.71 0.18 0.71 0.97 0.97
Delay/Veh: 96.9 40.7 30.0 47.9 95.1 27.8 80.1 15.7 5.1 58.0 47.3 47.3
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: 96.9 40.7 30.0 47.9 95.1 27.8 80.1 15.7 5.1 58.0 47.3 47.3
LOS by Move: F D C D F C F B A E D D
DesignQueue: 9 7 3 4 9 9 13 17 3 4 24 24

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Capacity Module, and Level Of Service Module. Includes data for Stonehouse / SR 16 intersection.

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

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Capacity Module, and Level Of Service Module. Includes data for Stonehouse / SR 16 intersection.

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Latrobe (Sac) / SR 16

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: F[75.3]

Street Name: Latrobe (Sac) SR 16

Approach: North Bound South Bound 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 0 1 0

Volume Module:
Base Vol: 8 1 3 7 1 17 21 756 9 2 445 10
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 9 1 3 8 1 19 23 832 10 2 490 11
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 205 0 0 126 0
Initial Fut: 9 1 3 8 1 19 23 1037 10 2 616 11
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 10 1 4 8 1 21 25 1139 11 2 676 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 10 1 4 8 1 21 25 1139 11 2 676 12

Critical Gap Module:
Critical Gp: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx

Capacity Module:
Cnflct Vol: 1893 1889 1145 1885 1888 682 688 xxxx xxxxxx 1150 xxxx xxxxxx
Potent Cap.: 54 71 245 55 71 453 892 xxxx xxxxxx 597 xxxx xxxxxx
Move Cap.: 49 69 245 52 69 453 892 xxxx xxxxxx 597 xxxx xxxxxx
Volume/Cap: 0.20 0.02 0.01 0.16 0.02 0.05 0.03 xxxx xxxxx 0.00 xxxx xxxxx

Level Of Service Module:
2Way95thQ: xxxx xxxx 0.0 xxxx xxxx 0.1 0.1 xxxx xxxxxx 0.0 xxxx xxxxxx
Control Del:xxxxx xxxx 19.9 xxxxxx xxxx 13.3 9.2 xxxx xxxxxx 11.1 xxxx xxxxxx
LOS by Move: * * C * * B A * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: 51 xxxx xxxxxx 53 xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue: 0.7 xxxx xxxxxx 0.6 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shrd ConDel: 93.8 xxxx xxxxxx 86.9 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shared LOS: F * * F * * * * * * * * * *
ApproachDel: 75.3 36.9 xxxxxxxx xxxxxxxx
ApproachLOS: F E * *

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

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Latrobe (Sac) / SR 16

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: F[132.8]

Street Name: Latrobe (Sac) SR 16

Approach: North Bound South Bound 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 0 1 0

Volume Module:
Base Vol: 2 2 2 5 1 15 19 504 3 2 489 18
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 2 2 2 6 1 17 21 554 3 2 538 20
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 570 0 0 527 0
Initial Fut: 2 2 2 6 1 17 21 1124 3 2 1065 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 2 2 2 6 1 18 22 1209 4 2 1145 21
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 2 2 2 6 1 18 22 1209 4 2 1145 21

Critical Gap Module:
Critical Gp: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx

Capacity Module:
Cnflct Vol: 2426 2427 1211 2419 2418 1156 1166 xxxx xxxxxx 1213 xxxx xxxxxx
Potent Cap.: 22 33 224 23 33 242 588 xxxx xxxxxx 565 xxxx xxxxxx
Move Cap.: 20 31 224 20 32 242 588 xxxx xxxxxx 565 xxxx xxxxxx
Volume/Cap: 0.12 0.08 0.01 0.29 0.04 0.07 0.04 xxxx xxxxx 0.00 xxxx xxxxx

Level Of Service Module:
2Way95thQ: xxxx xxxx 0.0 xxxx xxxx 0.2 0.1 xxxx xxxxxx 0.0 xxxx xxxxxx
Control Del:xxxxx xxxx 21.2 xxxxxx xxxx 21.1 11.4 xxxx xxxxxx 11.4 xxxx xxxxxx
LOS by Move: * * C * * B * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: 24 xxxx xxxxxx 22 xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue: 0.6 xxxx xxxxxx 1.0 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shrd ConDel:188.6 xxxx xxxxxx 236.6 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shared LOS: F * * F * * * * * * * * * *
ApproachDel: 132.8 82.7 xxxxxxxx xxxxxxxx
ApproachLOS: F F * *

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

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

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

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 Sloughhouse / SR 16

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: D[28.7]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module. Includes data for North Bound, South Bound, East Bound, and West Bound movements.

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume. Provides detailed volume and performance metrics for each approach.

Table for Critical Gap Module with columns for Critical Gap, FollowUpTim, and Capacity Module. Shows performance metrics for critical gaps.

Table for Capacity Module with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Details capacity and conflict volumes.

Table for Level Of Service Module with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS. Summarizes overall level of service and delay.

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

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 Sloughhouse / SR 16

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: F[108.5]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module. Includes data for North Bound, South Bound, East Bound, and West Bound movements.

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume. Provides detailed volume and performance metrics for each approach.

Table for Critical Gap Module with columns for Critical Gap, FollowUpTim, and Capacity Module. Shows performance metrics for critical gaps.

Table for Capacity Module with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Details capacity and conflict volumes.

Table for Level Of Service Module with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS. Summarizes overall level of service and delay.

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

Ione Casino
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Ione Casino
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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Table with 12 columns for traffic directions (North/South Bound, East/West Bound) and 12 rows of performance metrics including Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

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

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Table with 12 columns for traffic directions (North/South Bound, East/West Bound) and 12 rows of performance metrics including Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

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

Ione Casino
2013 EPAP No Project - Fri
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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Sunrise / SR 16

Cycle (sec): 120 Critical Vol./Cap.(X): 1.162
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 96.3
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name: Sunrise SR 16
Approach: North Bound South Bound 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 7 7 3 7 7 3 7 7 3 7 7
Lanes: 1 0 0 1 0 1 0 1 0 1 0 1

Volume Module:
Base Vol: 7 267 40 227 847 63 79 471 10 23 205 117
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 8 294 44 250 932 69 87 518 11 25 226 129
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 5 8 10 52 126 0 4 153 4 4 98 27
Initial Fut: 13 302 54 302 1058 69 91 671 15 29 324 156
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 13 314 56 314 1102 72 95 699 16 31 337 162
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 13 314 56 314 1102 72 95 699 16 31 337 162
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 13 314 56 314 1102 72 95 699 16 31 337 162

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 0.87 0.92 0.78 0.87 0.92 0.78
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 1655 1742 1481 1655 1742 1481

Capacity Analysis Module:
Vol/Sat: 0.01 0.20 0.20 0.17 0.58 0.04 0.06 0.40 0.01 0.02 0.19 0.11
Crit Moves: ****
Green/Cycle: 0.03 0.27 0.27 0.24 0.48 0.56 0.08 0.33 0.36 0.03 0.28 0.51
Volume/Cap: 0.29 0.74 0.74 0.74 1.20 0.08 0.70 1.20 0.03 0.74 0.70 0.21
Delay/Veh: 61.1 45.4 45.4 48.9 132 11.9 68.5 146 24.9 108.8 43.4 16.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 61.1 45.4 45.4 48.9 132 11.9 68.5 146 24.9 108.8 43.4 16.1
LOS by Move: E D D D F B E F C F D B
DesignQueue: 1 19 19 17 45 2 6 34 1 2 17 5

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

Ione Casino
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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Sunrise / SR 16

Cycle (sec): 105 Critical Vol./Cap.(X): 0.932
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 44.2
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name: Sunrise SR 16
Approach: North Bound South Bound 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 7 7 3 7 7 3 7 7 3 7 7
Lanes: 1 0 0 1 0 1 1 0 1 0 1 1

Volume Module:
Base Vol: 6 176 18 191 228 41 25 240 12 27 235 213
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 7 194 20 210 251 45 28 264 13 30 259 234
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 9 61 0 0 0 416 0 7 389 53
Initial Fut: 7 194 29 271 251 45 28 680 13 37 648 287
User Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
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: 8 224 33 314 290 52 32 787 15 42 750 333
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 8 224 33 314 290 52 32 787 15 42 750 333
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 8 224 33 314 290 52 32 787 15 42 750 333

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 0.87 0.92 0.78 0.87 0.92 0.78
Lanes: 1.00 0.87 0.13 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 1623 241 1805 1900 1615 1655 1742 1481 1655 1742 1481

Capacity Analysis Module:
Vol/Sat: 0.00 0.14 0.14 0.17 0.15 0.03 0.02 0.45 0.01 0.03 0.43 0.22
Crit Moves: ****
Green/Cycle: 0.05 0.15 0.15 0.19 0.28 0.31 0.03 0.48 0.54 0.03 0.48 0.67
Volume/Cap: 0.08 0.93 0.93 0.93 0.54 0.10 0.60 0.93 0.02 0.90 0.89 0.34
Delay/Veh: 47.7 80.8 80.8 74.2 33.1 25.6 68.1 42.4 11.4 143.8 36.9 7.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 47.7 80.8 80.8 74.2 33.1 25.6 68.1 42.4 11.4 143.8 36.9 7.7
LOS by Move: D F F E C C E D B F D A
DesignQueue: 0 13 13 16 13 2 2 27 0 2 25 7

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

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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Excelsior / SR 16

Cycle (sec): 60 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Excelsior SR 16

Approach: North Bound South Bound East Bound West Bound

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

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1 1 0

Volume Module:

Base Vol: 26 50 42 7 212 47 88 514 76 47 250 11
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 29 55 46 8 233 52 97 565 84 52 275 12
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 188 0 0 126 0
Initial Fut: 29 55 46 8 233 52 97 753 84 52 401 12
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 30 59 49 8 248 55 103 801 89 55 427 13
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 59 49 8 248 55 103 801 89 55 427 13
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 59 49 8 248 55 103 801 89 55 427 13

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.93 0.93 0.95 0.97 0.97 0.87 0.86 0.86 0.87 0.87 0.87
Lanes: 1.00 0.54 0.46 1.00 0.82 0.18 1.00 1.80 0.20 1.00 1.94 0.06
Final Sat.: 1805 961 808 1805 1513 335 1655 2935 326 1655 3201 97

Capacity Analysis Module:

Vol/Sat: 0.02 0.06 0.06 0.00 0.16 0.16 0.06 0.27 0.27 0.03 0.13 0.13
Crit Moves: **** **** **** ****
Green/Cycle: 0.07 0.19 0.19 0.11 0.23 0.23 0.15 0.37 0.37 0.07 0.29 0.29
Volume/Cap: 0.25 0.33 0.33 0.04 0.73 0.73 0.42 0.73 0.73 0.50 0.45 0.45
Delay/Veh: 27.7 21.8 21.8 24.2 27.9 27.9 24.4 18.4 18.4 30.5 17.6 17.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 27.7 21.8 21.8 24.2 27.9 27.9 24.4 18.4 18.4 30.5 17.6 17.6
LOS by Move: C C C C C C C B B C B B
DesignQueue: 1 3 3 0 8 8 3 10 10 2 6 6

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

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Excelsior / SR 16

Cycle (sec): 60 Critical Vol./Cap.(X): 0.341
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 18.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Excelsior SR 16

Approach: North Bound South Bound East Bound West Bound

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

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1 1 0

Volume Module:

Base Vol: 14 46 26 8 44 62 99 250 22 23 261 8
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 15 51 29 9 48 68 109 275 24 25 287 9
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 23 0 0 37 0
Initial Fut: 15 51 29 9 48 68 109 298 24 25 324 9
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 16 52 29 9 50 70 112 307 25 26 334 9
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 16 52 29 9 50 70 112 307 25 26 334 9
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 16 52 29 9 50 70 112 307 25 26 334 9

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.95 0.95 0.91 0.91 0.87 0.86 0.86 0.87 0.87 0.87
Lanes: 1.00 0.64 0.36 1.00 0.42 0.58 1.00 1.85 0.15 1.00 1.95 0.05
Final Sat.: 1805 1148 649 1805 719 1014 1655 3028 246 1655 3210 87

Capacity Analysis Module:

Vol/Sat: 0.01 0.05 0.05 0.01 0.07 0.07 0.07 0.10 0.10 0.02 0.10 0.10
Crit Moves: **** **** **** ****
Green/Cycle: 0.07 0.16 0.16 0.09 0.19 0.19 0.19 0.30 0.30 0.17 0.29 0.29
Volume/Cap: 0.13 0.28 0.28 0.05 0.36 0.36 0.36 0.34 0.34 0.09 0.36 0.36
Delay/Veh: 26.9 22.5 22.5 24.9 21.7 21.7 22.0 16.5 16.5 21.0 17.2 17.2
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: 26.9 22.5 22.5 24.9 21.7 21.7 22.0 16.5 16.5 21.0 17.2 17.2
LOS by Move: C C C C C C C B B C B B
DesignQueue: 0 2 2 0 3 3 3 4 4 1 4 4

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Intersection #29 Bradshwa / SR 16.

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

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Intersection #29 Bradshwa / SR 16.

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Latrobe / White Rock

Cycle (sec): 60 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 19.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns for Street Name (Latrobe, White Rock), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Ignored, Ovl, Include), Rights, Min. Green, and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

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

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Latrobe / White Rock

Cycle (sec): 60 Critical Vol./Cap.(X): 0.250
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns for Street Name (Latrobe, White Rock), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Ignored, Ovl, Include), Rights, Min. Green, and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for North Bound, South Bound, East Bound, and West Bound movements.

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

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for North Bound, South Bound, East Bound, and West Bound movements.

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Missouri Flat / Pleasant Valley

Cycle (sec): 70 Critical Vol./Cap.(X): 0.843
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Missouri Flat Pleasant Valley
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Ovl
Min. Green: 0 0 0 7 0 7 4 7 0 0 7 7
Lanes: 0 0 0 0 0 1 0 0 0 1 2 0 1 0 0 0 0 1 0 1

Volume Module:
Base Vol: 0 0 0 786 0 371 257 437 0 0 320 348
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 786 0 371 257 437 0 0 320 348
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 0 786 0 371 257 437 0 0 320 348
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 0 0 0 810 0 382 265 451 0 0 330 359
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 810 0 382 265 451 0 0 330 359
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 810 0 382 265 451 0 0 330 359

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.95 1.00 0.85 0.92 1.00 1.00 1.00 1.00 0.85
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 2.00 1.00 0.00 0.00 1.00 1.00
Final Sat.: 0 0 0 1805 0 1615 3502 1900 0 0 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.45 0.00 0.24 0.08 0.24 0.00 0.00 0.17 0.22
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.53 0.00 0.62 0.09 0.30 0.00 0.00 0.21 0.74
Volume/Cap: 0.00 0.00 0.00 0.84 0.00 0.38 0.84 0.80 0.00 0.00 0.84 0.30
Delay/Veh: 0.0 0.0 0.0 20.7 0.0 6.8 49.6 30.8 0.0 0.0 41.9 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 1.00
AdjDel/Veh: 0.0 0.0 0.0 20.7 0.0 6.8 49.6 30.8 0.0 0.0 41.9 3.2
LOS by Move: A A A C A A D C A A D A
DesignQueue: 0 0 0 17 0 6 5 13 0 0 11 4

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

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Missouri Flat / Pleasant Valley

Cycle (sec): 60 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Missouri Flat Pleasant Valley
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Ovl
Min. Green: 0 0 0 7 0 7 4 7 0 0 7 7
Lanes: 0 0 0 0 0 1 0 0 0 1 2 0 1 0 0 0 0 1 0 1

Volume Module:
Base Vol: 0 0 0 607 0 286 198 261 0 0 232 310
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 607 0 286 198 261 0 0 232 310
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 0 607 0 286 198 261 0 0 232 310
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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 0 646 0 304 211 278 0 0 247 330
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 646 0 304 211 278 0 0 247 330
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 646 0 304 211 278 0 0 247 330

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.95 1.00 0.85 0.92 1.00 1.00 1.00 1.00 0.85
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 2.00 1.00 0.00 0.00 1.00 1.00
Final Sat.: 0 0 0 1805 0 1615 3502 1900 0 0 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.36 0.00 0.19 0.06 0.15 0.00 0.00 0.13 0.20
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.52 0.00 0.61 0.09 0.28 0.00 0.00 0.19 0.71
Volume/Cap: 0.00 0.00 0.00 0.68 0.00 0.31 0.68 0.53 0.00 0.00 0.68 0.29
Delay/Veh: 0.0 0.0 0.0 12.8 0.0 5.8 32.8 19.3 0.0 0.0 28.0 3.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 12.8 0.0 5.8 32.8 19.3 0.0 0.0 28.0 3.3
LOS by Move: A A A B A A C B A A C A
DesignQueue: 0 0 0 11 0 4 3 7 0 0 7 3

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for Forni and Pleasant Valley streets.

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

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for Forni and Pleasant Valley streets.

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

Ione Casino
2013 EPAP No Project - Fri
PM Peak Hour

Ione Casino
2013 EPAP No Project - Sat
PM Peak Hour

Level Of Service Computation Report

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

Intersection #38 SR 49 / Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap.(X): 1.034
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 42.4
Optimal Cycle: 0 Level Of Service: E

Street Name: SR 49 Pleasant Valley

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

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

Volume Module:

Base Vol: 191 0 180 0 0 0 0 354 240 290 426 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 191 0 180 0 0 0 0 354 240 290 426 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: 191 0 180 0 0 0 0 354 240 290 426 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 199 0 188 0 0 0 0 369 250 302 444 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 199 0 188 0 0 0 0 369 250 302 444 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 199 0 188 0 0 0 0 369 250 302 444 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: 0.51 0.00 0.49 0.00 0.00 0.00 0.00 0.60 0.40 1.00 1.00 0.00
Final Sat.: 277 0 262 0 0 0 0 356 242 496 533 0

Capacity Analysis Module:

Vol/Sat: 0.72 xxxx 0.72 xxxx xxxx xxxx 1.03 1.03 0.61 0.83 xxxx
Crit Moves: ****
Delay/Veh: 24.4 0.0 24.4 0.0 0.0 0.0 0.0 70.2 70.2 20.5 34.3 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 24.4 0.0 24.4 0.0 0.0 0.0 0.0 70.2 70.2 20.5 34.3 0.0
LOS by Move: C * C * * * * F F C D *
ApproachDel: 24.4 xxxxxx 70.2 28.7
Delay Adj: 1.00 xxxxxx 1.00 1.00
ApprAdjDel: 24.4 xxxxxx 70.2 28.7
LOS by Appr: C * * F D
AllWayAvgQ: 2.2 2.2 2.2 0.0 0.0 0.0 10.2 10.2 10.2 1.5 3.7 0.0

Level Of Service Computation Report

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

Intersection #38 SR 49 / Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 0 Level Of Service: B

Street Name: SR 49 Pleasant Valley

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

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

Volume Module:

Base Vol: 117 0 159 0 0 0 0 217 140 150 262 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 117 0 159 0 0 0 0 217 140 150 262 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: 117 0 159 0 0 0 0 217 140 150 262 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 133 0 181 0 0 0 0 247 159 170 298 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 133 0 181 0 0 0 0 247 159 170 298 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 133 0 181 0 0 0 0 247 159 170 298 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: 0.42 0.00 0.58 0.00 0.00 0.00 0.00 0.61 0.39 1.00 1.00 0.00
Final Sat.: 254 0 345 0 0 0 0 403 260 551 596 0

Capacity Analysis Module:

Vol/Sat: 0.52 xxxx 0.52 xxxx xxxx xxxx 0.61 0.61 0.31 0.50 xxxx
Crit Moves: ****
Delay/Veh: 14.3 0.0 14.3 0.0 0.0 0.0 0.0 15.8 15.8 11.8 14.1 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 14.3 0.0 14.3 0.0 0.0 0.0 0.0 15.8 15.8 11.8 14.1 0.0
LOS by Move: B * B * * * * C C B B *
ApproachDel: 14.3 xxxxxx 15.8 13.3
Delay Adj: 1.00 xxxxxx 1.00 1.00
ApprAdjDel: 14.3 xxxxxx 15.8 13.3
LOS by Appr: B * * C B
AllWayAvgQ: 0.9 0.9 0.9 0.0 0.0 0.0 1.4 1.4 1.4 0.4 0.9 0.0



APPENDIX A

Intersection Operations Level of Service Calculation Worksheets 2010 EPAP Plus Alternative A Phase 1

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Scenario: Ex + Ap + Alt A (Ph I) Friday

Command: Ex + Ap + Alt A (Ph I) Friday

Volume: 2006 Ex + Ap Friday

Geometry: EPAP Plus Project

Impact Fee: Existing

Trip Generation: Alt A (Ph I) Friday

Trip Distribution: Existing

Paths: 2006 (Amador Bypass)

Routes: Existing

Configuration: Existing

Scenario: Ex + Ap + Alt A (Ph I) Saturday

Command: Ex + Ap + Alt A (Ph I) Saturday

Volume: 2006 Ex + Ap Saturday

Geometry: EPAP Plus Project

Impact Fee: Existing

Trip Generation: Alt A (Ph I) Saturday

Trip Distribution: Existing

Paths: 2006 (Amador Bypass)

Routes: Existing

Configuration: Existing

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Trip Generation Report

Trip Generation Report

Forecast for EPAP NP Fri

Forecast for Alt A (Ph I) Saturday

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total	Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total				
7	Castle Oaks	1.00	Home	275.00	161.00	275	161	436	28.3	1	Ione Casino-	1.00	Ione Casino	371.00	386.00	371	386	757	24.0				
7	Castle Oaks	1.00	Hotel	25.00	22.00	25	22	47	3.0		Zone 1 Subtotal					371	386	757	24.0				
7	Castle Oaks	1.00	Retail	271.00	292.00	271	292	563	36.5														
	Zone 7 Subtotal					571	475	1046	67.9														
TOTAL										TOTAL										371	386	757	24.0
TOTAL										TOTAL										571	475	1046	67.9

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Trip Generation Report

Trip Generation Report

Forecast for Alt A (Ph I) Friday

Forecast for EPAP NP Sat

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Ione Casino-	1.00	Ione Casino	267.00	228.00	267	228	495	32.1
	Zone 1 Subtotal					267	228	495	32.1
TOTAL						267	228	495	32.1

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Cottage Knol	1.00	Residential	152.00	130.00	152	130	282	8.9
	Zone 2 Subtotal					152	130	282	8.9
3	Shenandoah R	1.00	Residential	76.00	65.00	76	65	141	4.5
	Zone 3 Subtotal					76	65	141	4.5
4	Arroyo Woods	1.00	Residential	66.00	56.00	66	56	122	3.9
	Zone 4 Subtotal					66	56	122	3.9
5	Zinfandel	1.00	Residential	178.00	151.00	178	151	329	10.4
	Zone 5 Subtotal					178	151	329	10.4
6	Wildflower	1.00	Residential	139.00	118.00	139	118	257	8.1
	Zone 6 Subtotal					139	118	257	8.1
7	Castle Oaks	1.00	Home	234.00	200.00	234	200	434	13.7
7	Castle Oaks	1.00	Hotel	34.00	26.00	34	26	60	1.9
7	Castle Oaks	1.00	Retail	405.00	373.00	405	373	778	24.6
	Zone 7 Subtotal					673	599	1272	40.3
TOTAL						1284	1119	2403	76.0

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Trip Distribution Report

Percent Of Trips Existing

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	16.0	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
7	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0
Zone	To Gates										
	12	13	14	15	16	17	18	19	20	22	23
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	9.6	13.1	0.1	0.1
7	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
Zone	To Gates										
	24	25	26	28	29	36	38	39	40		
1	0.8	1.4	1.6	4.8	0.1	0.0	0.0	0.0	0.0		
7	0.0	0.0	0.0	0.0	0.0	10.0	10.0	2.0	5.0		

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Trip Distribution Report

Percent Of Trips Existing

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	16.0	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0
Zone	To Gates										
	12	13	14	15	16	17	18	19	20	22	23
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	9.6	13.1	0.1	0.1
2	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0
Zone	To Gates										
	24	25	26	28	29	31	32	33	34	35	36
1	0.8	1.4	1.6	4.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0
4	0.0	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0
Zone	To Gates										
	37	38	39	40							
1	0.0	0.0	0.0	0.0							
2	0.0	0.0	0.0	0.0							
3	0.0	0.0	0.0	0.0							
4	0.0	0.0	0.0	0.0							
5	0.0	0.0	0.0	0.0							
6	10.0	20.0	10.0	15.0							
7	0.0	10.0	2.0	5.0							

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Turning Movement Report
EPAP NP Fri + Alt A (Ph I) Friday

Turning Movement Report
Alt A (Ph I) Saturday + EPAP NP Sat

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 SR 49 / Miller Way														#1 SR 49 / Miller Way													
Base	30	105	0	0	94	1	1	0	22	0	0	0	253	Base	12	81	0	0	76	1	1	0	12	0	0	0	183
Added	0	45	0	0	53	0	0	0	0	0	0	0	98	Added	57	136	42	29	144	19	16	0	49	36	0	24	552
PassBy	123	53	68	43	82	41	24	0	72	54	0	19	579	Total	69	217	42	29	220	20	17	0	61	36	0	24	735
Total	153	203	68	43	229	42	25	0	94	54	0	19	930	#2 SR 49 / Main													
#2 SR 49 / Main														#2 SR 49 / Main													
Base	45	107	201	7	92	18	14	40	39	109	53	12	737	Base	39	61	129	15	78	4	12	30	29	169	64	16	646
Added	9	45	1	0	53	0	0	0	10	1	0	0	119	Added	100	130	29	23	119	87	82	57	87	25	62	23	824
PassBy	16	128	39	35	102	70	80	29	15	44	36	55	649	Total	139	191	158	38	197	91	94	87	116	194	126	39	1470
Total	70	280	241	42	247	88	94	69	64	154	89	67	1505	#3 SR 49 / Poplar													
#3 SR 49 / Poplar														#3 SR 49 / Poplar													
Base	35	345	0	0	237	4	2	0	30	0	0	0	653	Base	13	239	0	0	269	0	1	0	9	0	0	0	531
Added	3	55	0	0	65	0	0	0	4	0	0	0	127	Added	6	259	0	0	231	0	0	0	6	0	0	0	502
PassBy	0	183	0	0	161	0	0	0	0	0	0	0	344	Total	19	498	0	0	500	0	1	0	15	0	0	0	1033
Total	38	583	0	0	463	4	2	0	34	0	0	0	1124	#4 SR 49 / Empire													
#4 SR 49 / Empire														#4 SR 49 / Empire													
Base	32	352	2	9	240	10	13	2	28	7	5	4	704	Base	30	239	1	0	276	0	1	0	26	5	0	2	580
Added	7	59	0	0	69	0	0	0	8	0	0	0	143	Added	11	265	0	0	236	0	0	0	11	0	0	0	523
PassBy	0	183	0	0	161	0	0	0	0	0	0	0	344	Total	41	504	1	0	512	0	1	0	37	5	0	2	1103
Total	39	594	2	9	470	10	13	2	36	7	5	4	1191	#5 SR 49 / Randolph Dr.													
#5 SR 49 / Randolph Dr.														#5 SR 49 / Randolph Dr.													
Base	8	366	0	0	248	19	14	0	8	0	0	0	663	Base	4	271	0	0	249	7	4	0	4	0	0	0	539
Added	0	20	114	53	23	0	0	0	0	97	0	46	353	Added	0	199	158	74	173	0	0	0	0	165	0	77	846
PassBy	0	232	0	0	135	0	0	0	0	0	0	0	367	Total	4	470	158	74	422	7	4	0	4	165	0	77	1385
Total	8	618	114	53	406	19	14	0	8	97	0	46	1383	#6 SR 49 / SR 16													
#6 SR 49 / SR 16														#6 SR 49 / SR 16													
Base	240	0	206	0	0	0	0	183	358	163	92	0	1242	Base	217	0	146	0	0	0	0	111	281	131	149	0	1035
Added	0	0	14	0	0	0	0	176	0	12	151	0	353	Added	0	0	113	0	0	0	0	316	0	100	315	0	844
PassBy	0	0	133	0	0	0	0	99	0	77	58	0	367	Total	217	0	259	0	0	0	0	427	281	231	464	0	1879
Total	240	0	353	0	0	0	0	458	358	252	301	0	1962	#7 SR 124 / SR 16													
#7 SR 124 / SR 16														#7 SR 124 / SR 16													
Base	12	0	79	0	0	0	0	465	20	55	268	0	899	Base	8	0	54	0	0	0	0	325	13	49	314	0	763
Added	0	0	82	0	0	0	0	95	0	70	81	0	328	Added	0	0	114	0	0	0	0	202	0	118	197	0	631
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	Total	8	0	168	0	0	0	0	527	13	167	511	0	1394
Total	12	0	161	0	0	0	0	659	20	125	407	0	1384	#8 Latrobe (Amador) / SR 16													
#8 Latrobe (Amador) / SR 16														#8 Latrobe (Amador) / SR 16													
Base	12	0	161	0	0	0	0	659	20	125	407	0	1384	Base	0	0	0	97	0	0	3	227	0	0	228	89	644
Added	0	0	82	0	0	0	0	95	0	70	81	0	328	Added	0	0	0	0	0	0	0	202	0	0	197	0	399
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	Total	0	0	0	97	0	0	3	429	0	0	425	89	1043
Total	12	0	161	0	0	0	0	659	20	125	407	0	1384	#9 SR 104 (Preston) / SR 124 (North)													
#9 SR 104 (Preston) / SR 124 (North)														#9 SR 104 (Preston) / SR 124 (North)													
Base	12	0	161	0	0	0	0	659	20	125	407	0	1384	Base	71	109	67	19	133	8	5	10	66	77	16	17	598
Added	0	0	82	0	0	0	0	95	0	70	81	0	328	Added	0	324	122	63	300	0	0	0	0	129	0	71	1009
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	PassBy	0	58	13	0	35	0	0	0	0	8	0	0	114
Total	12	0	161	0	0	0	0	659	20	125	407	0	1384	Total	71	491	202	82	468	8	5	10	66	214	16	88	1721

Ione Casino Existing Plus Approved Plus Project A Phase I - Friday PM Peak hour													Ione Casino Existing Plus Approved Plus Project A Phase I - Saturday PM Peak Hour														
Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#8 Latrobe (Amador) / SR 16													#10 Preston Ave. / Main St.														
Base	0	0	0	131	0	7	4	352	0	0	208	115	817	Base	0	0	0	238	0	57	68	14	0	0	9	231	617
Added	0	0	0	0	0	0	0	95	0	0	81	0	176	Added	0	0	0	416	0	13	14	14	0	0	12	432	901
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	PassBy	0	0	0	43	0	0	0	0	0	0	0	71	114
Total	0	0	0	131	0	7	4	546	0	0	347	115	1150	Total	0	0	0	697	0	70	82	28	0	0	21	734	1632
#9 SR 104 (Preston) / SR 124 (North)													#11 SR 124 (Church) / SR 104 (Main)														
Base	110	196	112	48	247	47	30	13	125	66	20	30	1044	Base	98	4	7	2	0	3	10	115	104	6	152	1	502
Added	0	240	79	50	200	0	0	0	0	68	0	59	696	Added	235	0	18	0	0	0	0	188	243	21	209	0	914
PassBy	0	68	18	0	101	0	0	0	0	27	0	0	214	PassBy	71	0	0	0	0	0	0	0	43	0	0	0	114
Total	110	504	209	98	548	47	30	13	125	161	20	89	1954	Total	404	4	25	2	0	3	10	303	390	27	361	1	1530
#10 Preston Ave. / Main St.													#12 SR 124 / SR 88														
Base	0	0	0	383	0	113	102	28	0	0	20	353	999	Base	0	0	0	9	0	65	53	234	0	0	250	4	615
Added	0	0	0	257	0	10	12	0	0	0	0	307	586	Added	0	0	0	12	0	191	199	5	0	0	5	14	426
PassBy	0	0	0	151	0	0	0	3	0	0	2	98	254	Total	0	0	0	21	0	256	252	239	0	0	255	18	1041
Total	0	0	0	791	0	123	114	31	0	0	22	758	1839	#13 Jackson Valley / SR 88													
#11 SR 124 (Church) / SR 104 (Main)													Base 7 3 1 7 1 1 1 283 2 3 308 4 621														
Base	170	3	10	5	1	13	13	218	213	6	181	6	839	Added	0	1	0	0	1	0	0	108	0	0	113	0	223
Added	135	0	0	0	0	0	0	143	114	0	172	0	564	PassBy	184	0	0	0	0	0	0	0	114	0	0	0	298
PassBy	50	0	1	0	0	0	0	89	65	3	49	0	257	Total	191	4	1	7	2	1	1	391	116	3	421	4	1142
Total	355	3	11	5	1	13	13	450	392	9	402	6	1660	#14 SR 88 / Liberty Rd.													
#12 SR 124 / SR 88													Base 52 269 45 2 265 45 37 29 57 30 29 10 870														
Base	0	0	0	2	0	102	116	396	0	0	266	1	883	Added	0	0	58	0	0	0	0	50	0	61	52	0	221
Added	0	0	0	0	0	111	132	3	0	0	3	0	249	PassBy	0	98	10	0	157	27	16	21	0	16	34	0	379
PassBy	0	0	0	1	0	13	24	10	0	0	6	2	56	Total	52	367	113	2	422	72	53	100	57	107	115	10	1470
Total	0	0	0	3	0	226	272	409	0	0	275	3	1188	#15 SR 88 / SR 12 (east)													
#13 Jackson Valley / SR 88													Base 0 0 0 45 0 303 320 244 0 0 168 49 1129														
Base	7	12	5	2	23	8	6	508	34	2	348	3	958	Added	0	0	0	5	0	56	54	0	0	0	0	5	120
Added	0	1	0	0	1	0	0	78	0	0	67	0	147	PassBy	0	0	0	0	0	173	108	0	0	0	0	0	281
PassBy	108	0	0	0	0	0	0	0	133	0	0	0	241	Total	0	0	0	50	0	532	482	244	0	0	168	54	1530
Total	115	13	5	2	24	8	6	586	167	2	415	3	1346	#16 Tully Rd. / SR 88													
#14 SR 88 / Liberty Rd.													Base 32 34 68 47 28 29 12 485 30 59 577 39 1440														
Base	26	485	48	14	377	39	53	25	76	18	5	10	1176	Added	0	0	0	0	0	0	0	54	0	0	56	0	110
Added	0	0	42	0	0	0	0	36	0	36	31	0	145	PassBy	0	0	0	0	0	0	0	108	0	0	173	0	281
PassBy	0	114	12	0	92	16	19	24	0	10	20	0	307	Total	32	34	68	47	28	29	12	647	30	59	806	39	1831
Total	26	599	102	14	469	55	72	85	76	64	56	10	1628	#17 SR 88 / Victor (SR 12 west)													
#15 SR 88 / SR 12 (east)													Base 22 418 0 6 348 203 264 1 17 3 4 4 1290														
Base	0	0	0	97	0	312	534	371	0	0	164	40	1518	Added	0	50	0	0	52	4	4	0	0	0	0	0	110
Added	0	0	0	3	0	33	39	0	0	0	0	3	78	PassBy	0	108	0	0	173	0	0	0	0	0	0	0	281
PassBy	0	0	0	0	0	102	126	0	0	0	0	0	228	Total	22	576	0	6	573	207	268	1	17	3	4	4	1681
Total	0	0	0	100	0	447	699	371	0	0	164	43	1824														

Ione Casino Existing Plus Approved Plus Project A Phase I - Friday PM Peak hour												Ione Casino Existing Plus Approved Plus Project A Phase I - Saturday PM Peak Hour															
Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#16 Tully Rd. / SR 88												#18 SR 88 / Kettleman Ln.															
Base	49	37	61	54	37	37	21	583	35	50	834	50	1848	Base	14	282	6	7	296	66	102	44	6	7	35	9	874
Added	0	0	0	0	0	0	0	39	0	0	33	0	72	Added	0	42	0	0	44	8	8	0	0	0	0	0	102
PassBy	0	0	0	0	0	0	0	126	0	0	102	0	228	PassBy	0	108	0	0	173	0	0	0	0	0	0	0	281
Total	49	37	61	54	37	37	21	748	35	50	969	50	2148	Total	14	432	6	7	513	74	110	44	6	7	35	9	1257
#17 SR 88 / Victor (SR 12 west)												#19 Ione / SR 16															
Base	19	675	1	10	393	220	364	13	24	4	4	15	1742	Base	60	0	1	0	0	0	0	240	54	0	249	0	604
Added	0	36	0	0	31	2	3	0	0	0	0	0	72	Added	0	0	0	0	0	0	0	132	0	0	137	0	269
PassBy	0	126	0	0	102	0	0	0	0	0	0	0	228	PassBy	37	0	0	0	0	0	0	55	23	0	62	0	177
Total	19	837	1	10	526	222	367	13	24	4	4	15	2042	Total	97	0	1	0	0	0	0	427	77	0	448	0	1050
#18 SR 88 / Kettleman Ln.												#20 Murieta South Pkwy / SR 16															
Base	17	476	5	6	325	75	159	56	22	8	57	6	1212	Base	3	1	0	8	3	81	122	331	4	0	336	14	903
Added	0	30	0	0	26	5	6	0	0	0	0	0	67	Added	0	0	0	0	0	0	0	131	0	0	137	0	268
PassBy	0	126	0	0	102	0	0	0	0	0	0	0	228	PassBy	0	0	0	0	0	62	57	78	0	0	99	0	296
Total	17	632	5	6	453	80	165	56	22	8	57	6	1507	Total	3	1	0	8	3	143	179	540	4	0	572	14	1467
#19 Ione / SR 16												#21 Murieta Pkwy / SR 16															
Base	122	0	13	0	0	0	0	398	134	17	224	0	908	Base	75	89	39	15	119	82	115	375	71	44	377	16	1417
Added	0	0	0	0	0	0	0	95	0	0	81	0	176	Added	0	0	1	0	0	0	0	131	0	1	136	0	269
PassBy	22	0	0	0	0	0	0	14	27	0	22	0	85	PassBy	92	50	32	62	54	133	156	289	102	35	279	61	1345
Total	144	0	13	0	0	0	0	507	161	17	327	0	1169	Total	167	139	72	77	173	215	271	795	173	80	792	77	3031
#20 Murieta South Pkwy / SR 16												#22 Stonehouse / SR 16															
Base	4	3	3	9	1	93	146	472	9	0	282	20	1042	Base	0	0	0	69	0	5	11	484	0	0	503	46	1118
Added	0	0	0	0	0	0	0	94	0	0	81	0	175	Added	0	0	0	0	0	0	0	130	0	0	136	0	266
PassBy	0	0	0	0	0	0	0	41	0	0	44	0	85	PassBy	0	0	0	14	0	0	0	532	0	0	493	12	1051
Total	4	3	3	9	1	93	146	607	9	0	407	20	1302	Total	0	0	0	83	0	5	11	1146	0	0	1132	58	2435
#21 Murieta Pkwy / SR 16												#23 Latrobe (Sac) / SR 16															
Base	99	119	99	34	100	104	202	521	127	31	266	39	1741	Base	2	2	2	5	1	15	19	504	3	2	489	18	1062
Added	0	0	0	0	0	0	0	94	0	0	80	0	174	Added	0	0	0	0	0	0	0	130	0	0	136	0	266
PassBy	0	7	0	13	4	115	195	28	0	0	22	22	406	PassBy	0	0	0	0	0	0	0	570	0	0	527	0	1097
Total	99	126	99	47	104	219	397	643	127	31	368	61	2321	Total	2	2	2	5	1	15	19	1204	3	2	1152	18	2425
#22 Stonehouse / SR 16												#24 Dillard / SR 16															
Base	0	0	0	80	0	5	5	753	0	0	435	71	1349	Base	56	0	55	0	0	0	0	462	76	58	465	0	1172
Added	0	0	0	0	0	0	0	94	0	0	80	0	174	Added	0	0	2	0	0	0	0	129	0	2	134	0	267
PassBy	0	0	0	18	0	0	0	205	0	0	126	11	360	PassBy	0	0	49	0	0	0	0	522	0	44	482	0	1097
Total	0	0	0	98	0	5	5	1052	0	0	641	82	1883	Total	56	0	106	0	0	0	0	1113	76	104	1081	0	2536
#23 Latrobe (Sac) / SR 16												#25 Sloughhouse / SR 16															
Base	8	1	3	7	1	17	21	756	9	2	445	10	1280	Base	27	0	34	0	0	0	0	492	5	29	496	0	1083
Added	0	0	0	0	0	0	0	94	0	0	80	0	174	Added	0	0	0	0	0	0	0	129	0	0	134	0	263
PassBy	0	0	0	0	0	0	0	205	0	0	126	0	331	PassBy	0	0	0	0	0	0	0	522	0	0	484	0	1006
Total	8	1	3	7	1	17	21	1055	9	2	651	10	1785	Total	27	0	34	0	0	0	0	1143	5	29	1114	0	2352

Ione Casino Existing Plus Approved Plus Project A Phase I - Friday PM Peak hour												Ione Casino Existing Plus Approved Plus Project A Phase I - Saturday PM Peak Hour															
Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#24 Dillard / SR 16														#26 Grant Line / SR 16													
Base	46	0	57	0	0	0	0	725	114	77	339	0	1358	Base	0	104	44	26	91	16	9	470	6	61	460	27	1314
Added	0	0	1	0	0	0	0	93	0	1	79	0	174	Added	0	0	13	0	0	0	0	116	0	14	120	0	263
PassBy	0	0	4	0	0	0	0	200	0	3	124	0	331	PassBy	0	0	20	16	0	0	0	486	0	18	451	15	1006
Total	46	0	62	0	0	0	0	1018	114	81	542	0	1863	Total	0	104	77	42	91	16	9	1072	6	93	1031	42	2583
#25 Sloughhouse / SR 16														#27 Sunrise / SR 16													
Base	4	0	22	0	0	0	0	809	6	14	439	0	1294	Base	6	176	18	191	228	41	25	240	12	27	235	213	1412
Added	0	0	0	0	0	0	0	93	0	0	79	0	172	Added	0	0	6	21	0	0	0	88	0	7	91	22	235
PassBy	0	0	0	0	0	0	0	217	0	0	131	0	348	PassBy	0	0	9	61	0	0	0	416	0	7	389	53	935
Total	4	0	22	0	0	0	0	1119	6	14	649	0	1814	Total	6	176	33	273	228	41	25	744	12	41	715	288	2582
#26 Grant Line / SR 16														#28 Excelsior / SR 16													
Base	2	212	56	40	256	23	39	732	1	59	359	32	1811	Base	14	46	26	8	44	62	99	250	22	23	261	8	863
Added	0	0	9	0	0	0	0	83	0	8	71	0	171	Added	0	0	3	4	0	0	0	81	0	3	84	4	179
PassBy	3	17	13	3	28	3	0	201	9	12	118	1	408	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60
Total	5	229	78	43	284	26	39	1016	10	79	548	33	2390	Total	14	46	29	12	44	62	99	354	22	26	382	12	1102
#27 Sunrise / SR 16														#29 Bradshwa / SR 16													
Base	7	267	40	227	847	63	79	471	10	23	205	117	2356	Base	31	316	24	123	381	38	74	237	31	41	197	112	1605
Added	0	0	5	15	0	0	0	63	0	4	54	13	154	Added	0	0	3	16	0	0	0	62	0	3	65	16	165
PassBy	5	8	10	52	126	0	4	153	4	4	98	27	491	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60
Total	12	275	55	294	973	63	83	687	14	31	357	157	3001	Total	31	316	27	139	381	38	74	322	31	44	299	128	1830
#28 Excelsior / SR 16														#30 Latrobe / White Rock													
Base	26	50	42	7	212	47	88	514	76	47	250	11	1370	Base	47	535	109	132	315	126	104	85	14	47	51	75	1640
Added	0	0	2	3	0	0	0	58	0	2	50	2	117	Added	0	6	0	0	6	0	0	0	0	0	0	0	12
PassBy	0	0	0	0	0	0	0	188	0	0	126	0	314	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60
Total	26	50	44	10	212	47	88	760	76	49	426	13	1801	Total	47	541	109	132	321	126	104	85	14	47	51	75	1652
#29 Bradshwa / SR 16														#31 Latrobe / S. Shingle													
Base	41	578	22	221	1396	235	210	451	89	40	202	66	3551	Base	7	116	4	4	130	27	16	3	3	5	4	0	320
Added	0	0	2	11	0	0	0	45	0	2	38	10	108	Added	0	6	0	0	6	0	0	0	0	0	0	0	12
PassBy	0	0	0	0	0	0	0	188	0	0	126	0	314	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60
Total	41	578	24	232	1396	235	210	684	89	42	366	76	3973	Total	7	122	4	4	136	27	16	3	3	5	4	0	332
#30 Latrobe / White Rock														#32 Missouri Flat / US 50 WB Ramps													
Base	99	1223	248	302	721	288	236	188	28	90	104	160	3688	Base	554	683	0	0	960	280	0	0	0	998	0	362	3838
Added	0	4	0	0	4	0	0	0	0	0	0	0	8	Added	6	0	0	0	0	0	0	0	0	0	0	6	
Total	99	1227	248	302	725	288	236	188	28	90	104	160	3696	Total	560	683	0	0	960	280	0	0	0	998	0	362	3844
#31 Latrobe / S. Shingle														#33 Missouri Flat / US 50 EB Ramps													
Base	16	194	11	4	128	31	22	3	3	2	10	3	427	Base	0	1013	48	348	1589	0	206	0	681	0	0	0	3885
Added	0	4	0	0	4	0	0	0	0	0	0	0	8	Added	0	6	0	0	0	0	0	6	0	0	0	12	
Total	16	198	11	4	132	31	22	3	3	2	10	3	435	Total	0	1019	48	348	1589	0	206	0	687	0	0	0	3897
#34 Missouri Flat / Motherlode														#34 Missouri Flat / Motherlode													
Base	75	828	912	0	1997	273	235	0	85	0	0	0	4406	Base	75	828	912	0	1997	273	235	0	85	0	0	0	4406
Added	0	6	0	0	6	0	0	0	0	0	0	0	12	Added	0	6	0	0	6	0	0	0	0	0	0	0	12
Total	75	834	912	0	2003	273	235	0	85	0	0	0	4418	Total	75	834	912	0	2003	273	235	0	85	0	0	0	4418

Ione Casino Existing Plus Approved Plus Project A Phase I - Friday PM Peak hour												Ione Casino Existing Plus Approved Plus Project A Phase I - Saturday PM Peak Hour															
Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#32 Missouri Flat / US 50 WB Ramps														#35 Missouri Flat / Forni													
Base	681	841	0	0	1195	344	0	0	0	1227	0	445	4735	Base	56	1206	33	120	1618	336	460	35	47	116	32	150	4207
Added	4	0	0	0	0	0	0	0	0	0	0	0	4	Added	0	7	0	0	6	0	0	0	0	0	0	0	13
Total	685	841	0	0	1195	344	0	0	0	1227	0	445	4739	Total	56	1213	33	120	1624	336	460	35	47	116	32	150	4220
#33 Missouri Flat / US 50 EB Ramps														#36 Missouri Flat / Pleasant Valley													
Base	0	1246	59	428	1968	0	253	0	838	0	0	0	4793	Base	0	0	0	571	0	269	186	246	0	0	218	292	1783
Added	0	4	0	0	0	0	0	0	4	0	0	0	8	Added	0	0	0	0	0	6	7	61	0	0	59	0	133
Total	0	1250	59	428	1968	0	253	0	842	0	0	0	4801	Total	0	0	0	571	0	275	193	307	0	0	277	292	1916
#34 Missouri Flat / Motherlode														#37 Forni / Pleasant Valley													
Base	102	988	1088	0	2383	339	282	0	104	0	0	0	5286	Base	0	0	0	23	0	120	94	292	0	0	218	14	761
Added	0	4	0	0	4	0	0	0	0	0	0	0	8	Added	0	0	0	0	0	0	0	68	0	0	65	0	133
Total	102	992	1088	0	2387	339	282	0	104	0	0	0	5294	Total	0	0	0	23	0	120	94	360	0	0	283	14	894
#35 Missouri Flat / Forni														#38 SR 49 / Pleasant Valley													
Base	66	1427	85	146	1940	401	550	61	56	137	56	179	5103	Base	110	0	150	0	0	0	0	204	132	141	247	0	984
Added	0	4	0	0	4	0	0	0	0	0	0	0	8	Added	8	0	68	0	0	0	0	7	65	0	0	148	
Total	66	1431	85	146	1944	401	550	61	56	137	56	179	5111	Total	118	0	218	0	0	0	0	204	139	206	247	0	1132
#36 Missouri Flat / Pleasant Valley														#100 SR 49 / Project Service Access													
Base	0	0	0	740	0	349	242	411	0	0	301	328	2371	Base	0	275	0	0	253	0	0	0	0	0	0	0	528
Added	0	0	0	0	0	4	4	36	0	0	42	0	86	Added	0	324	106	33	306	0	0	0	0	110	0	34	913
Total	0	0	0	740	0	353	246	447	0	0	343	328	2457	Total	0	599	106	33	559	0	0	0	0	110	0	34	1441
#37 Forni / Pleasant Valley														#176 Internal Project Intersection													
Base	0	0	0	46	0	196	153	480	0	0	355	31	1261	Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	40	0	0	47	0	87	Added	0	0	138	0	0	0	0	233	0	144	242	0	757
Total	0	0	0	46	0	196	153	520	0	0	402	31	1348	Total	0	0	138	0	0	0	0	233	0	144	242	0	757
#38 SR 49 / Pleasant Valley														#310 Latrobe / Old Sacramento													
Base	180	0	169	0	0	0	0	333	226	273	401	0	1582	Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	5	0	40	0	0	0	0	0	5	47	0	0	97	Added	0	0	0	94	0	0	0	0	0	0	0	84	178
Total	185	0	209	0	0	0	0	333	231	320	401	0	1679	Total	0	0	0	94	0	0	0	0	0	0	0	84	178
#100 SR 49 / Project Service Access														#322 Main / Sherwood													
Base	0	374	0	0	256	0	0	0	0	0	0	0	630	Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	114	76	23	97	0	0	0	0	65	0	20	395	Added	5	0	0	0	0	0	0	89	5	0	79	0	178
PassBy	0	232	0	0	135	0	0	0	0	0	0	0	367	Total	5	0	0	0	0	0	0	89	5	0	79	0	178
Total	0	720	76	23	488	0	0	0	0	65	0	20	1392														
#176 Internal Project Intersection														#323 Main / Empire													
Base	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	99	0	0	0	0	168	0	85	143	0	495	Added	4	0	0	0	0	0	0	86	3	0	76	0	169
Total	0	0	99	0	0	0	0	168	0	85	143	0	495	Total	4	0	0	0	0	0	0	86	3	0	76	0	169

Ione Casino Existing Plus Approved Plus Project A Phase I - Friday PM Peak hour													Ione Casino Existing Plus Approved Plus Project A Phase I - Saturday PM Peak Hour															
Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#310 Latrobe / Old Sacramento													#324 Main / Poplar															
Base	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
Added	0	0	0	17	0	0	0	0	0	0	0	0	14	31	28	0	121	0	0	0	0	60	32	142	54	0	0	437
Total	0	0	0	17	0	0	0	0	0	0	0	0	14	31	28	0	121	0	0	0	0	60	32	142	54	0	0	437
#322 Main / Sherwood													#325 Main / Mill															
Base	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
Added	3	0	0	0	0	0	0	13	3	0	11	0	30	30	10	0	56	0	0	0	0	169	12	63	186	0	496	
Total	3	0	0	0	0	0	0	13	3	0	11	0	30	30	10	0	56	0	0	0	0	169	12	63	186	0	496	
#323 Main / Empire													#326 SR-49 / Main (Drytown)															
Base	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
Added	2	0	0	0	0	0	0	11	2	0	9	0	24	24	0	19	0	19	0	0	0	0	0	0	0	0	0	38
Total	2	0	0	0	0	0	0	11	2	0	9	0	24	24	0	19	0	19	0	0	0	0	0	0	0	0	0	38
#324 Main / Poplar													#327 SR-49 / Water-Amador Creek															
Base	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
Added	3	0	0	0	0	0	0	11	4	0	10	0	28	28	6	0	0	0	0	0	0	6	0	0	0	0	0	12
Total	3	0	0	0	0	0	0	11	4	0	10	0	28	28	6	0	0	0	0	0	0	6	0	0	0	0	0	12
#325 Main / Mill													#328 SR-49 / Gopher Flat															
Base	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
Added	1	0	0	0	0	0	0	10	1	0	8	0	20	20	5	0	0	0	0	0	0	1	5	0	1	0	12	
Total	1	0	0	0	0	0	0	10	1	0	8	0	20	20	5	0	0	0	0	0	0	1	5	0	1	0	12	
#326 SR-49 / Main (Drytown)													#329 SR-49 / Eureka															
Base	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
Added	0	13	0	0	11	0	0	0	0	0	0	0	24	24	0	5	0	5	0	0	0	0	0	0	0	0	0	10
Total	0	13	0	0	11	0	0	0	0	0	0	0	24	24	0	5	0	5	0	0	0	0	0	0	0	0	0	10
#327 SR-49 / Water-Amador Creek													#330 SR-49 / Church															
Base	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
Added	4	0	0	0	0	0	0	0	3	0	0	0	7	7	0	5	0	5	0	0	0	0	0	0	0	0	0	10
Total	4	0	0	0	0	0	0	0	3	0	0	0	7	7	0	5	0	5	0	0	0	0	0	0	0	0	0	10
#328 SR-49 / Gopher Flat													#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]															
Base	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
Added	3	0	0	0	0	0	0	0	3	0	0	0	6	6	0	10	0	10	5	5	0	0	0	0	0	0	0	30
Total	3	0	0	0	0	0	0	0	3	0	0	0	6	6	0	10	0	10	5	5	0	0	0	0	0	0	0	30
#329 SR-49 / Eureka													#332 SR-49 / Jackson Gate-Ione Martell															
Base	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
Added	0	3	0	0	3	0	0	0	0	0	0	0	6	6	0	9	0	10	0	0	0	0	0	0	0	0	0	19
Total	0	3	0	0	3	0	0	0	0	0	0	0	6	6	0	9	0	10	0	0	0	0	0	0	0	0	0	19

Ione Casino Existing Plus Approved Plus Project A Phase I - Friday PM Peak hour												Ione Casino Existing Plus Approved Plus Project A Phase I - Saturday PM Peak Hour															
Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#330 SR-49 / Church													#333 SR-49 / SR-88 (North)														
Base	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	
Added	0	3	0	0	3	0	0	0	0	0	0	0	0	6	0	0	10	0	0	0	0	0	0	0	0	9	
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	6	0	0	10	0	0	0	0	0	0	0	0	9	
#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]													#334 SR-49 / Sutter														
Base	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	
Added	0	7	0	0	6	3	3	0	0	0	0	0	0	19	0	9	0	9	0	0	0	0	0	0	0	18	
Total	0	7	0	0	6	3	3	0	0	0	0	0	0	19	0	9	0	9	0	0	0	0	0	0	0	18	
#332 SR-49 / Jackson Gate-Ione Martell													#335 SR-49 / Hoffman														
Base	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	
Added	0	7	0	0	6	0	0	0	0	0	0	0	0	13	0	8	0	9	0	0	0	0	0	0	0	17	
Total	0	7	0	0	6	0	0	0	0	0	0	0	0	13	0	8	0	9	0	0	0	0	0	0	0	17	
#333 SR-49 / SR-88 (North)													#336 SR-49 / Main (Jackson)														
Base	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	
Added	0	0	0	6	0	0	0	0	0	0	0	0	7	13	0	8	0	1	8	0	0	0	0	0	0	18	
Total	0	0	0	6	0	0	0	0	0	0	0	0	7	13	0	8	0	1	8	0	0	0	0	0	0	18	
#334 SR-49 / Sutter													#337 SR-49 / SR-88 (South)														
Base	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	
Added	0	6	0	0	5	0	0	0	0	0	0	0	0	11	0	7	0	0	7	0	0	0	0	0	0	14	
Total	0	6	0	0	5	0	0	0	0	0	0	0	0	11	0	7	0	0	7	0	0	0	0	0	0	14	
#335 SR-49 / Hoffman													#341 SR 104 / SR 88														
Base	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	
Added	0	6	0	0	5	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	17	0	0	19	0	
Total	0	6	0	0	5	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	17	0	0	19	0	
#336 SR-49 / Main (Jackson)													#345 SR-12 / SR-99 SB Ramps														
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	6	0	0	5	0	0	0	0	0	0	0	1	12	0	0	0	0	0	0	0	4	0	0	4	8	
Total	0	6	0	0	5	0	0	0	0	0	0	0	1	12	0	0	0	0	0	0	0	4	0	0	4	8	
#337 SR-49 / SR-88 (South)													#346 SR-12 / SR-99 NB Ramps														
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	5	0	0	4	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	4	0	0	4	8	
Total	0	5	0	0	4	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	4	0	0	4	8	
#341 SR 104 / SR 88													#347 Kettleman / SR-99 SB Ramps														
Base	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	
Added	0	0	0	0	0	0	0	3	0	0	3	0	0	6	0	0	0	0	0	0	0	8	0	0	8	16	
Total	0	0	0	0	0	0	0	3	0	0	3	0	0	6	0	0	0	0	0	0	0	8	0	0	8	16	

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#345 SR-12 / SR-99 SB Ramps														#348 Kettleman / SR-99 NB Ramps														
Base	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
Added	0	0	0	0	0	0	0	0	3	0	0	2	0	5	Added	0	0	0	0	0	0	0	8	0	0	8	0	16
Total	0	0	0	0	0	0	0	0	3	0	0	2	0	5	Total	0	0	0	0	0	0	0	8	0	0	8	0	16
#346 SR-12 / SR-99 NB Ramps														#381														
Base	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
Added	0	0	0	0	0	0	0	0	3	0	0	2	0	5	Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	3	0	0	2	0	5	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#347 Kettleman / SR-99 SB Ramps																												
Base	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
Added	0	0	0	0	0	0	0	0	6	0	0	5	0	11	Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	6	0	0	5	0	11	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#348 Kettleman / SR-99 NB Ramps																												
Base	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
Added	0	0	0	0	0	0	0	0	6	0	0	5	0	11	Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	6	0	0	5	0	11	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#381																												
Base	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
Added	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
Total	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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Impact Analysis Report
Level Of Service

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in	Intersection	Base			Future			Change in
	Del/ LOS	V/ Veh	C/ C	Del/ LOS	V/ Veh	C/ C			Del/ LOS	V/ Veh	C/ C	Del/ LOS	V/ Veh	C/ C	
# 1 SR 49 / Miller Way	A	8.8	0.000	E	48.6	0.000	+39.811 D/V	# 1 SR 49 / Miller Way	A	8.4	0.000	C	17.1	0.000	+ 8.697 D/V
# 2 SR 49 / Main	C	17.7	0.000	F	439.8	0.000	+422.072 D/V	# 2 SR 49 / Main	C	20.0	0.000	F	OVRFL	0.000	+1419.167 D/
# 3 SR 49 / Poplar	B	10.1	0.000	B	12.4	0.000	+ 2.340 D/V	# 3 SR 49 / Poplar	B	10.3	0.000	B	12.9	0.000	+ 2.585 D/V
# 4 SR 49 / Empire	B	14.9	0.000	D	26.7	0.000	+11.834 D/V	# 4 SR 49 / Empire	B	13.7	0.000	D	27.4	0.000	+13.641 D/V
# 5 SR 49 / Randolph Dr.	B	12.4	0.000	F	68.9	0.000	+56.517 D/V	# 5 SR 49 / Randolph Dr.	B	11.3	0.000	F	207.3	0.000	+195.967 D/V
# 6 SR 49 / SR 16	B	14.2	0.474	B	18.6	0.762	+ 4.413 D/V	# 6 SR 49 / SR 16	B	13.3	0.381	B	16.5	0.717	+ 3.150 D/V
# 7 SR 124 / SR 16	B	13.1	0.000	C	19.6	0.000	+ 6.556 D/V	# 7 SR 124 / SR 16	B	11.5	0.000	C	17.3	0.000	+ 5.817 D/V
# 8 Latrobe (Amador) / SR 16	B	12.1	0.000	C	18.7	0.000	+ 6.607 D/V	# 8 Latrobe (Amador) / SR 16	B	14.3	0.000	D	26.3	0.000	+12.078 D/V
# 9 SR 104 (Preston) / SR 124 (Nor	F	70.7	0.000	F	OVRFL	0.000	+4718.779 D/	# 9 SR 104 (Preston) / SR 124 (Nor	C	17.4	0.000	F	OVRFL	0.000	+1704.015 D/
# 10 Preston Ave. / Main St.	F	86.7	0.000	F	985.9	0.000	+899.267 D/V	# 10 Preston Ave. / Main St.	B	14.8	0.000	F	528.2	0.000	+513.394 D/V
# 11 SR 124 (Church) / SR 104 (Main	C	22.1	0.000	F	751.5	0.000	+729.449 D/V	# 11 SR 124 (Church) / SR 104 (Main	B	13.7	0.000	F	852.1	0.000	+838.390 D/V
# 12 SR 124 / SR 88	B	10.9	0.000	B	12.8	0.000	+ 1.822 D/V	# 12 SR 124 / SR 88	B	10.7	0.000	B	13.8	0.000	+ 3.097 D/V
# 13 Jackson Valley / SR 88	B	11.3	0.000	F	57.6	0.000	+46.283 D/V	# 13 Jackson Valley / SR 88	A	9.6	0.000	F	70.0	0.000	+60.451 D/V
# 14 SR 88 / Liberty Rd.	C	22.9	0.000	F	255.0	0.000	+232.036 D/V	# 14 SR 88 / Liberty Rd.	B	14.9	0.000	F	206.4	0.000	+191.464 D/V
# 15 SR 88 / SR 12 (east	B	12.8	0.612	B	14.4	0.738	+ 1.595 D/V	# 15 SR 88 / SR 12 (east	B	11.7	0.455	B	12.9	0.591	+ 1.252 D/V
# 16 Tully Rd. / SR 88	B	18.5	0.714	C	21.2	0.804	+ 2.745 D/V	# 16 Tully Rd. / SR 88	B	13.7	0.547	B	15.8	0.710	+ 2.118 D/V
# 17 SR 88 / Victor (SR 12 west)	B	18.5	0.472	B	19.0	0.573	+ 0.555 D/V	# 17 SR 88 / Victor (SR 12 west)	B	18.0	0.407	B	18.1	0.585	+ 0.084 D/V
# 18 SR 88 / Kettleman Ln.	C	24.0	0.573	C	25.4	0.691	+ 1.463 D/V	# 18 SR 88 / Kettleman Ln.	C	20.5	0.430	B	20.0	0.603	-0.494 D/V
# 19 Ione / SR 16	B	14.2	0.000	D	26.7	0.000	+12.526 D/V	# 19 Ione / SR 16	A	8.9	0.000	C	15.7	0.000	+ 6.816 D/V
# 20 Murieta South Pkwy / SR 16	A	9.2	0.364	A	9.2	0.463	-0.006 D/V	# 20 Murieta South Pkwy / SR 16	A	9.4	0.356	B	11.1	0.569	+ 1.637 D/V
# 21 Murieta Pkwy / SR 16	B	17.7	0.534	C	22.3	0.752	+ 4.612 D/V	# 21 Murieta Pkwy / SR 16	C	23.3	0.475	D	49.6	1.008	+26.322 D/V
# 22 Stonehouse / SR 16	E	43.0	0.000	F	290.5	0.000	+247.445 D/V	# 22 Stonehouse / SR 16	D	26.0	0.000	F	969.2	0.000	+943.141 D/V
# 23 Latrobe (Sac) / SR 16	D	32.8	0.000	F	80.7	0.000	+47.921 D/V	# 23 Latrobe (Sac) / SR 16	C	20.5	0.000	F	178.9	0.000	+158.381 D/V

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Intersection	Base			Future			Change in	Intersection	Base			Future			Change in
	Del/ LOS	V/ Veh	C	Del/ LOS	V/ Veh	C			Del/ LOS	V/ Veh	C	Del/ LOS	V/ Veh	C	
# 24 Dillard / SR 16	B	16.7	0.720	C	26.6	0.930	+ 9.884 D/V	# 24 Dillard / SR 16	B	13.7	0.474	C	32.1	0.968	+18.413 D/V
# 25 Sloughhouse / SR 16	C	18.2	0.000	D	29.4	0.000	+11.164 D/V	# 25 Sloughhouse / SR 16	C	16.9	0.000	F	146.3	0.000	+129.459 D/V
# 26 Grant Line / SR 16	E	63.2	0.970	F	131.8	1.247	+68.652 D/V	# 26 Grant Line / SR 16	C	28.2	0.506	D	53.2	0.980	+25.061 D/V
# 27 Sunrise / SR 16	D	42.8	0.882	F	85.7	1.120	+42.888 D/V	# 27 Sunrise / SR 16	C	26.5	0.450	D	38.7	0.897	+12.220 D/V
# 28 Excelsior / SR 16	B	19.3	0.529	B	19.8	0.639	+ 0.492 D/V	# 28 Excelsior / SR 16	B	18.8	0.296	B	18.0	0.349	-0.774 D/V
# 29 Bradshwa / SR 16	D	38.5	0.850	E	60.3	1.016	+21.781 D/V	# 29 Bradshwa / SR 16	C	20.1	0.475	C	20.9	0.564	+ 0.802 D/V
# 30 Latrobe / White Rock	B	18.7	0.532	B	18.7	0.533	-0.007 D/V	# 30 Latrobe / White Rock	B	17.2	0.235	B	17.2	0.236	-0.025 D/V
# 31 Latrobe / S. Shingle	B	11.8	0.000	B	11.9	0.000	+ 0.089 D/V	# 31 Latrobe / S. Shingle	B	10.9	0.000	B	11.1	0.000	+ 0.112 D/V
# 32 Missouri Flat / US 50 WB Ramps	E	66.5	1.063	E	66.8	1.065	+ 0.363 D/V	# 32 Missouri Flat / US 50 WB Ramps	C	31.4	0.918	C	31.6	0.920	+ 0.236 D/V
# 33 Missouri Flat / US 50 EB Ramps	D	46.5	1.019	D	46.9	1.020	+ 0.376 D/V	# 33 Missouri Flat / US 50 EB Ramps	C	23.0	0.896	C	23.3	0.898	+ 0.224 D/V
# 34 Missouri Flat / Motherlode	B	17.2	0.926	B	17.2	0.926	+ 0.005 D/V	# 34 Missouri Flat / Motherlode	B	10.9	0.818	B	10.9	0.818	+ 0.001 D/V
# 35 Missouri Flat / Forni	D	36.7	0.914	D	36.8	0.915	+ 0.117 D/V	# 35 Missouri Flat / Forni	C	26.8	0.802	C	26.9	0.805	+ 0.084 D/V
# 36 Missouri Flat / Pleasant Valle	C	20.8	0.806	C	22.6	0.835	+ 1.762 D/V	# 36 Missouri Flat / Pleasant Valle	B	14.3	0.644	B	15.7	0.688	+ 1.450 D/V
# 37 Forni / Pleasant Valley	C	24.2	0.000	D	29.1	0.000	+ 4.894 D/V	# 37 Forni / Pleasant Valley	B	12.0	0.000	B	13.2	0.000	+ 1.234 D/V
# 38 SR 49 / Pleasant Valley	D	32.0	0.952	E	38.5	0.995	+ 0.043 V/C	# 38 SR 49 / Pleasant Valley	B	13.3	0.564	C	15.9	0.632	+ 0.069 V/C
#100 SR 49 / Project Service Access	A	0.0	0.000	E	47.7	0.000	+47.690 D/V	#100 SR 49 / Project Service Access	A	0.0	0.000	F	87.6	0.000	+87.574 D/V

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	???	???	No / No
# 2 SR 49 / Main	???	???	Yes / Yes
# 3 SR 49 / Poplar	???	???	No / No
# 4 SR 49 / Empire	???	???	No / No
# 5 SR 49 / Randolph Dr.	???	???	No / Yes
# 7 SR 124 / SR 16	???	???	No / Yes
# 8 Latrobe (Amador) / SR 16	???	???	No / Yes
# 9 SR 104 (Preston) / SR 124 (North)	???	???	Yes / Yes
# 10 Preston Ave. / Main St.	???	???	Yes / Yes
# 11 SR 124 (Church) / SR 104 (Main)	???	???	Yes / Yes
# 12 SR 124 / SR 88	???	???	No / Yes
# 13 Jackson Valley / SR 88	???	???	No / Yes
# 14 SR 88 / Liberty Rd.	???	???	Yes / Yes
# 19 Ione / SR 16	???	???	No / Yes
# 22 Stonehouse / SR 16	???	???	No / No
# 23 Latrobe (Sac) / SR 16	???	???	No / No
# 25 Sloughhouse / SR 16	???	???	No / No
# 31 Latrobe / S. Shingle	???	???	No / No
# 37 Forni / Pleasant Valley	???	???	No / Yes
# 38 SR 49 / Pleasant Valley	???	???	Yes
#100 SR 49 / Project Service Access	???	???	No / No

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	???	???	No / No
# 2 SR 49 / Main	???	???	Yes / Yes
# 3 SR 49 / Poplar	???	???	No / No
# 4 SR 49 / Empire	???	???	No / No
# 5 SR 49 / Randolph Dr.	???	???	Yes / Yes
# 7 SR 124 / SR 16	???	???	No / Yes
# 8 Latrobe (Amador) / SR 16	???	???	No / No
# 9 SR 104 (Preston) / SR 124 (North)	???	???	Yes / Yes
# 10 Preston Ave. / Main St.	???	???	Yes / Yes
# 11 SR 124 (Church) / SR 104 (Main)	???	???	Yes / Yes
# 12 SR 124 / SR 88	???	???	No / Yes
# 13 Jackson Valley / SR 88	???	???	No / Yes
# 14 SR 88 / Liberty Rd.	???	???	Yes / Yes
# 19 Ione / SR 16	???	???	No / No
# 22 Stonehouse / SR 16	???	???	No / No
# 23 Latrobe (Sac) / SR 16	???	???	No / No
# 25 Sloughhouse / SR 16	???	???	No / No
# 31 Latrobe / S. Shingle	???	???	No / No
# 37 Forni / Pleasant Valley	???	???	No / Yes
# 38 SR 49 / Pleasant Valley	???	???	No
#100 SR 49 / Project Service Access	???	???	No / Yes

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=119]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=930]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=78]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=735]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.0]
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=4][total volume=930]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=60]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=735]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

 Intersection #1 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 0 1 0 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0
 Initial Vol: 153 203 68 43 229 42 25 0 94 54 0 19
 -----|-----|-----|-----|-----|
 Major Street Volume: 738
 Minor Approach Volume: 119
 Minor Approach Volume Threshold: 192

 Intersection #1 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 0 1 0 1 0 0 1 0 0 0 0 1! 0 0 0 0 1! 0 0
 Initial Vol: 69 217 42 29 220 20 17 0 61 36 0 24
 -----|-----|-----|-----|-----|
 Major Street Volume: 597
 Minor Approach Volume: 78
 Minor Approach Volume Threshold: 241

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #2 SR 49 / Main

Intersection #2 SR 49 / Main

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=10.2]
SUCCEED - Vehicle-hours >= 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=4][total volume=1505]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=42.5]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=297]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1470]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=37.9]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=310]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1505]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=143.5]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=359]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1470]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

```
*****
Intersection #2 SR 49 / Main
*****
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
Initial Vol: 70 280 241      42 247 88         94 69 64        154 89 67
-----|-----|-----|-----|-----|
Major Street Volume:                968
Minor Approach Volume:                310
Minor Approach Volume Threshold: 100
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*****
Intersection #2 SR 49 / Main
*****
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
Initial Vol: 139 191 158      38 197 91         94 87 116       194 126 39
-----|-----|-----|-----|-----|
Major Street Volume:                814
Minor Approach Volume:                359
Minor Approach Volume Threshold: 129
```

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #3 SR 49 / Poplar

Intersection #3 SR 49 / Poplar

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=36]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1124]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=16]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1033]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #3 SR 49 / Poplar

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0
 Initial Vol: 38 583 0 0 463 4 2 0 34 0 0 0 0
 -----|-----|-----|-----|-----|
 Major Street Volume: 1088
 Minor Approach Volume: 36
 Minor Approach Volume Threshold: 197

 Intersection #3 SR 49 / Poplar

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Vol: 19 498 0 0 500 0 1 0 15 0 0 0 0
 -----|-----|-----|-----|-----|
 Major Street Volume: 1017
 Minor Approach Volume: 16
 Minor Approach Volume Threshold: 215

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #4 SR 49 / Empire

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=51]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1191]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=38]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1103]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=16]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1191]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
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=4][total volume=1103]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #4 SR 49 / Empire

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1 0 0 1! 0 0
 Initial Vol: 39 594 2 9 470 10 13 2 36 7 5 4
 -----|-----|-----|-----|-----|
 Major Street Volume: 1124
 Minor Approach Volume: 51
 Minor Approach Volume Threshold: 256

 Intersection #4 SR 49 / Empire

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Lanes: 0 0 1! 0 0 0 0 1 0 0 0 0 1 0 0 1 0 0 1! 0 0
 Initial Vol: 41 504 1 0 512 0 1 0 37 5 0 2
 -----|-----|-----|-----|-----|
 Major Street Volume: 1058
 Minor Approach Volume: 38
 Minor Approach Volume Threshold: 275

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #5 SR 49 / Randolph Dr.

Intersection #5 SR 49 / Randolph Dr.

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=22]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1383]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1385]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.7]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=143]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1383]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=13.9]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=242]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1385]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #5 SR 49 / Randolph Dr.

Intersection #5 SR 49 / Randolph Dr.

Future Volume Alternative: Peak Hour Warrant Met

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:	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	8	618	114	53	406	19	14	0	8	97	0	46
Major Street Volume:	1218											
Minor Approach Volume:	143											
Minor Approach Volume Threshold:	97 [less than minimum of 100]											

Approach:	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	0	1	0	0	1	0	0	1	0	0
Initial Vol:	4	470	158	74	422	7	4	0	4	165	0	77
Major Street Volume:	1135											
Minor Approach Volume:	242											
Minor Approach Volume Threshold:	119											

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
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=173]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1384]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=2][control=Stop Sign]
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=176]
SUCCEED - Approach volume >= 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.

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

 Intersection #7 SR 124 / 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	0	0	0	0	1	1	0	1
Initial Vol:	12	0	161	0	0	0	0	659	20	125	407	0

Major Street Volume: 1211
 Minor Approach Volume: 173
 Minor Approach Volume Threshold: 99 [less than minimum of 100]

 Intersection #7 SR 124 / 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	0	0	0	0	1	1	0	1
Initial Vol:	8	0	168	0	0	0	0	527	13	167	511	0

Major Street Volume: 1218
 Minor Approach Volume: 176
 Minor Approach Volume Threshold: 97 [less than minimum of 100]

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #8 Latrobe (Amador) / SR 16

Intersection #8 Latrobe (Amador) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

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Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=138]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1150]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=97]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1043]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #8 Latrobe (Amador) / SR 16

Intersection #8 Latrobe (Amador) / SR 16

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		131	0	7		4	546	0		0	347	115	
Major Street Volume:	1012															
Minor Approach Volume:	138															
Minor Approach Volume Threshold:	92															

Approach:	North Bound				South Bound				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	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		97	0	0		3	429	0		0	425	89	
Major Street Volume:	946															
Minor Approach Volume:	97															
Minor Approach Volume Threshold:	104															

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=38.9]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=359.2]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=152.1]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	1
Initial Vol:	110	504	209	98	548	47	30	13	125	161	20	89
Major Street Volume:	1516											
Minor Approach Volume:	270											
Minor Approach Volume Threshold:	25 [less than minimum of 75]											

Approach:	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	1	0	0	1
Initial Vol:	71	491	202	82	468	8	5	10	66	214	16	88
Major Street Volume:	1322											
Minor Approach Volume:	318											
Minor Approach Volume Threshold:	48 [less than minimum of 75]											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=250.3]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=914]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1839]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=112.5]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=767]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1632]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	0	0	0	1
Initial Vol:	0	0	0		791	0	123		114	31	0		0	22	758	
Major Street Volume:	925															
Minor Approach Volume:	914															
Minor Approach Volume Threshold:	107															

Approach:	North Bound				South Bound				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	1	0	0	0	0	0	1
Initial Vol:	0	0	0		697	0	70		82	28	0		0	21	734	
Major Street Volume:	865															
Minor Approach Volume:	767															
Minor Approach Volume Threshold:	118															

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #11 SR 124 (Church) / SR 104 (Main)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=77.0]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=102.5]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 SR 124 (Church) / SR 104 (Main)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Future Volume Alternative: Peak Hour Warrant Met

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
Initial Vol:	355	3	11	5	1	13	13	450	392	9	402	6
Major Street Volume:	1272											
Minor Approach Volume:	369											
Minor Approach Volume Threshold:	155											

Approach:	North Bound			South Bound			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
Initial Vol:	404	4	25	2	0	3	10	303	390	27	361	1
Major Street Volume:	1092											
Minor Approach Volume:	433											
Minor Approach Volume Threshold:	196											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=2][control=Stop Sign]
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=229]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1188]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]
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=277]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1041]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #12 SR 124 / SR 88

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 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
Initial Vol: 0 0 0 0 3 0 226 272 409 0 0 275 3
Major Street Volume: 959
Minor Approach Volume: 229
Minor Approach Volume Threshold: 169

Intersection #12 SR 124 / SR 88

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 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
Initial Vol: 0 0 0 0 21 0 256 252 239 0 0 255 18
Major Street Volume: 764
Minor Approach Volume: 277
Minor Approach Volume Threshold: 238

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

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

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

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=133]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1346]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.8]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=196]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1142]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=34]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1346]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=10]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1142]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

 Intersection #13 Jackson Valley / SR 88

 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	1	0	0	1	0	1	0
Initial Vol:	115	13	5	2	24	8	6	586	167	2	415	3

Major Street Volume: 1179
 Minor Approach Volume: 133
 Minor Approach Volume Threshold: 84

 Intersection #13 Jackson Valley / SR 88

 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	1	0	0	1	0	1	0
Initial Vol:	191	4	1	7	2	1	1	391	116	3	421	4

Major Street Volume: 936
 Minor Approach Volume: 196
 Minor Approach Volume Threshold: 137

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

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Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=13.6]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=233]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1628]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=5.2]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=210]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1470]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=9.2]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=130]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1628]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=13.3]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=232]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1470]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Future Volume Alternative: Peak Hour Warrant Met

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:	1	0	1	0	1	0	1	0	0	1	0	0
Initial Vol:	26	599	102	14	469	55	72	85	76	64	56	10
Major Street Volume:	1265											
Minor Approach Volume:	233											
Minor Approach Volume Threshold:	86 [less than minimum of 100]											

Approach:	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	1	0	1	0	1	0	1	0	0
Initial Vol:	52	367	113	2	422	72	53	100	57	107	115	10
Major Street Volume:	1028											
Minor Approach Volume:	232											
Minor Approach Volume Threshold:	116											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #19 Ione / SR 16

Intersection #19 Ione / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=157]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1169]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=98]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1050]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

 Intersection #19 Ione / 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:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	144	0	13	0	0	0	0	507	161	17	327	0

Major Street Volume: 1012
 Minor Approach Volume: 157
 Minor Approach Volume Threshold: 119

 Intersection #19 Ione / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	97	0	1	0	0	0	0	427	77	0	448	0

Major Street Volume: 952
 Minor Approach Volume: 98
 Minor Approach Volume Threshold: 133

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #22 Stonehouse / SR 16

Intersection #22 Stonehouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=8.3]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=103]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1883]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=23.7]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=88]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2435]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Stonehouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met
-----|-----|-----|-----|-----|
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|-----|
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
Initial Vol: 0 0 0 0 98 0 5 5 1052 0 0 641 82
-----|-----|-----|-----|-----|
Major Street Volume: 1780
Minor Approach Volume: 103
Minor Approach Volume Threshold: 126 [less than minimum of 150]

Intersection #22 Stonehouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met
-----|-----|-----|-----|-----|
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|-----|
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
Initial Vol: 0 0 0 0 83 0 5 11 1146 0 0 1132 58
-----|-----|-----|-----|-----|
Major Street Volume: 2347
Minor Approach Volume: 88
Minor Approach Volume Threshold: 7 [less than minimum of 150]

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #23 Latrobe (Sac) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 0 1 0 1 0 0 1 0
Initial Vol: 8 1 3 7 1 17 21 1055 9 2 651 10
ApproachDel: 80.7 39.3 xxxxxx xxxxxx

Intersection #23 Latrobe (Sac) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 0 1 0 1 0 0 1 0
Initial Vol: 2 2 2 5 1 15 19 1204 3 2 1152 18
ApproachDel: 178.9 111.8 xxxxxx xxxxxx

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=12]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1785]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=6]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2425]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=25]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1785]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
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=21]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2425]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

```
*****
Intersection #23 Latrobe (Sac) / SR 16
*****
Future Volume Alternative: Peak Hour Warrant NOT Met
-----|-----|-----|-----|-----|
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:   Stop Sign        Stop Sign        Uncontrolled    Uncontrolled
Lanes:     0 1 0 0 1      0 1 0 0 1      1 0 0 1 0      1 0 0 1 0
Initial Vol: 8  1  3      7  1  17      21 1055  9      2  651  10
-----|-----|-----|-----|-----|
Major Street Volume:          1748
Minor Approach Volume:        25
Minor Approach Volume Threshold: 134 [less than minimum of 150]
```

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*****
Intersection #23 Latrobe (Sac) / SR 16
*****
Future Volume Alternative: Peak Hour Warrant NOT Met
-----|-----|-----|-----|-----|
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:   Stop Sign        Stop Sign        Uncontrolled    Uncontrolled
Lanes:     0 1 0 0 1      0 1 0 0 1      1 0 0 1 0      1 0 0 1 0
Initial Vol: 2  2  2      5  1  15      19 1204  3      2  1152  18
-----|-----|-----|-----|-----|
Major Street Volume:          2398
Minor Approach Volume:        21
Minor Approach Volume Threshold: -2 [less than minimum of 150]
```

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #25 Sloughhouse / SR 16

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

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Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=26]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1814]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.5]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=61]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2352]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #25 Sloughhouse / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0
 Initial Vol: 4 0 22 0 0 0 0 0 1119 6 14 649 0
 -----|-----|-----|-----|-----|
 Major Street Volume: 1788
 Minor Approach Volume: 26
 Minor Approach Volume Threshold: 124 [less than minimum of 150]

 Intersection #25 Sloughhouse / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0
 Initial Vol: 27 0 34 0 0 0 0 0 1143 5 29 1114 0
 -----|-----|-----|-----|-----|
 Major Street Volume: 2291
 Minor Approach Volume: 61
 Minor Approach Volume Threshold: 18 [less than minimum of 150]

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=28]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=435]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=22]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=332]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=15]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=435]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
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=332]
FAIL - Total volume less than 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	16	198	11	4	132	31	22	3	3	2	10	3
Major Street Volume:	392											
Minor Approach Volume:	28											
Minor Approach Volume Threshold:	250											

Approach:	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	1	0	1	0
Initial Vol:	7	122	4	4	136	27	16	3	3	5	4	0
Major Street Volume:	301											
Minor Approach Volume:	22											
Minor Approach Volume Threshold:	294											

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=242]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1348]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=143]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=894]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	0	0	0	1
Initial Vol:	0	0	0		46	0	196		153	520	0		0	402	31	
Major Street Volume:	1106															
Minor Approach Volume:	242															
Minor Approach Volume Threshold:	78															

Approach:	North Bound				South Bound				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	1	0	0	0	0	0	1
Initial Vol:	0	0	0		23	0	120		94	360	0		0	283	14	
Major Street Volume:	751															
Minor Approach Volume:	143															
Minor Approach Volume Threshold:	142															

SIGNAL WARRANT DISCLAIMER

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Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #38 SR 49 / Pleasant Valley

Intersection #38 SR 49 / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant Met

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			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	185	0	209	0	0	0	0	333	231	320	401	0
Major Street Volume:	1285											
Minor Approach Volume:	394											
Minor Approach Volume Threshold:	198											

Approach:	North Bound			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		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	118	0	218	0	0	0	0	204	139	206	247	0
Major Street Volume:	796											
Minor Approach Volume:	336											
Minor Approach Volume Threshold:	364											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[westbound][lanes=2][control=Stop Sign]
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=85]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1392]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[westbound][lanes=2][control=Stop Sign]
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=144]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1441]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Future Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	0	0	0	1	0	0	0	1
Initial Vol:	0	720	76	23	488	0	0	0	0	65	0	20			
Major Street Volume:	1307														
Minor Approach Volume:	85														
Minor Approach Volume Threshold:	76 [less than minimum of 100]														

Approach:	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	1	0	0	0	0	0	1	0	0	0	1
Initial Vol:	0	599	106	33	559	0	0	0	0	110	0	34			
Major Street Volume:	1297														
Minor Approach Volume:	144														
Minor Approach Volume Threshold:	78 [less than minimum of 100]														

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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

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

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: E[48.6]

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: C[17.1]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for SR 49 and Miller Way.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for SR 49 and Miller Way.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module: Critical Gp, FollowUpTim.

Critical Gap Module: Critical Gp, FollowUpTim.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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

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

Intersection #2 SR 49 / Main
Average Delay (sec/veh): 115.7 Worst Case Level Of Service: F[439.8]

Intersection #2 SR 49 / Main
Average Delay (sec/veh): 456.7 Worst Case Level Of Service: F[1439.2]

Street Name: SR 49 Main
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1 0 0 1! 0 0

Street Name: SR 49 Main
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1 0 0 1! 0 0

Volume Module:
Base Vol: 45 107 201 7 92 18 14 40 39 109 53 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: 45 107 201 7 92 18 14 40 39 109 53 12
Added Vol: 9 45 1 0 53 0 0 0 10 1 0 0
PasserByVol: 16 128 39 35 102 70 80 29 15 44 36 55
Initial Fut: 70 280 241 42 247 88 94 69 64 154 89 67
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 74 295 254 44 260 93 99 73 67 162 94 71
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 74 295 254 44 260 93 99 73 67 162 94 71

Volume Module:
Base Vol: 39 61 129 15 78 4 12 30 29 169 64 16
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 39 61 129 15 78 4 12 30 29 169 64 16
Added Vol: 100 130 29 23 119 87 82 57 87 25 62 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 139 191 158 38 197 91 94 87 116 194 126 39
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 162 222 184 44 229 106 109 101 135 226 147 45
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 162 222 184 44 229 106 109 101 135 226 147 45

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

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

Capacity Module:
Cnflct Vol: 353 xxxx xxxxxx 548 xxxx xxxxxx 1046 1091 306 1034 1010 422
Potent Cap.: 1174 xxxx xxxxxx 992 xxxx xxxxxx 208 217 738 212 242 636
Move Cap.: 1174 xxxx xxxxxx 992 xxxx xxxxxx 113 193 738 126 216 636
Volume/Cap: 0.06 xxxx xxxxxx 0.04 xxxx xxxxxx 0.88 0.38 0.09 1.29 0.43 0.11

Capacity Module:
Cnflct Vol: 335 xxxx xxxxxx 406 xxxx xxxxxx 1103 1099 282 1126 1060 314
Potent Cap.: 1192 xxxx xxxxxx 1121 xxxx xxxxxx 190 214 762 184 226 731
Move Cap.: 1192 xxxx xxxxxx 1121 xxxx xxxxxx 54 175 762 72 184 731
Volume/Cap: 0.14 xxxx xxxxxx 0.04 xxxx xxxxxx 2.03 0.58 0.18 3.15 0.79 0.06

Level Of Service Module:
2Way95thQ: 0.2 xxxx xxxxxx 0.1 xxxx xxxxxx xxxxx xxxxx 0.3 xxxx xxxxx xxxxxx
Control Del: 8.3 xxxx xxxxxx 8.8 xxxx xxxxxx xxxxxx xxxxx 10.4 xxxxxx xxxxx xxxxxx
LOS by Move: A * * * A * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 137 xxxxx xxxxxx xxxx 178 xxxxxx
SharedQueue:xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 10.5 xxxxx xxxxxx xxxxxx 23.7 xxxxxx
Shrd ConDel:xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 222.0 xxxxx xxxxxx xxxxxx 440 xxxxxx
Shared LOS: * * * * * * F * * * F *
ApproachDel: xxxxxx xxxxxx 162.3 439.8
ApproachLOS: * * F F

Level Of Service Module:
2Way95thQ: 0.5 xxxx xxxxxx 0.1 xxxx xxxxxx xxxxx xxxxx 0.6 xxxx xxxxx xxxxxx
Control Del: 8.5 xxxx xxxxxx 8.3 xxxx xxxxxx xxxxxx xxxxx 10.7 xxxxxx xxxxx xxxxxx
LOS by Move: A * * * A * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 81 xxxxx xxxxxx xxxx 104 xxxxxx
SharedQueue:xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 20.1 xxxxx xxxxxx xxxxxx 42.8 xxxxxx
Shrd ConDel:xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 839.4 xxxxx xxxxxx xxxxxx 1439 xxxxxx
Shared LOS: * * * * * F * * * F *
ApproachDel: xxxxxx xxxxxx 515.7 1439.2
ApproachLOS: * * F F

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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

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

Intersection #3 SR 49 / Poplar

Intersection #3 SR 49 / Poplar

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[12.4]

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[12.9]

Table with columns for Street Name (SR 49, Poplar), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Table with columns for Street Name (SR 49, Poplar), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module: Critical Gp, FollowUpTim.

Critical Gap Module: Critical Gp, FollowUpTim.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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

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

Intersection #4 SR 49 / Empire

Intersection #4 SR 49 / Empire

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: D[26.7]

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: D[27.4]

Street Name: SR 49 Empire

Street Name: SR 49 Empire

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

Volume Module:
Base Vol: 32 352 2 9 240 10 13 2 28 7 5 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: 32 352 2 9 240 10 13 2 28 7 5 4
Added Vol: 7 59 0 0 69 0 0 0 8 0 0 0
PasserByVol: 0 183 0 0 161 0 0 0 0 0 0 0
Initial Fut: 39 594 2 9 470 10 13 2 36 7 5 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: 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: 41 619 2 9 490 10 14 2 38 7 5 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 41 619 2 9 490 10 14 2 38 7 5 4

Volume Module:
Base Vol: 30 239 1 0 276 0 1 0 26 5 0 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 239 1 0 276 0 1 0 26 5 0 2
Added Vol: 11 265 0 0 236 0 0 0 11 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 41 504 1 0 512 0 1 0 37 5 0 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 46 566 1 0 575 0 1 0 42 6 0 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 46 566 1 0 575 0 1 0 42 6 0 2

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx xxxx xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx xxxx xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Cnflct Vol: 500 xxxx xxxxx 621 xxxx xxxxx 1219 1216 495 1234 1220 620
Potent Cap.: 1034 xxxx xxxxx 931 xxxx xxxxx 159 183 579 155 182 492
Move Cap.: 1034 xxxx xxxxx 931 xxxx xxxxx 148 174 579 138 173 492
Volume/Cap: 0.04 xxxx xxxxx 0.01 xxxx xxxxx 0.09 0.01 0.06 0.05 0.03 0.01

Capacity Module:
Cnflct Vol: 575 xxxx xxxxx xxxx xxxx xxxxx 1235 1235 575 1255 1234 567
Potent Cap.: 969 xxxx xxxxx xxxx xxxx xxxxx 155 178 521 150 178 527
Move Cap.: 969 xxxx xxxxx xxxx xxxx xxxxx 148 169 521 133 169 527
Volume/Cap: 0.05 xxxx xxxxx xxxx xxxx xxxxx 0.01 0.00 0.08 0.04 0.00 0.00

Level Of Service Module:
2Way95thQ: 0.1 xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxxx 0.2 xxxx xxxxx xxxxx
Control Del: 8.6 xxxx xxxxx 8.9 xxxx xxxxx xxxxx xxxxx 11.7 xxxxx xxxxx xxxxx
LOS by Move: A * * A * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 151 xxxx xxxxx xxxx 182 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.3 xxxx xxxxx xxxxx 0.3 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 31.6 xxxx xxxxx xxxxx 26.7 xxxxx
Shared LOS: * * * * * D * * * * D *
ApproachDel: xxxxxx xxxxxx 17.5 26.7
ApproachLOS: * * C D

Level Of Service Module:
2Way95thQ: 0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx 0.3 xxxx xxxx xxxxx
Control Del: 8.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 12.5 xxxxx xxxx xxxxx
LOS by Move: A * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 148 xxxx xxxxx xxxx 169 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx 0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 29.5 xxxx xxxxx xxxxx 27.4 xxxxx
Shared LOS: * * * * * D * * * * D *
ApproachDel: xxxxxx xxxxxx 13.0 27.4
ApproachLOS: * * B D

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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

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

Intersection #5 SR 49 / Randolph Dr.

Intersection #5 SR 49 / Randolph Dr.

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: F[68.9]

Average Delay (sec/veh): 36.9 Worst Case Level Of Service: F[207.3]

Table with columns for Street Name (SR 49, Randolph), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (1 0 0 1 0).

Table with columns for Street Name (SR 49, Randolph), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (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, FinalVolume.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module: Critical Gp, FollowUpTim.

Critical Gap Module: Critical Gp, FollowUpTim.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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 #6 SR 49 / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #6 SR 49 / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and SR 16.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and SR 16.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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

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

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: C[19.6]

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: C[17.3]

Street Name: SR 124 SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Channel Include Channel Include
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0

Street Name: SR 124 SR 16
Approach: North Bound South Bound 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: 12 0 79 0 0 0 0 465 20 55 268 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 12 0 79 0 0 0 0 465 20 55 268 0
Added Vol: 0 0 82 0 0 0 0 95 0 70 81 0
PasserByVol: 0 0 0 0 0 0 0 99 0 0 58 0
Initial Fut: 12 0 161 0 0 0 0 659 20 125 407 0
User Adj: 1.00 1.00 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: 13 0 173 0 0 0 0 709 22 134 438 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 13 0 173 0 0 0 0 709 22 134 438 0

Volume Module:
Base Vol: 8 0 54 0 0 0 0 325 13 49 314 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 8 0 54 0 0 0 0 325 13 49 314 0
Added Vol: 0 0 114 0 0 0 0 202 0 118 197 0
PasserByVol: 0 0 0 0 0 0 0 99 0 0 58 0
Initial Fut: 8 0 168 0 0 0 0 527 13 167 511 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 9 0 189 0 0 0 0 592 15 188 574 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 9 0 189 0 0 0 0 592 15 188 574 0

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

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

Capacity Module:
Cnflct Vol: 1415 xxxx 709 xxxx xxxx xxxxx xxxx xxxx xxxxx 709 xxxx xxxxx
Potent Cap.: 153 xxxx 438 xxxx xxxx xxxxx xxxx xxxx xxxxx 863 xxxx xxxxx
Move Cap.: 135 xxxx 438 xxxx xxxx xxxxx xxxx xxxx xxxxx 863 xxxx xxxxx
Volume/Cap: 0.10 xxxx 0.40 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.16 xxxx xxxxx

Capacity Module:
Cnflct Vol: 1542 xxxx 592 xxxx xxxx xxxxx xxxx xxxx xxxxx 592 xxxx xxxxx
Potent Cap.: 128 xxxx 510 xxxx xxxx xxxxx xxxx xxxx xxxxx 955 xxxx xxxxx
Move Cap.: 109 xxxx 510 xxxx xxxx xxxxx xxxx xxxx xxxxx 955 xxxx xxxxx
Volume/Cap: 0.08 xxxx 0.37 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.20 xxxx xxxxx

Level Of Service Module:
2Way95thQ: 0.3 xxxx 1.9 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.6 xxxx xxxxx
Control Del: 34.5 xxxx 18.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 9.9 xxxx xxxxx
LOS by Move: D * C * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: 19.6 xxxxxx xxxxxx xxxxxx
ApproachLOS: C * * *

Level Of Service Module:
2Way95thQ: 0.3 xxxx 1.7 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.7 xxxx xxxxx
Control Del: 41.1 xxxx 16.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 9.7 xxxx 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 xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: 17.3 xxxxxx xxxxxx xxxxxx
ApproachLOS: C * * *

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #8 Latrobe (Amador) / SR 16
Average Delay (sec/veh): 2.3 Worst Case Level Of Service: C[18.7]
Street Name: Latrobe (Amador) SR 16
Approach: North Bound South Bound 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 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 131 0 7 4 352 0 0 208 115
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 131 0 7 4 352 0 0 208 115
Added Vol: 0 0 0 0 0 0 0 95 0 0 81 0
PasserByVol: 0 0 0 0 0 0 0 99 0 0 58 0
Initial Fut: 0 0 0 131 0 7 4 546 0 0 347 115
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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 0 138 0 7 4 575 0 0 365 121
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 138 0 7 4 575 0 0 365 121
Critical Gap Module:
Critical Gp:xxxxx xxxxx xxxxxx 6.4 6.5 6.2 4.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
FollowUpTim:xxxxx xxxxx xxxxxx 3.5 4.0 3.3 2.3 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Capacity Module:
Cnflct Vol: xxxxx xxxxx xxxxxx 1009 1009 426 486 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Potent Cap.: xxxxx xxxxx xxxxxx 269 242 633 1046 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Move Cap.: xxxxx xxxxx xxxxxx 268 241 633 1046 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Volume/Cap: xxxxx xxxxx xxxxxx 0.52 0.00 0.01 0.00 xxxxx xxxxx xxxxx xxxxx xxxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del:xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 8.5 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx 406 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx 1.6 xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx 18.7 xxxxxx 8.5 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: * * * * * C * A * * * * *
ApproachDel: xxxxxx 18.7 xxxxxx xxxxxx
ApproachLOS: * C * * *

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #8 Latrobe (Amador) / SR 16
Average Delay (sec/veh): 2.5 Worst Case Level Of Service: D[26.3]
Street Name: Latrobe (Amador) SR 16
Approach: North Bound South Bound 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 0 0 1 0 0 0
Volume Module:
Base Vol: 0 0 0 97 0 0 3 227 0 0 228 89
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 97 0 0 3 227 0 0 228 89
Added Vol: 0 0 0 0 0 0 0 202 0 0 197 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 97 0 0 3 429 0 0 425 89
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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 0 0 107 0 0 3 471 0 0 467 98
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 107 0 0 3 471 0 0 467 98
Critical Gap Module:
Critical Gp:xxxxx xxxxx xxxxxx 6.4 xxxxx xxxxxx 4.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
FollowUpTim:xxxxx xxxxx xxxxxx 3.5 xxxxx xxxxxx 2.3 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Capacity Module:
Cnflct Vol: xxxxx xxxxx xxxxxx 994 xxxxx xxxxxx 565 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Potent Cap.: xxxxx xxxxx xxxxxx 274 xxxxx xxxxxx 978 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Move Cap.: xxxxx xxxxx xxxxxx 273 xxxxx xxxxxx 978 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Volume/Cap: xxxxx xxxxx xxxxxx 0.39 xxxxx xxxxx 0.00 xxxxx xxxxx xxxxx xxxxx xxxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxxx 1.8 xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del:xxxxx xxxxx xxxxxx 26.3 xxxxx xxxxxx 8.7 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move: * * * * * D * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 8.7 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: * * * * * A * * * * *
ApproachDel: xxxxxx 26.3 xxxxxx xxxxxx
ApproachLOS: * D * * *

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #9 SR 104 (Preston) / SR 124 (North)
Average Delay (sec/veh): 734.5 Worst Case Level Of Service: F[4789.5]
Street Name: SR 104 (Preston) SR 124
Approach: 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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #9 SR 104 (Preston) / SR 124 (North)
Average Delay (sec/veh): 320.3 Worst Case Level Of Service: F[1721.4]
Street Name: SR 104 (Preston) SR 124
Approach: 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

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #10 Preston Ave. / Main St.
Average Delay (sec/veh): 490.7 Worst Case Level Of Service: F[985.9]
Street Name: Preston Main
Approach: North Bound South Bound 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 0 0 0 1 0

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #10 Preston Ave. / Main St.
Average Delay (sec/veh): 248.8 Worst Case Level Of Service: F[528.2]
Street Name: Preston Main
Approach: North Bound South Bound 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 0 0 0 0 1 0

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #11 SR 124 (Church) / SR 104 (Main)
Average Delay (sec/veh): 167.4 Worst Case Level Of Service: F[751.5]
Street Name: SR 124 (Church) SR 104 (Main)
Approach: North Bound South Bound 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
Volume Module:
Base Vol: 170 3 10 5 1 13 13 218 213 6 181 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: 170 3 10 5 1 13 13 218 213 6 181 6
Added Vol: 135 0 0 0 0 0 0 143 114 0 172 0
PasserByVol: 50 0 1 0 0 0 0 89 65 3 49 0
Initial Fut: 355 3 11 5 1 13 13 450 392 9 402 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: 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: 382 3 12 5 1 14 14 484 422 10 432 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 382 3 12 5 1 14 14 484 422 10 432 6
Critical Gap Module:
Critical Gp: 7.2 6.6 6.3 7.1 6.5 6.2 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx
FollowUpTim: 3.6 4.1 3.4 3.5 4.0 3.3 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx
Capacity Module:
Cnflct Vol: 1185 1181 695 1185 1388 435 439 xxxx xxxxxx 905 xxxx xxxxxx
Potent Cap.: 161 185 432 167 144 625 1132 xxxx xxxxxx 760 xxxx xxxxxx
Move Cap.: 154 180 432 158 140 625 1132 xxxx xxxxxx 760 xxxx xxxxxx
Volume/Cap: 2.48 0.02 0.03 0.03 0.01 0.02 0.01 xxxx xxxxxx 0.01 xxxx xxxxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 0.0 xxxx xxxxxx 0.0 xxxx xxxxxx
Control Del:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 8.2 xxxx xxxxxx 9.8 xxxx xxxxxx
LOS by Move: * * * * * A * * * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 157 xxxxxx xxxx 318 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxx 34.3 xxxxxx xxxxxx 0.2 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shrd ConDel:xxxxx 752 xxxxxx xxxxxx 17.1 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: * F * * C * * * * *
ApproachDel: 751.5 17.1 xxxxxxxx xxxxxxxx
ApproachLOS: F C * *

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #11 SR 124 (Church) / SR 104 (Main)
Average Delay (sec/veh): 241.4 Worst Case Level Of Service: F[852.1]
Street Name: SR 124 (Church) SR 104 (Main)
Approach: North Bound South Bound 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
Volume Module:
Base Vol: 98 4 7 2 0 3 10 115 104 6 152 1
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 98 4 7 2 0 3 10 115 104 6 152 1
Added Vol: 235 0 18 0 0 0 0 188 243 21 209 0
PasserByVol: 71 0 0 0 0 0 0 43 0 0 0 0
Initial Fut: 404 4 25 2 0 3 10 303 390 27 361 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 475 5 29 2 0 4 12 356 459 32 425 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 475 5 29 2 0 4 12 356 459 32 425 1
Critical Gap Module:
Critical Gp: 7.2 6.6 6.3 7.1 6.5 6.2 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx
FollowUpTim: 3.6 4.1 3.4 3.5 4.0 3.3 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx
Capacity Module:
Cnflct Vol: 1100 1099 586 1115 1328 425 426 xxxx xxxxxx 815 xxxx xxxxxx
Potent Cap.: 185 207 499 187 157 633 1144 xxxx xxxxxx 821 xxxx xxxxxx
Move Cap.: 177 197 499 166 149 633 1144 xxxx xxxxxx 821 xxxx xxxxxx
Volume/Cap: 2.69 0.02 0.06 0.01 0.00 0.01 0.01 xxxx xxxxxx 0.04 xxxx xxxxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 0.0 xxxx xxxxxx 0.1 xxxx xxxxxx
Control Del:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 8.2 xxxx xxxxxx 9.6 xxxx xxxxxx
LOS by Move: * * * * * A * * * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 184 xxxxxx xxxx 298 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxx 45.0 xxxxxx xxxxxx 0.1 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shrd ConDel:xxxxx 852 xxxxxx xxxxxx 17.3 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: * F * * C * * * * *
ApproachDel: 852.1 17.3 xxxxxxxx xxxxxxxx
ApproachLOS: F C * *

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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

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

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: B[12.8]

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: B[13.8]

Table with columns for Street Name (SR 124, SR 88), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Table with columns for Street Name (SR 124, SR 88), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for various approaches.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for various approaches.

Critical Gap Module table showing Critical Gp, FollowUpTim, and Capacity Module values.

Critical Gap Module table showing Critical Gp, FollowUpTim, and Capacity Module values.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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

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

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: F[57.6]

Average Delay (sec/veh): 12.2 Worst Case Level Of Service: F[70.0]

Street Name: Jackson Valley SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 0 1 0 1 0

Street Name: Jackson Valley SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 7 12 5 2 23 8 6 508 34 2 348 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: 7 12 5 2 23 8 6 508 34 2 348 3
Added Vol: 0 1 0 0 1 0 0 78 0 0 67 0
PasserByVol: 108 0 0 0 0 0 0 0 133 0 0 0
Initial Fut: 115 13 5 2 24 8 6 586 167 2 415 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 121 14 5 2 25 8 6 617 176 2 437 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 121 14 5 2 25 8 6 617 176 2 437 3

Volume Module:
Base Vol: 7 3 1 7 1 1 1 283 2 3 308 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: 7 3 1 7 1 1 1 283 2 3 308 4
Added Vol: 0 1 0 0 1 0 0 108 0 0 113 0
PasserByVol: 184 0 0 0 0 0 0 0 114 0 0 0
Initial Fut: 191 4 1 7 2 1 1 391 116 3 421 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: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 215 4 1 8 2 1 1 439 130 3 473 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 215 4 1 8 2 1 1 439 130 3 473 4

Critical Gap Module:
Critical Gp: 7.2 6.6 6.3 7.2 6.6 6.3 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx
FollowUpTim: 3.6 4.1 3.4 3.6 4.1 3.4 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx

Critical Gap Module:
Critical Gp: 7.2 6.6 6.3 7.2 6.6 6.3 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx
FollowUpTim: 3.6 4.1 3.4 3.6 4.1 3.4 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx

Capacity Module:
Cnflct Vol: 1177 1162 705 1169 1248 438 440 xxxx xxxxxx 793 xxxx xxxxxx
Potent Cap.: 164 191 428 166 169 608 1131 xxxx xxxxxx 837 xxxx xxxxxx
Move Cap.: 142 189 428 154 168 608 1131 xxxx xxxxxx 837 xxxx xxxxxx
Volume/Cap: 0.85 0.07 0.01 0.01 0.15 0.01 0.01 xxxx xxxxxx 0.00 xxxx xxxxxx

Capacity Module:
Cnflct Vol: 990 991 504 992 1054 475 478 xxxx xxxxxx 570 xxxx xxxxxx
Potent Cap.: 220 241 558 220 221 579 1095 xxxx xxxxxx 1013 xxxx xxxxxx
Move Cap.: 218 240 558 216 220 579 1095 xxxx xxxxxx 1013 xxxx xxxxxx
Volume/Cap: 0.99 0.02 0.00 0.04 0.01 0.00 0.00 xxxx xxxxxx 0.00 xxxx xxxxxx

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 0.0 xxxx xxxxxx 0.0 xxxx xxxxxx
Control Del:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 8.2 xxxx xxxxxx 9.3 xxxx xxxxxx
LOS by Move: * * * * * A * * * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 198 xxxxxx xxxx 421 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxx 4.5 xxxxxx xxxxxx 0.3 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shrd ConDel:xxxxx 57.6 xxxxxx xxxxxx 14.3 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: * F * * B * * * * *
ApproachDel: 57.6 14.3 xxxxxx xxxxxx
ApproachLOS: F B * *

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 0.0 xxxx xxxxxx 0.0 xxxx xxxxxx
Control Del:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 8.3 xxxx xxxxxx 8.6 xxxx xxxxxx
LOS by Move: * * * * * A * * * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 253 xxxxxx xxxx 485 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxx 7.3 xxxxxx xxxxxx 0.1 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shrd ConDel:xxxxx 70.0 xxxxxx xxxxxx 12.6 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: * F * * B * * * * *
ApproachDel: 70.0 12.6 xxxxxx xxxxxx
ApproachLOS: F B * *

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #14 SR 88 / Liberty Rd.
Average Delay (sec/veh): 50.7 Worst Case Level Of Service: F[255.0]
Street Name: SR 88 Liberty
Approach: 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 1 1 0 1 0 0 1 0 0 1! 0 0
Volume Module:
Base Vol: 26 485 48 14 377 39 53 25 76 18 5 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 26 485 48 14 377 39 53 25 76 18 5 10
Added Vol: 0 0 42 0 0 0 0 36 0 36 31 0
PasserByVol: 0 114 12 0 92 16 19 24 0 10 20 0
Initial Fut: 26 599 102 14 469 55 72 85 76 64 56 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 28 637 109 15 499 59 77 90 81 68 60 11
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 28 637 109 15 499 59 77 90 81 68 60 11
Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3
Capacity Module:
Cnflct Vol: 557 xxxx xxxxx 746 xxxx xxxxx 1311 1330 499 1336 1280 637
Potent Cap.: 989 xxxx xxxxx 840 xxxx xxxxx 137 156 576 132 167 481
Move Cap.: 989 xxxx xxxxx 840 xxxx xxxxx 92 149 576 57 160 481
Volume/Cap: 0.03 xxxx xxxxx 0.02 xxxx xxxxx 0.83 0.61 0.14 1.20 0.37 0.02
Level Of Service Module:
2Way95thQ: 0.1 xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxxx 0.5 xxxx xxxxx xxxxx
Control Del: 8.7 xxxx xxxxx 9.4 xxxx xxxxx xxxxx xxxxx 12.3 xxxxx xxxxx xxxxx
LOS by Move: A * * A * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 116 xxxx xxxxx xxxx 108 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 11.7 xxxx xxxxx xxxxx 9.4 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 306.9 xxxx xxxxx xxxxx 255 xxxxx
Shared LOS: * * * * * F * * * * F *
ApproachDel: xxxxxx xxxxxx 210.8 255.0
ApproachLOS: * * F F

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #14 SR 88 / Liberty Rd.
Average Delay (sec/veh): 45.6 Worst Case Level Of Service: F[206.4]
Street Name: SR 88 Liberty
Approach: 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 1 1 0 1 0 0 1 0 0 1! 0 0
Volume Module:
Base Vol: 52 269 45 2 265 45 37 29 57 30 29 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 52 269 45 2 265 45 37 29 57 30 29 10
Added Vol: 0 0 58 0 0 0 0 50 0 61 52 0
PasserByVol: 0 98 10 0 157 27 16 21 0 16 34 0
Initial Fut: 52 367 113 2 422 72 53 100 57 107 115 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 54 382 118 2 440 75 55 104 59 111 120 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 54 382 118 2 440 75 55 104 59 111 120 10
Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3
Capacity Module:
Cnflct Vol: 515 xxxx xxxxx 500 xxxx xxxxx 1058 1052 440 1054 1009 382
Potent Cap.: 1026 xxxx xxxxx 1039 xxxx xxxxx 204 228 622 206 242 669
Move Cap.: 1026 xxxx xxxxx 1039 xxxx xxxxx 114 216 622 111 229 669
Volume/Cap: 0.05 xxxx xxxxx 0.00 xxxx xxxxx 0.49 0.48 0.10 1.00 0.52 0.02
Level Of Service Module:
2Way95thQ: 0.2 xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxxx 0.3 xxxx xxxx xxxxx
Control Del: 8.7 xxxx xxxxx 8.5 xxxx xxxxx xxxxx xxxxx 11.4 xxxxx xxxx xxxxx
LOS by Move: A * * A * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 165 xxxx xxxxx xxxx 190 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.4 xxxx xxxxx xxxxx 13.3 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 117.7 xxxx xxxxx xxxxx 206 xxxxx
Shared LOS: * * * * * F * * * * F *
ApproachDel: xxxxxx xxxxxx 88.9 206.4
ApproachLOS: * * F F

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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 #15 SR 88 / SR 12 (east)
Cycle (sec): 70
Critical Vol./Cap.(X): 0.738
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 14.4
Optimal Cycle: OPTIMIZED
Level Of Service: B

Intersection #15 SR 88 / SR 12 (east)
Cycle (sec): 60
Critical Vol./Cap.(X): 0.591
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 12.9
Optimal Cycle: OPTIMIZED
Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (east).

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (east).

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, Final Sat.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, Final Sat.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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 #16 Tully Rd. / SR 88
Cycle (sec): 100 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #16 Tully Rd. / SR 88
Cycle (sec): 70 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Tully Rd. SR 88
Approach: North Bound South 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 4 7 7 4 7 7
Lanes: 0 0 1 0 0 0 0 1 0 0 1 0

Street Name: Tully Rd. SR 88
Approach: North Bound South 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 4 7 7 4 7 7
Lanes: 0 0 1 0 0 0 0 1 0 0 1 0

Volume Module:
Base Vol: 49 37 61 54 37 37 21 583 35 50 834 50
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 49 37 61 54 37 37 21 583 35 50 834 50
Added Vol: 0 0 0 0 0 0 0 0 39 0 0 33 0
PasserByVol: 0 0 0 0 0 0 0 0 126 0 0 102 0
Initial Fut: 49 37 61 54 37 37 21 748 35 50 969 50
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 50 38 62 55 38 38 21 763 36 51 989 51
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 38 62 55 38 38 21 763 36 51 989 51
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 50 38 62 55 38 38 21 763 36 51 989 51

Volume Module:
Base Vol: 32 34 68 47 28 29 12 485 30 59 577 39
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 32 34 68 47 28 29 12 485 30 59 577 39
Added Vol: 0 0 0 0 0 0 0 0 54 0 0 56 0
PasserByVol: 0 0 0 0 0 0 0 0 108 0 0 173 0
Initial Fut: 32 34 68 47 28 29 12 647 30 59 806 39
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 33 35 70 48 29 30 12 667 31 61 831 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 33 35 70 48 29 30 12 667 31 61 831 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 33 35 70 48 29 30 12 667 31 61 831 40

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.75 0.75 0.75 0.65 0.65 0.65 0.89 0.93 0.93 0.89 0.93 0.93
Lanes: 0.33 0.25 0.42 0.42 0.29 0.29 1.00 0.96 0.04 1.00 0.95 0.05
Final Sat.: 474 358 589 521 357 357 1688 1685 79 1688 1678 87

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.84 0.84 0.84 0.68 0.68 0.68 0.89 0.93 0.93 0.89 0.93 0.93
Lanes: 0.24 0.25 0.51 0.45 0.27 0.28 1.00 0.96 0.04 1.00 0.95 0.05
Final Sat.: 379 403 806 583 347 360 1688 1686 78 1688 1683 81

Capacity Analysis Module:
Vol/Sat: 0.11 0.11 0.11 0.11 0.11 0.11 0.01 0.45 0.45 0.03 0.59 0.59
Crit Moves: ****
Green/Cycle: 0.13 0.13 0.13 0.13 0.13 0.13 0.04 0.69 0.69 0.06 0.71 0.71
Volume/Cap: 0.83 0.83 0.83 0.83 0.83 0.83 0.32 0.66 0.66 0.50 0.83 0.83
Delay/Veh: 68.3 68.3 68.3 71.4 71.4 71.4 49.4 10.0 10.0 49.2 14.8 14.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 68.3 68.3 68.3 71.4 71.4 71.4 49.4 10.0 10.0 49.2 14.8 14.8
LOS by Move: E E E E E D B B D B B
DesignQueue: 7 7 7 6 6 6 1 15 15 3 19 19

Capacity Analysis Module:
Vol/Sat: 0.09 0.09 0.09 0.08 0.08 0.08 0.01 0.40 0.40 0.04 0.49 0.49
Crit Moves: ****
Green/Cycle: 0.12 0.12 0.12 0.12 0.12 0.12 0.06 0.62 0.62 0.09 0.66 0.66
Volume/Cap: 0.75 0.75 0.75 0.72 0.72 0.72 0.13 0.63 0.63 0.40 0.75 0.75
Delay/Veh: 46.0 46.0 46.0 45.5 45.5 45.5 31.9 9.5 9.5 31.8 11.0 11.0
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: 46.0 46.0 46.0 45.5 45.5 45.5 31.9 9.5 9.5 31.8 11.0 11.0
LOS by Move: D D D D D C A A C B B
DesignQueue: 5 5 5 4 4 4 0 11 11 2 13 13

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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 #17 SR 88 / Victor (SR 12 west)
Cycle (sec): 70 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 19.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #17 SR 88 / Victor (SR 12 west)
Cycle (sec): 80 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (west).

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (west).

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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 #18 SR 88 / Kettleman Ln.
Cycle (sec): 90
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.691
Average Delay (sec/veh): 25.4
Level Of Service: C

Intersection #18 SR 88 / Kettleman Ln.
Cycle (sec): 85
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.603
Average Delay (sec/veh): 20.0
Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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

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

Intersection #19 Ione / SR 16
Average Delay (sec/veh): 3.7 Worst Case Level Of Service: D[26.7]

Intersection #19 Ione / SR 16
Average Delay (sec/veh): 1.5 Worst Case Level Of Service: C[15.7]

Street Name: Ione SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 0 0 0 1 0 1 0 0 0 0 0

Street Name: Ione SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 0 0 0 1 0 1 0 0 0 0 0

Volume Module:
Base Vol: 122 0 13 0 0 0 0 398 134 17 224 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 122 0 13 0 0 0 0 398 134 17 224 0
Added Vol: 0 0 0 0 0 0 0 95 0 0 81 0
PasserByVol: 22 0 0 0 0 0 0 14 27 0 22 0
Initial Fut: 144 0 13 0 0 0 0 507 161 17 327 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 162 0 15 0 0 0 0 570 181 19 367 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 162 0 15 0 0 0 0 570 181 19 367 0

Volume Module:
Base Vol: 60 0 1 0 0 0 0 240 54 0 249 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 60 0 1 0 0 0 0 240 54 0 249 0
Added Vol: 0 0 0 0 0 0 0 132 0 0 137 0
PasserByVol: 37 0 0 0 0 0 0 55 23 0 62 0
Initial Fut: 97 0 1 0 0 0 0 427 77 0 448 0
User Adj: 1.00 1.00 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: 99 0 1 0 0 0 0 436 79 0 457 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 99 0 1 0 0 0 0 436 79 0 457 0

Critical Gap Module:
Critical Gp: 6.4 6.5 6.2 xxxxx xxxx xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 xxxxx xxxx xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx

Critical Gap Module:
Critical Gp: 6.4 6.5 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:
Cnflct Vol: 1066 1066 660 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 751 xxxxx xxxxx
Potent Cap.: 248 224 466 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 845 xxxxx xxxxx
Move Cap.: 244 219 466 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 845 xxxxx xxxxx
Volume/Cap: 0.66 0.00 0.03 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.02 xxxxx xxxxx

Capacity Module:
Cnflct Vol: 932 932 475 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 298 269 594 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 298 269 594 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.33 0.00 0.00 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx
Control Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 9.4 xxxxx xxxxx
LOS by Move: *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 338 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx 2.9 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx 26.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * D *
ApproachDel: 26.7 xxxxxxx xxxxxxx xxxxxxx xxxxxxx
ApproachLOS: D *

Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 436 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx 0.9 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx 15.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * C *
ApproachDel: 15.7 xxxxxxx xxxxxxx xxxxxxx xxxxxxx
ApproachLOS: C *

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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 #20 Murieta South Pkwy / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Intersection #20 Murieta South Pkwy / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, and West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, and West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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 #21 Murieta Pkwy / SR 16
Cycle (sec): 65 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #21 Murieta Pkwy / SR 16
Cycle (sec): 95 Critical Vol./Cap.(X): 1.008
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 49.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino Existing Plus Approved Plus Project A Phase I - Friday PM Peak hour

Ione Casino Existing Plus Approved Plus Project A Phase I - Saturday PM Peak Hour

Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative) Intersection #22 Stonehouse / SR 16 Average Delay (sec/veh): 15.9 Worst Case Level Of Service: F[290.5] Street Name: Stonehouse SR 16 Approach: North Bound South Bound 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 0 0 1 0 0 Volume Module: Base Vol: 0 0 0 80 0 5 5 753 0 0 435 71 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Initial Bse: 0 0 0 80 0 5 5 753 0 0 435 71 Added Vol: 0 0 0 0 0 0 0 94 0 0 80 0 PasserByVol: 0 0 0 18 0 0 0 205 0 0 126 11 Initial Fut: 0 0 0 98 0 5 5 1052 0 0 641 82 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 PHF Volume: 0 0 0 105 0 5 5 1131 0 0 689 88 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 FinalVolume: 0 0 0 105 0 5 5 1131 0 0 689 88 Critical Gap Module: Critical Gp:xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 4.1 xxxxx xxxxxx xxxxxx xxxxx xxxxxx FollowUpTim:xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 2.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx Capacity Module: Cnflct Vol: xxxxx xxxxx xxxxxx 1875 xxxxx 733 777 xxxxx xxxxxx xxxxx xxxxx xxxxxx Potent Cap.: xxxxx xxxxx xxxxxx 80 xxxxx 424 826 xxxxx xxxxxx xxxxx xxxxx xxxxxx Move Cap.: xxxxx xxxxx xxxxxx 79 xxxxx 424 826 xxxxx xxxxxx xxxxx xxxxx xxxxxx Volume/Cap: xxxxx xxxxx xxxxx 1.33 xxxxx 0.01 0.01 xxxxx xxxxx xxxxx xxxxx xxxxxx Level Of Service Module: 2Way95thQ: xxxxx xxxxx xxxxxx 8.1 xxxxx 0.0 0.0 xxxxx xxxxxx xxxxx xxxxx xxxxxx Control Del:xxxxx xxxxx xxxxxx 304.6 xxxxx 13.6 9.4 xxxxx xxxxxx xxxxxx xxxxx xxxxxx LOS by Move: * * * F * B A * * * * * * * * Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx Shared LOS: * * * * * * * * * * * * * * ApproachDel: xxxxxx 290.5 xxxxxx xxxxxx ApproachLOS: * F * * * * * * * * * * * * * *

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

Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative) Intersection #22 Stonehouse / SR 16 Average Delay (sec/veh): 35.1 Worst Case Level Of Service: F[969.2] Street Name: Stonehouse SR 16 Approach: North Bound South Bound 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 0 1 0 0 Volume Module: Base Vol: 0 0 0 69 0 5 11 484 0 0 503 46 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Initial Bse: 0 0 0 69 0 5 11 484 0 0 503 46 Added Vol: 0 0 0 0 0 0 0 130 0 0 136 0 PasserByVol: 0 0 0 14 0 0 0 532 0 0 493 12 Initial Fut: 0 0 0 83 0 5 11 1146 0 0 1132 58 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 PHF Adj: 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 88 0 5 12 1219 0 0 1204 62 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 FinalVolume: 0 0 0 88 0 5 12 1219 0 0 1204 62 Critical Gap Module: Critical Gp:xxxxx xxxxx xxxxxx 6.4 xxxxx 6.2 4.1 xxxxx xxxxxx xxxxxx xxxxx xxxxxx FollowUpTim:xxxxx xxxxx xxxxxx 3.5 xxxxx 3.3 2.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx Capacity Module: Cnflct Vol: xxxxx xxxxx xxxxxx 2478 xxxxx 1235 1266 xxxxx xxxxxx xxxxx xxxxx xxxxxx Potent Cap.: xxxxx xxxxx xxxxxx 33 xxxxx 217 539 xxxxx xxxxxx xxxxx xxxxx xxxxxx Move Cap.: xxxxx xxxxx xxxxxx 33 xxxxx 217 539 xxxxx xxxxxx xxxxx xxxxx xxxxxx Volume/Cap: xxxxx xxxxx xxxxx 2.70 xxxxx 0.02 0.02 xxxxx xxxxx xxxxx xxxxx xxxxxx Level Of Service Module: 2Way95thQ: xxxxx xxxxx xxxxxx 10.2 xxxxx 0.1 0.1 xxxxx xxxxxx xxxxx xxxxx xxxxxx Control Del:xxxxx xxxxx xxxxxx 1026 xxxxx 22.0 11.8 xxxxx xxxxxx xxxxxx xxxxx xxxxxx LOS by Move: * * * F * C B * * * * * * * * Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx Shared LOS: * * * * * * * * * * * * * * ApproachDel: xxxxxx 969.2 xxxxxx xxxxxx ApproachLOS: * F * * * * * * * * * * * * * *

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #23 Latrobe (Sac) / SR 16
Average Delay (sec/veh): 1.2 Worst Case Level Of Service: F[80.7]
Street Name: Latrobe (Sac) SR 16
Approach: North Bound South Bound 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 0 1 0
Volume Module:
Base Vol: 8 1 3 7 1 17 21 756 9 2 445 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 8 1 3 7 1 17 21 756 9 2 445 10
Added Vol: 0 0 0 0 0 0 0 94 0 0 80 0
PasserByVol: 0 0 0 0 0 0 0 205 0 0 126 0
Initial Fut: 8 1 3 7 1 17 21 1055 9 2 651 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 9 1 3 8 1 19 23 1159 10 2 715 11
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 9 1 3 8 1 19 23 1159 10 2 715 11
Critical Gap Module:
Critical Gp: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx
Capacity Module:
Cnflct Vol: 1946 1941 1164 1938 1941 721 726 xxxx xxxxxx 1169 xxxx xxxxxx
Potent Cap.: 49 66 239 50 66 431 863 xxxx xxxxxx 587 xxxx xxxxxx
Move Cap.: 46 64 239 48 64 431 863 xxxx xxxxxx 587 xxxx xxxxxx
Volume/Cap: 0.19 0.02 0.01 0.16 0.02 0.04 0.03 xxxx xxxxxx 0.00 xxxx xxxxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx 0.0 xxxx xxxx 0.1 0.1 xxxx xxxxxx 0.0 xxxx xxxxxx
Control Del:xxxxx xxxx 20.3 xxxxxx xxxx 13.7 9.3 xxxx xxxxxx 11.2 xxxx xxxxxx
LOS by Move: * * C * * B A * * B * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: 47 xxxx xxxxxx 49 xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue: 0.7 xxxx xxxxxx 0.6 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shrd ConDel:100.8 xxxx xxxxxx 93.6 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shared LOS: F * * F * * * * * * * * *
ApproachDel: 80.7 39.3 xxxxxxxx xxxxxxxx
ApproachLOS: F E * * * *

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #23 Latrobe (Sac) / SR 16
Average Delay (sec/veh): 1.5 Worst Case Level Of Service: F[178.9]
Street Name: Latrobe (Sac) SR 16
Approach: North Bound South Bound 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 0 1 0
Volume Module:
Base Vol: 2 2 2 5 1 15 19 504 3 2 489 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 2 2 2 5 1 15 19 504 3 2 489 18
Added Vol: 0 0 0 0 0 0 0 130 0 0 136 0
PasserByVol: 0 0 0 0 0 0 0 570 0 0 527 0
Initial Fut: 2 2 2 5 1 15 19 1204 3 2 1152 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: 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: 2 2 2 5 1 16 20 1295 3 2 1239 19
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 2 2 2 5 1 16 20 1295 3 2 1239 19
Critical Gap Module:
Critical Gp: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx
Capacity Module:
Cnflct Vol: 2598 2599 1296 2592 2591 1248 1258 xxxx xxxxxx 1298 xxxx xxxxxx
Potent Cap.: 17 25 200 17 26 213 543 xxxx xxxxxx 524 xxxx xxxxxx
Move Cap.: 15 24 200 15 24 213 543 xxxx xxxxxx 524 xxxx xxxxxx
Volume/Cap: 0.15 0.09 0.01 0.35 0.04 0.08 0.04 xxxx xxxxxx 0.00 xxxx xxxxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx 0.0 xxxx xxxx 0.2 0.1 xxxx xxxxxx 0.0 xxxx xxxxxx
Control Del:xxxxx xxxx 23.2 xxxxxx xxxx 23.2 11.9 xxxx xxxxxx 11.9 xxxx xxxxxx
LOS by Move: * * C * * C B * * B * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: 18 xxxx xxxxxx 16 xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue: 0.7 xxxx xxxxxx 1.1 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shrd ConDel:256.7 xxxx xxxxxx 333.3 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shared LOS: F * * F * * * * * * * * *
ApproachDel: 178.9 111.8 xxxxxxxx xxxxxxxx
ApproachLOS: F F * * * *

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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 Dillard / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 0.930
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 26.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #24 Dillard / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 0.968
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, and Volume Module. Includes data for Dillard and SR 16.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, and Volume Module. Includes data for Dillard and SR 16.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #25 Sloughhouse / SR 16
Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D[29.4]
Street Name: Sloughhouse SR 16
Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0
Volume Module:
Base Vol: 4 0 22 0 0 0 0 809 6 14 439 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 4 0 22 0 0 0 0 809 6 14 439 0
Added Vol: 0 0 0 0 0 0 0 93 0 0 79 0
PasserByVol: 0 0 0 0 0 0 0 217 0 0 131 0
Initial Fut: 4 0 22 0 0 0 0 1119 6 14 649 0
User Adj: 1.00 1.00 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: 4 0 24 0 0 0 0 1230 7 15 713 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 4 0 24 0 0 0 0 1230 7 15 713 0
Critical Gap Module:
Critical Gp: 6.4 xxxx 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 xxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx
Capacity Module:
Cnflct Vol: 1974 xxxx 1230 xxxx xxxx xxxxx xxxx xxxx xxxxx 1236 xxxx xxxxx
Potent Cap.: 69 xxxx 219 xxxx xxxx xxxxx xxxx xxxx xxxxx 553 xxxx xxxxx
Move Cap.: 68 xxxx 219 xxxx xxxx xxxxx xxxx xxxx xxxxx 553 xxxx xxxxx
Volume/Cap: 0.06 xxxx 0.11 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.03 xxxx xxxxx
Level Of Service Module:
2Way95thQ: 0.2 xxxx 0.4 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.1 xxxx xxxxx
Control Del: 61.8 xxxx 23.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 11.7 xxxx xxxxx
LOS by Move: F * C * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: 29.4 xxxxxx xxxxxx xxxxxx
ApproachLOS: D * * *

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #25 Sloughhouse / SR 16
Average Delay (sec/veh): 3.9 Worst Case Level Of Service: F[146.3]
Street Name: Sloughhouse SR 16
Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0
Volume Module:
Base Vol: 27 0 34 0 0 0 0 492 5 29 496 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 27 0 34 0 0 0 0 492 5 29 496 0
Added Vol: 0 0 0 0 0 0 0 129 0 0 134 0
PasserByVol: 0 0 0 0 0 0 0 522 0 0 484 0
Initial Fut: 27 0 34 0 0 0 0 1143 5 29 1114 0
User Adj: 1.00 1.00 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: 29 0 36 0 0 0 0 1216 5 31 1185 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 29 0 36 0 0 0 0 1216 5 31 1185 0
Critical Gap Module:
Critical Gp: 6.4 xxxx 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 xxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx
Capacity Module:
Cnflct Vol: 2463 xxxx 1216 xxxx xxxx xxxxx xxxx xxxx xxxxx 1221 xxxx xxxxx
Potent Cap.: 34 xxxx 223 xxxx xxxx xxxxx xxxx xxxx xxxxx 561 xxxx xxxxx
Move Cap.: 33 xxxx 223 xxxx xxxx xxxxx xxxx xxxx xxxxx 561 xxxx xxxxx
Volume/Cap: 0.88 xxxx 0.16 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.06 xxxx xxxxx
Level Of Service Module:
2Way95thQ: 3.1 xxxx 0.6 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.2 xxxx xxxxx
Control Del:300.0 xxxx 24.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 11.8 xxxx xxxxx
LOS by Move: F * C * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: 146.3 xxxxxx xxxxxx
ApproachLOS: F * * *

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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 #26 Grant Line / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.247
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 131.8
Optimal Cycle: OPTIMIZED Level Of Service: F

Intersection #26 Grant Line / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 0.980
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 53.2
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with columns: Street Name, Grant Line, SR 16, Approach, North Bound, South Bound, East Bound, West Bound, Movement, Control, Rights, Min. Green, Lanes.

Table with columns: Street Name, Grant Line, SR 16, Approach, North Bound, South Bound, East Bound, West Bound, Movement, Control, Rights, Min. Green, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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 #27 Sunrise / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.120
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 85.7
Optimal Cycle: OPTIMIZED Level Of Service: F

Intersection #27 Sunrise / SR 16
Cycle (sec): 100 Critical Vol./Cap.(X): 0.897
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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 #28 Excelsior / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 19.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #28 Excelsior / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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 #29 Bradshwa / SR 16

Intersection #29 Bradshwa / SR 16

Cycle (sec): 120 Critical Vol./Cap.(X): 1.016
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 60.3
Optimal Cycle: OPTIMIZED Level Of Service: E

Cycle (sec): 60 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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 #30 Latrobe / White Rock
Cycle (sec): 60 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 18.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #30 Latrobe / White Rock
Cycle (sec): 60 Critical Vol./Cap.(X): 0.236
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Latrobe and White Rock.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Latrobe and White Rock.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for Saturation Flow Module.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for Saturation Flow Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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

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

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[11.9]

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[11.1]

Street Name: Latrobe South Shingle
Approach: 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

Street Name: Latrobe South Shingle
Approach: 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

Volume Module:
Base Vol: 18 217 12 5 150 36 25 4 3 2 11 3
Growth Adj: 0.90 0.90 0.90 0.85 0.85 0.85 0.86 0.86 0.86 0.95 0.95 0.95
Initial Bse: 16 194 11 4 128 31 22 3 3 2 10 3
Added Vol: 0 4 0 0 4 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 16 198 11 4 132 31 22 3 3 2 10 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 17 209 11 4 139 32 23 4 3 2 11 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 17 209 11 4 139 32 23 4 3 2 11 3

Volume Module:
Base Vol: 8 130 4 5 153 32 19 3 4 5 4 0
Growth Adj: 0.90 0.90 0.90 0.85 0.85 0.85 0.86 0.86 0.86 0.95 0.95 0.95
Initial Bse: 7 116 4 4 130 27 16 3 3 5 4 0
Added Vol: 0 6 0 0 6 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 7 122 4 4 136 27 16 3 3 5 4 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 8 133 4 5 148 30 18 3 4 5 4 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 8 133 4 5 148 30 18 3 4 5 4 0

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

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

Capacity Module:
Cnflct Vol: 171 xxxx xxxxx 220 xxxx xxxxx 419 418 155 415 428 214
Potent Cap.: 1418 xxxx xxxxx 1361 xxxx xxxxx 548 529 896 551 522 831
Move Cap.: 1418 xxxx xxxxx 1361 xxxx xxxxx 531 521 896 540 514 831
Volume/Cap: 0.01 xxxx xxxxx 0.00 xxxx xxxxx 0.04 0.01 0.00 0.00 0.02 0.00

Capacity Module:
Cnflct Vol: 178 xxxx xxxxx 137 xxxx xxxxx 325 325 163 326 338 xxxxx
Potent Cap.: 1410 xxxx xxxxx 1459 xxxx xxxxx 632 596 887 631 587 xxxxx
Move Cap.: 1410 xxxx xxxxx 1459 xxxx xxxxx 624 591 887 622 582 xxxxx
Volume/Cap: 0.01 xxxx xxxxx 0.00 xxxx xxxxx 0.03 0.00 0.00 0.01 0.01 xxxxx

Level Of Service Module:
2Way95thQ: 0.0 xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 7.6 xxxx xxxxx 7.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: A * * A * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 550 xxxxx xxxx 557 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.2 xxxxx xxxxx 0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.9 xxxxx xxxxx 11.7 xxxxx
Shared LOS: * * * * * * * B * B *
ApproachDel: xxxxxx xxxxxx 11.9 11.7
ApproachLOS: * * B B

Level Of Service Module:
2Way95thQ: 0.0 xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 7.6 xxxx xxxxx 7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: A * * A * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 650 xxxxx 603 xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.1 xxxxx 0.0 xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 10.8 xxxxx 11.1 xxxx xxxxx
Shared LOS: * * * * * * B * B *
ApproachDel: xxxxxx xxxxxx 10.8 11.1
ApproachLOS: * * B B

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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 #32 Missouri Flat / US 50 WB Ramps
Cycle (sec): 115 Critical Vol./Cap.(X): 1.065
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 66.8
Optimal Cycle: OPTIMIZED Level Of Service: E

Intersection #32 Missouri Flat / US 50 WB Ramps
Cycle (sec): 75 Critical Vol./Cap.(X): 0.920
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 31.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Missouri Flat US 50 WB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ignore Include Ovl
Min. Green: 4 7 0 0 7 7 0 0 0 7 0 7
Lanes: 2 0 2 0 0 0 0 2 0 1 0 0 0 0 2

Street Name: Missouri Flat US 50 WB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ignore Include Ovl
Min. Green: 4 7 0 0 7 7 0 0 0 7 0 7
Lanes: 2 0 2 0 0 0 0 2 0 1 0 0 0 0 2

Volume Module:
Base Vol: 724 894 0 0 1270 366 0 0 0 1304 0 473
Growth 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
Initial Bse: 681 841 0 0 1195 344 0 0 0 1227 0 445
Added Vol: 4 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: 685 841 0 0 1195 344 0 0 0 1227 0 445
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 745 915 0 0 1299 0 0 0 0 1334 0 484
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 745 915 0 0 1299 0 0 0 0 1334 0 484
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 745 915 0 0 1299 0 0 0 0 1334 0 484

Volume Module:
Base Vol: 589 726 0 0 1020 298 0 0 0 1060 0 385
Growth 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
Initial Bse: 554 683 0 0 960 280 0 0 0 998 0 362
Added Vol: 6 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: 560 683 0 0 960 280 0 0 0 998 0 362
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 609 743 0 0 1044 0 0 0 0 1084 0 394
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 609 743 0 0 1044 0 0 0 0 1084 0 394
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 609 743 0 0 1044 0 0 0 0 1084 0 394

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.95 1.00 1.00 0.95 1.00 1.00 1.00 1.00 0.92 1.00 0.75
Lanes: 2.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.: 3502 3610 0 0 3610 1900 0 0 0 3502 0 2842

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.95 1.00 1.00 0.95 1.00 1.00 1.00 1.00 0.92 1.00 0.75
Lanes: 2.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.: 3502 3610 0 0 3610 1900 0 0 0 3502 0 2842

Capacity Analysis Module:
Vol/Sat: 0.21 0.25 0.00 0.00 0.36 0.00 0.00 0.00 0.00 0.38 0.00 0.17
Crit Moves: ****
Green/Cycle: 0.20 0.54 0.00 0.00 0.34 0.00 0.00 0.00 0.00 0.36 0.00 0.36
Volume/Cap: 1.06 0.47 0.00 0.00 1.06 0.00 0.00 0.00 0.00 1.06 0.00 0.48
Delay/Veh: 98.6 16.6 0.0 0.0 82.9 0.0 0.0 0.0 0.0 81.5 0.0 28.9
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: 98.6 16.6 0.0 0.0 82.9 0.0 0.0 0.0 0.0 81.5 0.0 28.9
LOS by Move: F B A A F A A A A F A C
DesignQueue: 21 15 0 0 32 0 0 0 0 31 0 12

Capacity Analysis Module:
Vol/Sat: 0.17 0.21 0.00 0.00 0.29 0.00 0.00 0.00 0.00 0.31 0.00 0.14
Crit Moves: ****
Green/Cycle: 0.19 0.50 0.00 0.00 0.31 0.00 0.00 0.00 0.00 0.34 0.00 0.34
Volume/Cap: 0.92 0.41 0.00 0.00 0.92 0.00 0.00 0.00 0.00 0.92 0.00 0.41
Delay/Veh: 48.0 11.8 0.0 0.0 36.7 0.0 0.0 0.0 0.0 35.5 0.0 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: 48.0 11.8 0.0 0.0 36.7 0.0 0.0 0.0 0.0 35.5 0.0 19.4
LOS by Move: D B A A D A A A A D A B
DesignQueue: 11 9 0 0 17 0 0 0 0 17 0 6

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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 #33 Missouri Flat / US 50 EB Ramps
Cycle (sec): 105 Critical Vol./Cap.(X): 1.020
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 46.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Intersection #33 Missouri Flat / US 50 EB Ramps
Cycle (sec): 65 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Missouri Flat US 50 EB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Ovl Include Ovl Include
Min. Green: 0 7 7 4 7 0 7 0 7 0 0 0
Lanes: 0 0 2 0 1 2 0 2 0 0 1 0 1 0 1 0 0 0 0

Street Name: Missouri Flat US 50 EB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Ovl Include Ovl Include
Min. Green: 0 7 7 4 7 0 7 0 7 0 0 0
Lanes: 0 0 2 0 1 2 0 2 0 0 1 0 1 0 1 0 0 0 0

Volume Module:
Base Vol: 0 1324 63 455 2091 0 269 0 890 0 0 0
Growth 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
Initial Bse: 0 1246 59 428 1968 0 253 0 838 0 0 0
Added Vol: 0 4 0 0 0 0 0 0 4 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1250 59 428 1968 0 253 0 842 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 1359 64 465 2139 0 275 0 915 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1359 64 465 2139 0 275 0 915 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1359 64 465 2139 0 275 0 915 0 0 0

Volume Module:
Base Vol: 0 1076 51 370 1688 0 219 0 724 0 0 0
Growth 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
Initial Bse: 0 1013 48 348 1589 0 206 0 681 0 0 0
Added Vol: 0 6 0 0 0 0 0 0 6 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1019 48 348 1589 0 206 0 687 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 1107 52 379 1727 0 224 0 747 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1107 52 379 1727 0 224 0 747 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1107 52 379 1727 0 224 0 747 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.85 0.92 0.95 1.00 0.88 1.00 0.88 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.23 0.00 1.77 0.00 0.00 0.00
Final Sat.: 0 3610 1615 3502 3610 0 2048 0 2941 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.85 0.92 0.95 1.00 0.88 1.00 0.88 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.23 0.00 1.77 0.00 0.00 0.00
Final Sat.: 0 3610 1615 3502 3610 0 2047 0 2942 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.38 0.04 0.13 0.59 0.00 0.13 0.00 0.31 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.43 0.43 0.15 0.58 0.00 0.30 0.00 0.30 0.00 0.00 0.00
Volume/Cap: 0.00 0.88 0.09 0.88 1.02 0.00 0.44 0.00 1.02 0.00 0.00 0.00
Delay/Veh: 0.0 33.4 17.9 58.8 46.9 0.0 29.4 0.0 68.0 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
AdjDel/Veh: 0.0 33.4 17.9 58.8 46.9 0.0 29.4 0.0 68.0 0.0 0.0 0.0
LOS by Move: A C B E D A C A E A A A
DesignQueue: 0 26 2 12 33 0 9 0 23 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.31 0.03 0.11 0.48 0.00 0.11 0.00 0.25 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.39 0.39 0.14 0.53 0.00 0.28 0.00 0.28 0.00 0.00 0.00
Volume/Cap: 0.00 0.78 0.08 0.78 0.90 0.00 0.39 0.00 0.90 0.00 0.00 0.00
Delay/Veh: 0.0 20.0 12.4 34.9 19.7 0.0 18.9 0.0 32.5 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
AdjDel/Veh: 0.0 20.0 12.4 34.9 19.7 0.0 18.9 0.0 32.5 0.0 0.0 0.0
LOS by Move: A C B C B A B A C A A A
DesignQueue: 0 14 1 6 18 0 5 0 12 0 0 0

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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 #34 Missouri Flat / Motherlode
Cycle (sec): 105 Critical Vol./Cap.(X): 0.926
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #34 Missouri Flat / Motherlode
Cycle (sec): 75 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Missouri Flat and Motherlode.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Missouri Flat and Motherlode.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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 #35 Missouri Flat / Forni
Cycle (sec): 120 Critical Vol./Cap.(X): 0.915
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 36.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Intersection #35 Missouri Flat / Forni
Cycle (sec): 95 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Missouri Flat Forni
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ignore Ovl Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 2 0 1 1 0 2 0 1 2 0 1 0 1 1 0 1 0 1

Street Name: Missouri Flat Forni
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ignore Ovl Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 2 0 1 1 0 2 0 1 2 0 1 0 1 1 0 1 0 1

Volume Module:
Base Vol: 70 1516 90 155 2061 426 584 65 60 146 59 190
Growth 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
Initial Bse: 66 1427 85 146 1940 401 550 61 56 137 56 179
Added Vol: 0 4 0 0 4 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 66 1431 85 146 1944 401 550 61 56 137 56 179
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: 0.96 0.96 0.00 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 69 1490 0 152 2025 418 573 64 59 143 58 186
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 69 1490 0 152 2025 418 573 64 59 143 58 186
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 69 1490 0 152 2025 418 573 64 59 143 58 186

Volume Module:
Base Vol: 59 1281 35 127 1719 357 489 37 50 123 34 159
Growth 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
Initial Bse: 56 1206 33 120 1618 336 460 35 47 116 32 150
Added Vol: 0 7 0 0 6 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 56 1213 33 120 1624 336 460 35 47 116 32 150
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: 0.94 0.94 0.00 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 59 1290 0 127 1728 357 490 37 50 123 34 159
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 59 1290 0 127 1728 357 490 37 50 123 34 159
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 59 1290 0 127 1728 357 490 37 50 123 34 159

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 0.95 0.95 0.85 0.92 1.00 0.85 0.95 1.00 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 3610 1900 1805 3610 1615 3502 1900 1615 1805 1900 1615

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 0.95 0.95 0.85 0.92 1.00 0.85 0.95 1.00 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 3610 1900 1805 3610 1615 3502 1900 1615 1805 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.04 0.41 0.00 0.08 0.56 0.26 0.16 0.03 0.04 0.08 0.03 0.12
Crit Moves: ****
Green/Cycle: 0.04 0.53 0.00 0.11 0.59 0.77 0.17 0.10 0.14 0.13 0.06 0.17
Volume/Cap: 0.94 0.78 0.00 0.78 0.94 0.34 0.94 0.34 0.26 0.59 0.52 0.70
Delay/Veh: 143.2 25.0 0.0 70.6 31.7 4.5 72.4 51.6 46.8 52.9 59.3 54.9
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: 143.2 25.0 0.0 70.6 31.7 4.5 72.4 51.6 46.8 52.9 59.3 54.9
LOS by Move: F C A E C A E D D D E D
DesignQueue: 4 28 0 9 34 7 17 4 3 8 4 11

Capacity Analysis Module:
Vol/Sat: 0.03 0.36 0.00 0.07 0.48 0.22 0.14 0.02 0.03 0.07 0.02 0.10
Crit Moves: ****
Green/Cycle: 0.04 0.50 0.00 0.10 0.55 0.72 0.16 0.12 0.16 0.11 0.07 0.17
Volume/Cap: 0.78 0.72 0.00 0.72 0.86 0.31 0.86 0.16 0.19 0.60 0.24 0.57
Delay/Veh: 83.7 20.1 0.0 54.8 22.3 5.1 51.8 37.6 34.6 45.1 42.4 39.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 83.7 20.1 0.0 54.8 22.3 5.1 51.8 37.6 34.6 45.1 42.4 39.0
LOS by Move: F C A D C A D D C D D D
DesignQueue: 3 20 0 6 24 6 12 2 2 6 2 7

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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 #36 Missouri Flat / Pleasant Valley
Cycle (sec): 65 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #36 Missouri Flat / Pleasant Valley
Cycle (sec): 60 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Missouri Flat and Pleasant Valley.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Missouri Flat and Pleasant Valley.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #37 Forni / Pleasant Valley
Average Delay (sec/veh): 6.2 Worst Case Level Of Service: D[29.1]
Street Name: Forni Pleasant Valley
Approach: North Bound South Bound 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 0 0 1 0
Volume Module:
Base Vol: 0 0 0 49 0 208 163 510 0 0 377 33
Growth 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
Initial Bse: 0 0 0 46 0 196 153 480 0 0 355 31
Added Vol: 0 0 0 0 0 0 0 40 0 0 47 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 46 0 196 153 520 0 0 402 31
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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 49 0 206 161 547 0 0 423 33
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 49 0 206 161 547 0 0 423 33
Critical Gap Module:
Critical Gp:xxxxx xxxxx xxxxx 6.4 6.5 6.2 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim:xxxxx xxxxx xxxxx 3.5 4.0 3.3 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: xxxxx xxxxx xxxxx 1310 1310 439 456 xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: xxxxx xxxxx xxxxx 177 161 622 1116 xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: xxxxx xxxxx xxxxx 156 135 622 1116 xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: xxxxx xxxxx xxxxx 0.31 0.00 0.33 0.14 xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.5 xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 8.8 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 396 xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxxx xxxxx xxxxx 4.3 xxxxx 0.5 xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxxx xxxxx xxxxx 29.1 xxxxx 8.8 xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * A * * * * * * *
ApproachDel: xxxxxx 29.1 xxxxxx xxxxxx
ApproachLOS: * D * * * *

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #37 Forni / Pleasant Valley
Average Delay (sec/veh): 3.0 Worst Case Level Of Service: B[13.2]
Street Name: Forni Pleasant Valley
Approach: North Bound South Bound 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 0 0 1 0
Volume Module:
Base Vol: 0 0 0 24 0 128 100 310 0 0 232 15
Growth 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
Initial Bse: 0 0 0 23 0 120 94 292 0 0 218 14
Added Vol: 0 0 0 0 0 0 0 68 0 0 65 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 23 0 120 94 360 0 0 283 14
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 0 0 0 24 0 130 101 387 0 0 305 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 24 0 130 101 387 0 0 305 15
Critical Gap Module:
Critical Gp:xxxxx xxxxx xxxxx 6.4 6.5 6.2 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim:xxxxx xxxxx xxxxx 3.5 4.0 3.3 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: xxxxx xxxxx xxxxx 902 902 312 320 xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: xxxxx xxxxx xxxxx 311 280 733 1251 xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: xxxxx xxxxx xxxxx 291 256 733 1251 xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: xxxxx xxxxx xxxxx 0.08 0.00 0.18 0.08 xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.3 xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 8.1 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 591 xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxxx xxxxx xxxxx 1.0 xxxxx 0.3 xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxxx xxxxx xxxxx 13.2 xxxxx 8.1 xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * B * * * * * * *
ApproachDel: xxxxxx 13.2 xxxxxx xxxxxx
ApproachLOS: * B * * * *

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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

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

Intersection #38 SR 49 / Pleasant Valley
Cycle (sec): 100 Critical Vol./Cap.(X): 0.995
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 38.5
Optimal Cycle: 0 Level Of Service: E

Intersection #38 SR 49 / Pleasant Valley
Cycle (sec): 100 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: 0 Level Of Service: C

Street Name: SR 49 Pleasant Valley
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 0 0 1 0 1 0 0 0

Street Name: SR 49 Pleasant Valley
Approach: North Bound 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
Lanes: 0 0 1 0 0 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:
Base Vol: 191 0 180 0 0 0 0 354 240 290 426 0
Growth 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
Initial Bse: 180 0 169 0 0 0 0 333 226 273 401 0
Added Vol: 5 0 40 0 0 0 0 0 5 47 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 185 0 209 0 0 0 0 333 231 320 401 0
User Adj: 1.00 1.00 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: 192 0 218 0 0 0 0 347 241 333 418 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 192 0 218 0 0 0 0 347 241 333 418 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 192 0 218 0 0 0 0 347 241 333 418 0

Volume Module:
Base Vol: 117 0 159 0 0 0 0 217 140 150 262 0
Growth 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
Initial Bse: 110 0 150 0 0 0 0 204 132 141 247 0
Added Vol: 8 0 68 0 0 0 0 0 7 65 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 118 0 218 0 0 0 0 204 139 206 247 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 134 0 247 0 0 0 0 232 158 234 280 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 134 0 247 0 0 0 0 232 158 234 280 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 134 0 247 0 0 0 0 232 158 234 280 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: 0.47 0.00 0.53 0.00 0.00 0.00 0.00 0.59 0.41 1.00 1.00 0.00
Final Sat.: 255 0 289 0 0 0 0 349 242 489 526 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: 0.35 0.00 0.65 0.00 0.00 0.00 0.00 0.60 0.40 1.00 1.00 0.00
Final Sat.: 212 0 391 0 0 0 0 374 254 531 573 0

Capacity Analysis Module:
Vol/Sat: 0.76 xxxx 0.76 xxxx xxxx xxxx 1.00 1.00 0.68 0.79 xxxx
Crit Moves: ****
Delay/Veh: 26.9 0.0 26.9 0.0 0.0 0.0 0.0 60.3 60.3 24.1 30.7 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 26.9 0.0 26.9 0.0 0.0 0.0 0.0 60.3 60.3 24.1 30.7 0.0
LOS by Move: D * D * * * * F F C D *
ApproachDel: 26.9 xxxxxx 60.3 27.8
Delay Adj: 1.00 xxxxxx 1.00 1.00
ApprAdjDel: 26.9 xxxxxx 60.3 27.8
LOS by Appr: D * * * F D
AllWayAvgQ: 2.6 2.6 2.6 0.0 0.0 0.0 8.4 8.4 8.4 1.9 3.1 0.0

Capacity Analysis Module:
Vol/Sat: 0.63 xxxx 0.63 xxxx xxxx xxxx 0.62 0.62 0.44 0.49 xxxx
Crit Moves: ****
Delay/Veh: 17.4 0.0 17.4 0.0 0.0 0.0 0.0 16.7 16.7 14.3 14.4 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 17.4 0.0 17.4 0.0 0.0 0.0 0.0 16.7 16.7 14.3 14.4 0.0
LOS by Move: C * C * * * * C C B B *
ApproachDel: 17.4 xxxxxx 16.7 14.3
Delay Adj: 1.00 xxxxxx 1.00 1.00
ApprAdjDel: 17.4 xxxxxx 16.7 14.3
LOS by Appr: C * * * C B
AllWayAvgQ: 1.4 1.4 1.4 0.0 0.0 0.0 1.4 1.4 1.4 0.7 0.9 0.0

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday
PM Peak Hour

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

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

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: E[47.7]

Average Delay (sec/veh): 9.0 Worst Case Level Of Service: F[87.6]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for SR 49 and Project Service Access.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for SR 49 and Project Service Access.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module: Critical Gp, FollowUpTim.

Critical Gap Module: Critical Gp, FollowUpTim.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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



APPENDIX A

Intersection Operations Level of Service Calculation Worksheets 2010 EPAP Plus Alternative A Phase 1 with Mitigation Measures

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday - Mitigation Measures
PM Peak hour

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday - Mitigation Measures
PM Peak Hour

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

Ione Casino
 Existing Plus Approved Plus Project A Phase I - Friday - Mitigation Measures
 PM Peak hour

Ione Casino
 Existing Plus Approved Plus Project A Phase I - Saturday - Mitigation Measures
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Impact Analysis Report
 Level Of Service

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 2 SR 49 / Main	B	18.7	0.401	C	26.0	0.725	+ 7.322 D/V
# 5 SR 49 / Randolph Dr.	A	7.4	0.273	C	24.5	0.703	+17.074 D/V
# 8 Latrobe (Amador) / SR 16	B	15.2	0.609	C	21.1	0.853	+ 5.953 D/V
# 13 Jackson Valley / SR 88	B	11.8	0.400	B	19.2	0.632	+ 7.475 D/V
# 14 SR 88 / Liberty Rd.	B	15.9	0.463	C	21.9	0.677	+ 6.072 D/V
# 26 Grant Line / SR 16	C	28.2	0.734	D	47.9	0.975	+19.663 D/V
# 27 Sunrise / SR 16	C	34.3	0.662	D	48.0	0.919	+13.684 D/V
#100 SR 49 / Project Service Access	A	0.0	0.000	C	15.7	0.000	+15.740 D/V

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 2 SR 49 / Main	B	19.4	0.389	C	27.2	0.699	+ 7.733 D/V
# 5 SR 49 / Randolph Dr.	A	4.6	0.202	C	33.7	0.764	+29.060 D/V
# 8 Latrobe (Amador) / SR 16	B	13.6	0.493	B	18.0	0.794	+ 4.408 D/V
# 13 Jackson Valley / SR 88	B	11.9	0.248	C	21.4	0.561	+ 9.577 D/V
# 14 SR 88 / Liberty Rd.	B	16.8	0.360	C	22.9	0.676	+ 6.093 D/V
# 26 Grant Line / SR 16	B	17.4	0.415	C	25.8	0.873	+ 8.401 D/V
# 27 Sunrise / SR 16	C	28.5	0.446	D	39.5	0.889	+10.992 D/V
#100 SR 49 / Project Service Access	A	0.0	0.000	B	14.4	0.000	+14.449 D/V

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday - Mitigation Measures
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday - Mitigation Measures
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 SR 49 / Main

Cycle (sec): 65 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: SR 49 Main

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

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 4 7 7 4 7 7 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0

Volume Module:

Base Vol: 45 107 201 7 92 18 14 40 39 109 53 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: 45 107 201 7 92 18 14 40 39 109 53 12
Added Vol: 9 45 1 0 53 0 0 0 10 1 0 0
PasserByVol: 16 128 39 35 102 70 80 29 15 44 36 55
Initial Fut: 70 280 241 42 247 88 94 69 64 154 89 67
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 74 295 254 44 260 93 99 73 67 162 94 71
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 74 295 254 44 260 93 99 73 67 162 94 71
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 74 295 254 44 260 93 99 73 67 162 94 71

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 0.89 0.89 0.97 0.97 0.85 0.95 0.94 0.94
Lanes: 1.00 0.54 0.46 1.00 0.74 0.26 0.58 0.42 1.00 1.00 0.57 0.43
Final Sat.: 1671 880 758 1671 1247 444 1065 782 1615 1805 1015 764

Capacity Analysis Module:

Vol/Sat: 0.04 0.33 0.33 0.03 0.21 0.21 0.09 0.09 0.04 0.09 0.09 0.09
Crit Moves: **** **** **** ****
Green/Cycle: 0.12 0.45 0.45 0.06 0.39 0.39 0.12 0.12 0.24 0.12 0.12 0.12
Volume/Cap: 0.38 0.75 0.75 0.43 0.53 0.53 0.75 0.75 0.17 0.73 0.75 0.75
Delay/Veh: 27.9 19.4 19.4 32.3 16.0 16.0 40.5 40.5 19.8 39.2 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: 27.9 19.4 19.4 32.3 16.0 16.0 40.5 40.5 19.8 39.2 41.1 41.1
LOS by Move: C B B C B B D D B D D D
DesignQueue: 2 12 12 2 8 8 6 6 2 5 5 5

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

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 SR 49 / Main

Cycle (sec): 60 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: SR 49 Main

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

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 4 7 7 4 7 7 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0

Volume Module:

Base Vol: 39 61 129 15 78 4 12 30 29 169 64 16
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 39 61 129 15 78 4 12 30 29 169 64 16
Added Vol: 100 130 29 23 119 87 82 57 87 25 62 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 139 191 158 38 197 91 94 87 116 194 126 39
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 162 222 184 44 229 106 109 101 135 226 147 45
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 162 222 184 44 229 106 109 101 135 226 147 45
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 162 222 184 44 229 106 109 101 135 226 147 45

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 0.88 0.88 0.98 0.98 0.85 0.95 0.97 0.97
Lanes: 1.00 0.55 0.45 1.00 0.68 0.32 0.52 0.48 1.00 1.00 0.76 0.24
Final Sat.: 1671 897 742 1671 1147 530 962 890 1615 1805 1400 433

Capacity Analysis Module:

Vol/Sat: 0.10 0.25 0.25 0.03 0.20 0.20 0.11 0.11 0.08 0.12 0.10 0.10
Crit Moves: **** **** **** ****
Green/Cycle: 0.13 0.34 0.34 0.07 0.27 0.27 0.16 0.16 0.29 0.17 0.17 0.17
Volume/Cap: 0.73 0.73 0.73 0.40 0.73 0.73 0.73 0.73 0.29 0.73 0.61 0.61
Delay/Veh: 36.7 22.3 22.3 29.2 25.7 25.7 33.2 33.2 16.9 32.0 26.5 26.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 36.7 22.3 22.3 29.2 25.7 25.7 33.2 33.2 16.9 32.0 26.5 26.5
LOS by Move: D C C C C C C C B C C C
DesignQueue: 5 9 9 1 9 9 6 6 3 6 5 5

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday - Mitigation Measures
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday - Mitigation Measures
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 SR 49 / Randolph Dr.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 24.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: SR 49 Randolph

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control (Protected, Split Phase), Rights (Include), Min. Green, and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume. Rows represent different traffic movements.

Saturation Flow Module:

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows represent different traffic movements.

Capacity Analysis Module:

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue. Rows represent different traffic movements.

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

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 SR 49 / Randolph Dr.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 33.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: SR 49 Randolph

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control (Protected, Split Phase), Rights (Include), Min. Green, and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume. Rows represent different traffic movements.

Saturation Flow Module:

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows represent different traffic movements.

Capacity Analysis Module:

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue. Rows represent different traffic movements.

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday - Mitigation Measures
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday - Mitigation Measures
PM Peak Hour

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Intersection #8 Latrobe (Amador) / SR 16.

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

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Intersection #8 Latrobe (Amador) / SR 16.

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday - Mitigation Measures
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday - Mitigation Measures
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Jackson Valley / SR 88

Cycle (sec): 105 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Jackson Valley SR 88

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

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 4 7 7 4 7 7
Lanes: 0 0 1 0 0 0 0 1 0 1 0 1 0

Volume Module:

Base Vol: 7 12 5 2 23 8 6 508 34 2 348 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: 7 12 5 2 23 8 6 508 34 2 348 3
Added Vol: 0 1 0 0 1 0 0 78 0 0 67 0
PasserByVol: 108 0 0 0 0 0 0 0 133 0 0 0
Initial Fut: 115 13 5 2 24 8 6 586 167 2 415 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 121 14 5 2 25 8 6 617 176 2 437 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 121 14 5 2 25 8 6 617 176 2 437 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 121 14 5 2 25 8 6 617 176 2 437 3

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.89 0.89 0.90 0.90 0.90 0.95 0.97 0.97 0.95 1.00 1.00
Lanes: 0.86 0.10 0.04 0.06 0.71 0.23 1.00 0.78 0.22 1.00 0.99 0.01
Final Sat.: 1466 166 64 101 1210 403 1805 1430 407 1805 1884 14

Capacity Analysis Module:

Vol/Sat: 0.08 0.08 0.08 0.02 0.02 0.02 0.00 0.43 0.43 0.00 0.23 0.23
Crit Moves: **** **** **** ****
Green/Cycle: 0.12 0.12 0.12 0.07 0.07 0.07 0.09 0.62 0.62 0.04 0.57 0.57
Volume/Cap: 0.69 0.69 0.69 0.31 0.31 0.31 0.04 0.69 0.69 0.03 0.41 0.41
Delay/Veh: 54.2 54.2 54.2 48.3 48.3 48.3 43.4 14.9 14.9 48.8 13.0 13.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 54.2 54.2 54.2 48.3 48.3 48.3 43.4 14.9 14.9 48.8 13.0 13.0
LOS by Move: D D D D D D D B B D B B
DesignQueue: 7 7 7 2 2 2 0 20 20 0 12 12

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

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Jackson Valley / SR 88

Cycle (sec): 80 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Jackson Valley SR 88

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

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 4 7 7 4 7 7
Lanes: 0 0 1 0 0 0 0 1 0 1 0 1 0

Volume Module:

Base Vol: 7 3 1 7 1 1 1 283 2 3 308 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: 7 3 1 7 1 1 1 283 2 3 308 4
Added Vol: 0 1 0 0 1 0 0 108 0 0 113 0
PasserByVol: 184 0 0 0 0 0 0 0 114 0 0 0
Initial Fut: 191 4 1 7 2 1 1 391 116 3 421 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: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 215 4 1 8 2 1 1 439 130 3 473 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 215 4 1 8 2 1 1 439 130 3 473 4
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 215 4 1 8 2 1 1 439 130 3 473 4

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.89 0.89 0.89 0.89 0.89 0.95 0.97 0.97 0.95 1.00 1.00
Lanes: 0.97 0.02 0.01 0.70 0.20 0.10 1.00 0.77 0.23 1.00 0.99 0.01
Final Sat.: 1650 35 9 1186 339 169 1805 1415 420 1805 1880 18

Capacity Analysis Module:

Vol/Sat: 0.13 0.13 0.13 0.01 0.01 0.01 0.00 0.31 0.31 0.00 0.25 0.25
Crit Moves: **** **** **** ****
Green/Cycle: 0.20 0.20 0.20 0.09 0.09 0.09 0.09 0.47 0.47 0.05 0.43 0.43
Volume/Cap: 0.66 0.66 0.66 0.08 0.08 0.08 0.01 0.66 0.66 0.04 0.58 0.58
Delay/Veh: 34.8 34.8 34.8 33.7 33.7 33.7 33.5 18.5 18.5 36.3 18.4 18.4
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: 34.8 34.8 34.8 33.7 33.7 33.7 33.5 18.5 18.5 36.3 18.4 18.4
LOS by Move: C C C C C C C B B D B B
DesignQueue: 8 8 8 0 0 0 0 15 15 0 13 13

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday - Mitigation Measures
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday - Mitigation Measures
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Cycle (sec): 75 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: SR 88 Liberty

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

Control: Protected Protected Split Phase Split Phase
Rights: Ovl Ovl Ovl Include
Min. Green: 5 7 7 5 7 7 7 7 7 7 7 7
Lanes: 1 0 1 0 1 1 0 1 0 0 1 0 0 1 0 0

Volume Module:

Base Vol: 26 485 48 14 377 39 53 25 76 18 5 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 26 485 48 14 377 39 53 25 76 18 5 10
Added Vol: 0 0 42 0 0 0 0 36 0 36 31 0
PasserByVol: 0 114 12 0 92 16 19 24 0 10 20 0
Initial Fut: 26 599 102 14 469 55 72 85 76 64 56 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 28 637 109 15 499 59 77 90 81 68 60 11
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 637 109 15 499 59 77 90 81 68 60 11
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 28 637 109 15 499 59 77 90 81 68 60 11

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.94 0.79 0.89 0.94 0.79 0.98 0.98 0.85 0.97 0.97 0.97
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 0.46 0.54 1.00 0.49 0.43 0.08
Final Sat.: 1688 1777 1510 1688 1777 1510 852 1006 1615 904 791 141

Capacity Analysis Module:

Vol/Sat: 0.02 0.36 0.07 0.01 0.28 0.04 0.09 0.09 0.05 0.08 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.11 0.49 0.60 0.07 0.45 0.58 0.12 0.12 0.23 0.10 0.10 0.10
Volume/Cap: 0.15 0.73 0.12 0.13 0.62 0.07 0.73 0.73 0.22 0.73 0.73 0.73
Delay/Veh: 30.8 18.1 6.6 33.5 17.1 7.1 42.8 42.8 23.6 45.8 45.8 45.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 30.8 18.1 6.6 33.5 17.1 7.1 42.8 42.8 23.6 45.8 45.8 45.8
LOS by Move: C B A C B A D D C D D D
DesignQueue: 1 15 2 1 12 1 6 6 3 5 5 5

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

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Cycle (sec): 60 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: SR 88 Liberty

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

Control: Protected Protected Split Phase Split Phase
Rights: Ovl Ovl Ovl Include
Min. Green: 5 7 7 5 7 7 7 7 7 7 7 7
Lanes: 1 0 1 0 1 1 0 1 0 0 1 0 0 1 0 0

Volume Module:

Base Vol: 52 269 45 2 265 45 37 29 57 30 29 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 52 269 45 2 265 45 37 29 57 30 29 10
Added Vol: 0 0 58 0 0 0 0 50 0 61 52 0
PasserByVol: 0 98 10 0 157 27 16 21 0 16 34 0
Initial Fut: 52 367 113 2 422 72 53 100 57 107 115 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 54 382 118 2 440 75 55 104 59 111 120 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 382 118 2 440 75 55 104 59 111 120 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 54 382 118 2 440 75 55 104 59 111 120 10

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.94 0.79 0.89 0.94 0.79 0.98 0.98 0.85 0.97 0.97 0.97
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 0.35 0.65 1.00 0.46 0.50 0.04
Final Sat.: 1688 1777 1510 1688 1777 1510 647 1221 1615 851 915 80

Capacity Analysis Module:

Vol/Sat: 0.03 0.22 0.08 0.00 0.25 0.05 0.09 0.09 0.04 0.13 0.13 0.13
Crit Moves: ****
Green/Cycle: 0.08 0.31 0.49 0.12 0.35 0.47 0.12 0.12 0.20 0.18 0.18 0.18
Volume/Cap: 0.39 0.69 0.16 0.01 0.71 0.11 0.71 0.71 0.18 0.71 0.71 0.71
Delay/Veh: 27.8 22.0 8.4 23.3 21.0 9.1 35.8 35.8 20.1 30.0 30.0 30.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 27.8 22.0 8.4 23.3 21.0 9.1 35.8 35.8 20.1 30.0 30.0 30.0
LOS by Move: C C A C C A D D C C C C
DesignQueue: 2 9 2 0 10 1 5 5 2 7 7 7

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday - Mitigation Measures
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday - Mitigation Measures
PM Peak Hour

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

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Grant Line and SR 16.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Grant Line and SR 16.

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

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

Ione Casino
Existing Plus Approved Plus Project A Phase I - Friday - Mitigation Measures
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I - Saturday - Mitigation Measures
PM Peak Hour

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 #27 Sunrise / SR 16
Cycle (sec): 110 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 48.0
Optimal Cycle: OPTIMIZED Level Of Service: D

Intersection #27 Sunrise / SR 16
Cycle (sec): 105 Critical Vol./Cap.(X): 0.889
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 39.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name: Sunrise SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 0 1 0 1 0 1 1 0 1 0 1 0 1

Street Name: Sunrise SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 0 1 0 1 0 1 1 0 1 0 1

Volume Module:
Base Vol: 7 267 40 227 847 63 79 471 10 23 205 117
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 7 267 40 227 847 63 79 471 10 23 205 117
Added Vol: 0 0 5 15 0 0 0 63 0 4 54 13
PasserByVol: 5 8 10 52 126 0 4 153 4 4 98 27
Initial Fut: 12 275 55 294 973 63 83 687 14 31 357 157
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 13 286 57 306 1014 66 86 716 15 32 372 164
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 13 286 57 306 1014 66 86 716 15 32 372 164
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 13 286 57 306 1014 66 86 716 15 32 372 164

Volume Module:
Base Vol: 6 176 18 191 228 41 25 240 12 27 235 213
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: 6 176 18 191 228 41 25 240 12 27 235 213
Added Vol: 0 0 6 21 0 0 0 88 0 7 91 22
PasserByVol: 0 0 9 61 0 0 0 416 0 7 389 53
Initial Fut: 6 176 33 273 228 41 25 744 12 41 715 288
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 6 185 35 287 240 43 26 783 13 43 753 303
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 6 185 35 287 240 43 26 783 13 43 753 303
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 6 185 35 287 240 43 26 783 13 43 753 303

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 0.94 0.94 0.87 0.92 0.78 0.87 0.92 0.78
Lanes: 1.00 0.83 0.17 1.00 1.88 0.12 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 1544 309 1805 3360 218 1655 1742 1481 1655 1742 1481

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 0.93 0.93 0.87 0.92 0.78 0.87 0.92 0.78
Lanes: 1.00 0.84 0.16 1.00 1.70 0.30 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 1562 293 1805 2989 538 1655 1742 1481 1655 1742 1481

Capacity Analysis Module:
Vol/Sat: 0.01 0.19 0.19 0.17 0.30 0.30 0.05 0.41 0.01 0.02 0.21 0.11
Crit Moves: ****
Green/Cycle: 0.04 0.20 0.20 0.18 0.34 0.34 0.09 0.44 0.48 0.04 0.38 0.56
Volume/Cap: 0.17 0.94 0.94 0.94 0.89 0.89 0.56 0.94 0.02 0.54 0.56 0.20
Delay/Veh: 52.0 74.4 74.4 77.9 43.0 43.0 52.2 48.2 15.1 61.3 27.8 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: 52.0 74.4 74.4 77.9 43.0 43.0 52.2 48.2 15.1 61.3 27.8 11.9
LOS by Move: D E E D D D D B E C B
DesignQueue: 1 18 18 16 25 25 5 27 0 2 15 4

Capacity Analysis Module:
Vol/Sat: 0.00 0.12 0.12 0.16 0.08 0.08 0.02 0.45 0.01 0.03 0.43 0.20
Crit Moves: ****
Green/Cycle: 0.10 0.13 0.13 0.18 0.21 0.21 0.04 0.50 0.60 0.04 0.49 0.67
Volume/Cap: 0.04 0.90 0.90 0.90 0.38 0.38 0.36 0.90 0.01 0.68 0.87 0.30
Delay/Veh: 42.8 76.9 76.9 68.7 36.0 36.0 51.9 35.9 8.5 76.7 33.4 7.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 42.8 76.9 76.9 68.7 36.0 36.0 51.9 35.9 8.5 76.7 33.4 7.3
LOS by Move: D E E D D D D A E C A
DesignQueue: 0 11 11 14 7 7 1 26 0 2 25 6

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

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

Ione Casino
 Existing Plus Approved Plus Project A Phase I - Friday - Mitigation Measures
 PM Peak hour

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

 Intersection #100 SR 49 / Project Service Access

 Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[15.7]

 Street Name: SR 49 Project Service Access
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 0 1 0 1 0 1 0 0 0 0 0 0 0 0 1
 Volume Module:
 Base Vol: 0 374 0 0 256 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: 0 374 0 0 256 0 0 0 0 0 0 0
 Added Vol: 0 114 76 23 97 0 0 0 0 65 0 20
 PasserByVol: 0 232 0 0 200 0 0 0 0 0 0 0
 Initial Fut: 0 720 76 23 553 0 0 0 0 65 0 20
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
 PHF Volume: 0 818 86 26 628 0 0 0 0 74 0 23
 Reduct Vol: 0 0 0 0 0 0 0 0 0 74 0 0
 FinalVolume: 0 818 86 26 628 0 0 0 0 0 0 23
 Critical Gap Module:
 Critical Gp:xxxxx xxxxx xxxxxx 4.1 xxxxx xxxxxx xxxxxx xxxxx xxxxxx 6.4 6.5 6.2
 FollowUpTim:xxxxxx xxxxx xxxxxx 2.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx 3.5 4.0 3.3
 Capacity Module:
 Cnflct Vol: xxxxx xxxxx xxxxxx 905 xxxxx xxxxxx xxxxx xxxxx xxxxxx 1542 1542 861
 Potent Cap.: xxxxx xxxxx xxxxxx 760 xxxxx xxxxxx xxxxx xxxxx xxxxxx 128 116 358
 Move Cap.: xxxxx xxxxx xxxxxx 760 xxxxx xxxxxx xxxxx xxxxx xxxxxx 125 112 358
 Volume/Cap: xxxxx xxxxx xxxxx 0.03 xxxxx xxxxx xxxxx xxxxx xxxxx 0.00 0.00 0.06
 Level Of Service Module:
 2Way95thQ: xxxxx xxxxx xxxxxx 0.1 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
 Control Del:xxxxxx xxxxx xxxxxx 9.9 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx
 LOS by Move: * * * A *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx 358 xxxxxx
 SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx 0.2 xxxxxx
 Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx 15.7 xxxxxx
 Shared LOS: * * * * * * * * * * * * * * * * * * C * * * * * * * * * *
 ApproachDel: xxxxxx xxxxxx xxxxxx 15.7
 ApproachLOS: * * * * C

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

Ione Casino
 Existing Plus Approved Plus Project A Phase I - Saturday - Mitigation Measures
 PM Peak Hour

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

 Intersection #100 SR 49 / Project Service Access

 Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[14.4]

 Street Name: SR 49 Project Service Access
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 0 1 0 1 0 1 0 0 0 0 0 0 0 0 1
 Volume Module:
 Base Vol: 0 275 0 0 253 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: 0 275 0 0 253 0 0 0 0 0 0 0
 Added Vol: 0 324 106 33 306 0 0 0 0 110 0 34
 PasserByVol: 0 0 0 0 110 0 0 0 0 0 0 0
 Initial Fut: 0 599 106 33 669 0 0 0 0 110 0 34
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
 PHF Volume: 0 681 120 38 760 0 0 0 0 125 0 39
 Reduct Vol: 0 0 0 0 0 0 0 0 0 125 0 0
 FinalVolume: 0 681 120 38 760 0 0 0 0 0 0 39
 Critical Gap Module:
 Critical Gp:xxxxxx xxxxx xxxxxx 4.1 xxxxx xxxxxx xxxxxx xxxxx xxxxxx 6.4 6.5 6.2
 FollowUpTim:xxxxxx xxxxx xxxxxx 2.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx 3.5 4.0 3.3
 Capacity Module:
 Cnflct Vol: xxxxx xxxxx xxxxxx 801 xxxxx xxxxxx xxxxx xxxxx xxxxxx 1576 1576 741
 Potent Cap.: xxxxx xxxxx xxxxxx 831 xxxxx xxxxxx xxxxx xxxxx xxxxxx 122 111 420
 Move Cap.: xxxxx xxxxx xxxxxx 831 xxxxx xxxxxx xxxxx xxxxx xxxxxx 118 106 420
 Volume/Cap: xxxxx xxxxx xxxxx 0.05 xxxxx xxxxx xxxxx xxxxx xxxxx 0.00 0.00 0.09
 Level Of Service Module:
 2Way95thQ: xxxxx xxxxx xxxxxx 0.1 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
 Control Del:xxxxxx xxxxx xxxxxx 9.5 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx
 LOS by Move: * * * A *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx 358 xxxxxx
 SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx 0.3 xxxxxx
 Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx 14.4 xxxxxx
 Shared LOS: * * * * * * * * * * * * * * * * * * B * * * * * * * * * *
 ApproachDel: xxxxxx xxxxxx xxxxxx 14.4
 ApproachLOS: * * * * B

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



APPENDIX A

Intersection Operations Level of Service Calculation Worksheets 2013 EPAP Plus Alternative A Phase 1 and 2

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Scenario: 2013 Ex + Ap + Alt A II Friday
Command: 2013 Ex + Ap + Alt A II Friday
Volume: 2013 Ex + Ap NP Friday
Geometry: EPAP Plus Project
Impact Fee: Existing
Trip Generation: Alt A (Ph II) Friday
Trip Distribution: Existing
Paths: 2006 (Amador Bypass)
Routes: Existing
Configuration: Existing

Scenario: 2013 Ex + Ap + Alt A II Saturday
Command: 2013 Ex + Ap + Alt A II Saturday
Volume: 2013 Ex + Ap NP Saturday
Geometry: EPAP Plus Project
Impact Fee: Existing
Trip Generation: Alt A (Ph II) Saturday
Trip Distribution: Existing
Paths: 2006 (Amador Bypass)
Routes: Existing
Configuration: Existing

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Trip Generation Report

Trip Generation Report

Forecast for EPAP NP Fri

Forecast for Alt A (Ph II) Saturday

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total	Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
7	Castle Oaks	1.00	Home	275.00	161.00	275	161	436	27.6	1	Ione Casino-	1.00	Ione Casino	396.00	406.00	396	406	802	25.0
7	Castle Oaks	1.00	Hotel	25.00	22.00	25	22	47	3.0		Zone 1 Subtotal					396	406	802	25.0
7	Castle Oaks	1.00	Retail	271.00	292.00	271	292	563	35.7										
	Zone 7 Subtotal					571	475	1046	66.2										
TOTAL						571	475	1046	66.2	TOTAL						396	406	802	25.0

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Trip Generation Report

Trip Generation Report

Forecast for Alt A (Ph II) Friday

Forecast for EPAP NP Sat

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Ione Casino-	1.00	Ione Casino	287.00	246.00	287	246	533	33.8
	Zone 1 Subtotal					287	246	533	33.8

TOTAL						287	246	533	33.8

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Cottage Knol	1.00	Residential	152.00	130.00	152	130	282	8.8
	Zone 2 Subtotal					152	130	282	8.8
3	Shenandoah R	1.00	Residential	76.00	65.00	76	65	141	4.4
	Zone 3 Subtotal					76	65	141	4.4
4	Arroyo Woods	1.00	Residential	66.00	56.00	66	56	122	3.8
	Zone 4 Subtotal					66	56	122	3.8
5	Zinfandel	1.00	Residential	178.00	151.00	178	151	329	10.3
	Zone 5 Subtotal					178	151	329	10.3
6	Wildflower	1.00	Residential	139.00	118.00	139	118	257	8.0
	Zone 6 Subtotal					139	118	257	8.0
7	Castle Oaks	1.00	Home	234.00	200.00	234	200	434	13.5
7	Castle Oaks	1.00	Hotel	34.00	26.00	34	26	60	1.9
7	Castle Oaks	1.00	Retail	405.00	373.00	405	373	778	24.3
	Zone 7 Subtotal					673	599	1272	39.7

TOTAL 1284 1119 2403 75.0

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Trip Distribution Report
Percent Of Trips Existing

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	16.0	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
7	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0
Zone	To Gates										
	12	13	14	15	16	17	18	19	20	22	23
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	9.6	13.1	0.1	0.1
7	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
Zone	To Gates										
	24	25	26	28	29	36	38	39	40		
1	0.8	1.4	1.6	4.8	0.1	0.0	0.0	0.0	0.0		
7	0.0	0.0	0.0	0.0	0.0	10.0	10.0	2.0	5.0		

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Trip Distribution Report
Percent Of Trips Existing

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	16.0	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0
Zone	To Gates										
	12	13	14	15	16	17	18	19	20	22	23
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	9.6	13.1	0.1	0.1
2	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
Zone	To Gates										
	24	25	26	28	29	31	32	33	34	35	36
1	0.8	1.4	1.6	4.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0	0.0
4	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	10.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0
Zone	To Gates										
	37	38	39	40							
1	0.0	0.0	0.0	0.0							
2	0.0	0.0	0.0	0.0							
3	0.0	0.0	0.0	0.0							
4	0.0	0.0	0.0	0.0							
5	0.0	0.0	0.0	0.0							
6	10.0	20.0	10.0	15.0							
7	0.0	10.0	2.0	5.0							

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Turning Movement Report
EPAP NP Fri + Alt A (Ph II) Friday

Turning Movement Report
Alt A (Ph II) Saturday + EPAP NP Sat

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#1 SR 49 / Miller Way														#1 SR 49 / Miller Way														
Base	33	114	0	0	102	1	1	0	24	0	0	0	0	276	Base	13	88	0	0	83	1	1	0	13	0	0	0	199
Added	0	49	0	0	57	0	0	0	0	0	0	0	106	Added	57	140	42	29	149	19	16	0	49	36	0	24	561	
PassBy	123	53	68	43	82	41	24	0	72	54	0	19	579	Total	70	228	42	29	232	20	17	0	62	36	0	24	760	
Total	156	216	68	43	241	42	25	0	96	54	0	19	961	#2 SR 49 / Main														
#2 SR 49 / Main														#2 SR 49 / Main														
Base	49	117	219	8	100	20	15	44	43	119	58	13	803	Base	43	66	141	16	85	4	13	33	32	184	70	17	704	
Added	9	49	1	0	57	0	0	0	11	1	0	0	128	Added	101	134	29	23	124	87	82	57	88	25	62	23	835	
PassBy	16	128	39	35	102	70	80	29	15	44	36	55	649	Total	144	200	170	39	209	91	95	90	120	209	132	40	1539	
Total	74	294	259	43	259	90	95	73	69	164	94	68	1580	#3 SR 49 / Poplar														
#3 SR 49 / Poplar														#3 SR 49 / Poplar														
Base	38	376	0	0	258	4	2	0	33	0	0	0	712	Base	14	261	0	0	293	0	1	0	10	0	0	0	579	
Added	4	60	0	0	70	0	0	0	4	0	0	0	138	Added	6	264	0	0	237	0	0	0	6	0	0	0	513	
PassBy	0	183	0	0	161	0	0	0	0	0	0	0	344	Total	20	525	0	0	530	0	1	0	16	0	0	0	1092	
Total	42	619	0	0	489	4	2	0	37	0	0	0	1194	#4 SR 49 / Empire														
#4 SR 49 / Empire														#4 SR 49 / Empire														
Base	35	384	2	10	262	11	14	2	31	8	5	4	767	Base	33	261	1	0	301	0	1	0	28	5	0	2	632	
Added	7	63	0	0	74	0	0	0	8	0	0	0	152	Added	12	270	0	0	243	0	0	0	12	0	0	0	537	
PassBy	0	183	0	0	161	0	0	0	0	0	0	0	344	Total	45	531	1	0	544	0	1	0	40	5	0	2	1169	
Total	42	630	2	10	497	11	14	2	39	8	5	4	1263	#5 SR 49 / Randolph Dr.														
#5 SR 49 / Randolph Dr.														#5 SR 49 / Randolph Dr.														
Base	9	399	0	0	270	21	15	0	9	0	0	0	723	Base	4	295	0	0	271	8	4	0	4	0	0	0	588	
Added	0	22	123	57	25	0	0	0	0	105	0	49	381	Added	0	201	169	79	175	0	0	0	0	173	0	81	878	
PassBy	0	232	0	0	135	0	0	0	0	70	0	0	437	PassBy	0	0	0	0	0	0	0	0	0	116	0	0	116	
Total	9	653	123	57	430	21	15	0	9	175	0	49	1541	Total	4	496	169	79	446	8	4	0	4	289	0	81	1582	
#6 SR 49 / SR 16														#6 SR 49 / SR 16														
Base	262	0	225	0	0	0	0	199	390	178	100	0	1354	Base	237	0	159	0	0	0	0	121	306	143	162	0	1128	
Added	0	0	15	0	0	0	0	190	0	13	163	0	381	Added	0	0	115	0	0	0	0	332	0	101	329	0	877	
PassBy	0	0	133	0	0	0	0	99	0	77	58	0	367	Total	237	0	274	0	0	0	0	453	306	244	491	0	2005	
Total	262	0	373	0	0	0	0	488	390	268	321	0	2102	#7 SR 124 / SR 16														
#7 SR 124 / SR 16														#7 SR 124 / SR 16														
Base	13	0	86	0	0	0	0	507	22	60	292	0	980	Base	9	0	59	0	0	0	0	354	14	53	342	0	832	
Added	0	0	88	0	0	0	0	102	0	75	87	0	352	Added	0	0	121	0	0	0	0	211	0	124	204	0	660	
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	Total	9	0	180	0	0	0	0	565	14	177	546	0	1492	
Total	13	0	174	0	0	0	0	708	22	135	437	0	1489	#8 Latrobe (Amador) / SR 16														
#8 Latrobe (Amador) / SR 16														#8 Latrobe (Amador) / SR 16														
Base	0	0	0	0	0	0	0	0	0	106	0	0	352	Base	0	0	0	106	0	0	3	247	0	0	249	97	702	
Added	0	0	0	0	0	0	0	0	0	0	0	0	157	Added	0	0	0	0	0	0	0	211	0	0	204	0	415	
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	157	Total	0	0	0	106	0	0	3	458	0	0	453	97	1117	
Total	0	0	0	0	0	0	0	0	0	0	0	0	157	#9 SR 104 (Preston) / SR 124 (North)														
#9 SR 104 (Preston) / SR 124 (North)														#9 SR 104 (Preston) / SR 124 (North)														
Base	77	119	73	21	145	9	5	11	72	84	17	19	652	Base	77	119	73	21	145	9	5	11	72	84	17	19	652	
Added	0	324	130	63	300	0	0	0	0	135	0	71	1023	Added	0	324	130	63	300	0	0	0	0	135	0	71	1023	
PassBy	0	58	13	0	35	0	0	0	0	8	0	0	114	PassBy	0	58	13	0	35	0	0	0	0	8	0	0	114	
Total	77	501	216	84	480	9	5	11	72	227	17	90	1789	Total	77	501	216	84	480	9	5	11	72	227	17	90	1789	

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#8 Latrobe (Amador) / SR 16														#10 Preston Ave. / Main St.													
Base	0	0	0	143	0	8	4	384	0	0	227	125	891	Base	0	0	0	259	0	62	74	15	0	0	10	252	673
Added	0	0	0	0	0	0	0	102	0	0	87	0	189	Added	0	0	0	422	0	13	14	14	0	0	12	439	914
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	PassBy	0	0	0	43	0	0	0	0	0	0	0	71	114
Total	0	0	0	143	0	8	4	585	0	0	372	125	1237	Total	0	0	0	724	0	75	88	29	0	0	22	762	1701
#9 SR 104 (Preston) / SR 124 (North)														#11 SR 124 (Church) / SR 104 (Main)													
Base	120	214	122	52	269	51	33	14	136	72	22	33	1138	Base	107	4	8	2	0	3	11	125	113	7	166	1	547
Added	0	240	85	50	200	0	0	0	0	73	0	59	707	Added	243	0	18	0	0	0	0	188	249	21	209	0	928
PassBy	0	68	18	0	101	0	0	0	0	27	0	0	214	PassBy	71	0	0	0	0	0	0	0	43	0	0	0	114
Total	120	522	225	102	570	51	33	14	136	172	22	92	2059	Total	421	4	26	2	0	3	11	313	405	28	375	1	1589
#10 Preston Ave. / Main St.														#12 SR 124 / SR 88													
Base	0	0	0	417	0	123	111	31	0	0	22	385	1089	Base	0	0	0	10	0	71	58	255	0	0	273	4	670
Added	0	0	0	263	0	10	12	0	0	0	0	313	598	Added	0	0	0	12	0	197	206	5	0	0	5	14	439
PassBy	0	0	0	151	0	0	0	3	0	0	2	98	254	Total	0	0	0	22	0	268	264	260	0	0	278	18	1109
Total	0	0	0	831	0	133	123	34	0	0	24	796	1941	#13 Jackson Valley / SR 88													
#11 SR 124 (Church) / SR 104 (Main)														#14 SR 88 / Liberty Rd.													
Base	185	3	11	5	1	14	14	238	232	7	197	7	915	Base	56	288	48	2	284	48	40	31	61	32	31	11	931
Added	141	0	0	0	0	0	0	143	120	0	172	0	576	Added	0	0	62	0	0	0	0	53	0	64	55	0	234
PassBy	50	0	1	0	0	0	0	89	65	3	49	0	257	PassBy	0	98	10	0	157	27	16	21	0	16	34	0	379
Total	376	3	12	5	1	14	14	470	417	10	418	7	1748	Total	56	386	120	2	441	75	56	105	61	112	120	11	1544
#12 SR 124 / SR 88														#15 SR 88 / SR 12 (east)													
Base	0	0	0	2	0	111	126	432	0	0	290	1	962	Base	0	0	0	48	0	324	342	261	0	0	180	52	1208
Added	0	0	0	0	0	116	137	4	0	0	3	0	260	Added	0	0	0	5	0	59	57	0	0	0	0	5	126
PassBy	0	0	0	1	0	13	24	10	0	0	6	2	56	PassBy	0	0	0	0	0	173	108	0	0	0	0	0	281
Total	0	0	0	3	0	240	287	446	0	0	299	3	1278	Total	0	0	0	53	0	556	507	261	0	0	180	57	1615
#13 Jackson Valley / SR 88														#16 Tully Rd. / SR 88													
Base	8	13	5	2	25	9	7	554	37	2	379	3	1044	Base	34	36	73	50	30	31	13	519	32	63	617	42	1541
Added	0	1	0	0	1	0	0	84	0	0	72	0	158	Added	0	0	0	0	0	0	0	57	0	0	59	0	116
PassBy	108	0	0	0	0	0	0	0	133	0	0	0	241	PassBy	0	0	0	0	0	0	0	108	0	0	173	0	281
Total	116	14	5	2	26	9	7	638	170	2	451	3	1443	Total	34	36	73	50	30	31	13	684	32	63	849	42	1938
#14 SR 88 / Liberty Rd.														#17 SR 88 / Victor (SR 12 west)													
Base	28	519	51	15	403	42	57	27	81	19	5	11	1258	Base	24	447	0	6	372	217	282	1	18	3	4	4	1380
Added	0	0	45	0	0	0	0	39	0	39	33	0	156	Added	0	53	0	0	55	4	4	0	0	0	0	0	116
PassBy	0	114	12	0	92	16	19	24	0	10	20	0	307	PassBy	0	108	0	0	173	0	0	0	0	0	0	0	281
Total	28	633	108	15	495	58	76	90	81	68	58	11	1721	Total	24	608	0	6	600	221	286	1	18	3	4	4	1777
#15 SR 88 / SR 12 (east)																											
Base	0	0	0	104	0	334	571	397	0	0	175	43	1624														
Added	0	0	0	3	0	36	41	0	0	0	0	4	84														
PassBy	0	0	0	0	0	102	126	0	0	0	0	0	228														
Total	0	0	0	107	0	472	738	397	0	0	175	47	1936														

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#16 Tully Rd. / SR 88														#18 SR 88 / Kettleman Ln.													
Base	52	40	65	58	40	40	22	624	37	53	892	53	1977	Base	15	302	6	7	317	71	109	47	6	7	37	10	935
Added	0	0	0	0	0	0	0	41	0	0	36	0	77	Added	0	45	0	0	46	9	9	0	0	0	0	0	109
PassBy	0	0	0	0	0	0	0	126	0	0	102	0	228	PassBy	0	108	0	0	173	0	0	0	0	0	0	0	281
Total	52	40	65	58	40	40	22	791	37	53	1030	53	2282	Total	15	455	6	7	536	80	118	47	6	7	37	10	1325
#17 SR 88 / Victor (SR 12 west)														#19 Ione / SR 16													
Base	20	722	1	11	421	235	389	14	26	4	4	16	1864	Base	66	0	0	0	0	0	0	264	59	0	274	0	664
Added	0	39	0	0	33	2	3	0	0	0	0	0	77	Added	0	0	0	0	0	0	0	140	0	0	144	0	284
PassBy	0	126	0	0	102	0	0	0	0	0	0	0	228	PassBy	37	0	0	0	0	0	0	55	23	0	62	0	177
Total	20	887	1	11	556	237	392	14	26	4	4	16	2169	Total	103	0	1	0	0	0	0	459	82	0	480	0	1125
#18 SR 88 / Kettleman Ln.														#20 Murieta South Pkwy / SR 16													
Base	18	509	5	6	348	80	170	60	24	9	61	6	1297	Base	3	1	0	9	3	89	134	364	4	0	370	15	993
Added	0	32	0	0	28	5	6	0	0	0	0	0	71	Added	0	0	0	0	0	0	0	140	0	0	144	0	284
PassBy	0	126	0	0	102	0	0	0	0	0	0	0	228	PassBy	0	0	0	0	0	62	57	78	0	0	99	0	296
Total	18	667	5	6	478	85	176	60	24	9	61	6	1596	Total	3	1	0	9	3	151	191	582	4	0	613	15	1573
#19 Ione / SR 16														#21 Murieta Pkwy / SR 16													
Base	134	0	14	0	0	0	0	438	147	19	246	0	999	Base	83	98	43	17	131	90	127	413	78	48	415	18	1559
Added	0	0	0	0	0	0	0	102	0	0	87	0	189	Added	0	0	1	0	0	0	0	139	0	1	143	0	284
PassBy	22	0	0	0	0	0	0	14	27	0	22	0	85	PassBy	92	50	32	62	54	133	156	289	102	35	279	61	1345
Total	156	0	14	0	0	0	0	554	174	19	355	0	1273	Total	175	148	76	79	185	223	283	841	180	84	837	79	3188
#20 Murieta South Pkwy / SR 16														#22 Stonehouse / SR 16													
Base	4	3	3	10	1	102	161	519	10	0	310	22	1146	Base	0	0	0	76	0	6	12	532	0	0	553	51	1230
Added	0	0	0	0	0	0	0	102	0	0	87	0	189	Added	0	0	0	0	0	0	0	139	0	0	143	0	282
PassBy	0	0	0	0	0	0	0	41	0	0	44	0	85	PassBy	0	0	0	14	0	0	0	532	0	0	493	12	1051
Total	4	3	3	10	1	102	161	662	10	0	441	22	1420	Total	0	0	0	90	0	6	12	1203	0	0	1189	63	2563
#21 Murieta Pkwy / SR 16														#23 Latrobe (Sac) / SR 16													
Base	109	131	109	37	110	114	222	573	140	34	293	43	1915	Base	2	2	2	6	1	17	21	554	3	2	538	20	1168
Added	0	0	0	0	0	0	0	101	0	0	87	0	188	Added	0	0	0	0	0	0	0	139	0	0	143	0	282
PassBy	0	7	0	13	4	115	195	28	0	0	22	22	406	PassBy	0	0	0	0	0	0	0	570	0	0	527	0	1097
Total	109	138	109	50	114	229	417	702	140	34	402	65	2509	Total	2	2	2	6	1	17	21	1263	3	2	1208	20	2547
#22 Stonehouse / SR 16														#24 Dillard / SR 16													
Base	0	0	0	88	0	6	6	828	0	0	479	78	1484	Base	62	0	61	0	0	0	0	508	84	64	512	0	1289
Added	0	0	0	0	0	0	0	101	0	0	87	0	188	Added	0	0	2	0	0	0	0	137	0	2	141	0	282
PassBy	0	0	0	18	0	0	0	205	0	0	126	11	360	PassBy	0	0	49	0	0	0	522	0	44	482	0	1097	
Total	0	0	0	106	0	6	6	1134	0	0	692	89	2032	Total	62	0	112	0	0	0	0	1167	84	110	1135	0	2668
#23 Latrobe (Sac) / SR 16														#25 Sloughhouse / SR 16													
Base	9	1	3	8	1	19	23	832	10	2	490	11	1408	Base	30	0	37	0	0	0	0	541	6	32	546	0	1191
Added	0	0	0	0	0	0	0	101	0	0	87	0	188	Added	0	0	0	0	0	0	0	137	0	0	141	0	278
PassBy	0	0	0	0	0	0	0	205	0	0	126	0	331	PassBy	0	0	0	0	0	0	0	522	0	0	484	0	1006
Total	9	1	3	8	1	19	23	1138	10	2	703	11	1927	Total	30	0	37	0	0	0	0	1200	6	32	1171	0	2475

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#24 Dillard / SR 16														#26 Grant Line / SR 16													
Base	51	0	63	0	0	0	0	798	125	85	373	0	1494	Base	0	114	48	29	100	18	10	517	7	67	506	30	1445
Added	0	0	1	0	0	0	0	100	0	1	85	0	187	Added	0	0	14	0	0	0	0	123	0	14	127	0	278
PassBy	0	0	4	0	0	0	0	200	0	3	124	0	331	PassBy	0	0	20	16	0	0	0	486	0	18	451	15	1006
Total	51	0	68	0	0	0	0	1098	125	89	582	0	2012	Total	0	114	82	45	100	18	10	1126	7	99	1084	45	2729
#25 Sloughhouse / SR 16														#27 Sunrise / SR 16													
Base	4	0	24	0	0	0	0	890	7	15	483	0	1423	Base	7	194	20	210	251	45	28	264	13	30	259	234	1553
Added	0	0	0	0	0	0	0	100	0	0	85	0	185	Added	0	0	7	23	0	0	0	94	0	7	96	23	250
PassBy	0	0	0	0	0	0	0	217	0	0	131	0	348	PassBy	0	0	9	61	0	0	0	416	0	7	389	53	935
Total	4	0	24	0	0	0	0	1207	7	15	699	0	1956	Total	7	194	36	294	251	45	28	774	13	44	744	310	2738
#26 Grant Line / SR 16														#28 Excelsior / SR 16													
Base	2	233	62	44	282	25	43	805	1	65	395	35	1992	Base	15	51	29	9	48	68	109	275	24	25	287	9	949
Added	0	0	10	0	0	0	0	89	0	9	77	0	185	Added	0	0	3	4	0	0	0	86	0	4	89	4	190
PassBy	3	17	13	3	28	3	0	201	9	12	118	1	408	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60
Total	5	250	85	47	310	28	43	1095	10	86	590	36	2585	Total	15	51	32	13	48	68	109	384	24	29	413	13	1199
#27 Sunrise / SR 16														#29 Bradshwa / SR 16													
Base	8	294	44	250	932	69	87	518	11	25	226	129	2592	Base	34	348	26	135	419	42	81	261	34	45	217	123	1766
Added	0	0	5	17	0	0	0	68	0	4	58	14	166	Added	0	0	3	17	0	0	0	66	0	4	68	17	175
PassBy	5	8	10	52	126	0	4	153	4	4	98	27	491	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60
Total	13	302	59	319	1058	69	91	739	15	33	382	170	3249	Total	34	348	29	152	419	42	81	350	34	49	322	140	2001
#28 Excelsior / SR 16														#30 Latrobe / White Rock													
Base	29	55	46	8	233	52	97	565	84	52	275	12	1507	Base	50	568	116	140	335	134	110	90	15	50	54	80	1742
Added	0	0	3	3	0	0	0	63	0	2	54	2	127	Added	0	7	0	0	6	0	0	0	0	0	0	0	13
PassBy	0	0	0	0	0	0	0	188	0	0	126	0	314	Total	50	575	116	140	341	134	110	90	15	50	54	80	1755
Total	29	55	49	11	233	52	97	816	84	54	455	14	1948	#31 Latrobe / S. Shingle													
#29 Bradshwa / SR 16														#32 Missouri Flat / US 50 WB Ramps													
Base	45	636	24	243	1536	259	231	496	98	44	222	73	3906	Base	589	726	0	0	1020	298	0	0	0	1060	0	385	4078
Added	0	0	3	12	0	0	0	48	0	2	41	10	116	Added	6	0	0	0	0	0	0	0	0	0	0	0	6
PassBy	0	0	0	0	0	0	0	188	0	0	126	0	314	Total	8	137	4	5	159	32	19	3	4	5	4	0	380
Total	45	636	27	255	1536	259	231	732	98	46	389	83	4336	#33 Missouri Flat / US 50 EB Ramps													
#30 Latrobe / White Rock														#34 Missouri Flat / Motherlode													
Base	105	1299	264	321	766	306	251	200	30	96	110	170	3918	Base	80	880	969	0	2122	290	250	0	90	0	0	0	4681
Added	0	4	0	0	5	0	0	0	0	0	0	0	9	Added	0	7	0	0	7	0	0	0	0	0	0	0	14
Total	105	1303	264	321	771	306	251	200	30	96	110	170	3927	Total	80	887	969	0	2129	290	250	0	90	0	0	0	4695
#31 Latrobe / S. Shingle																											
Base	18	217	12	5	150	36	25	4	3	2	11	3	486														
Added	0	4	0	0	5	0	0	0	0	0	0	0	9														
Total	18	221	12	5	155	36	25	4	3	2	11	3	495														

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#32 Missouri Flat / US 50 WB Ramps														#35 Missouri Flat / Forni													
Base	724	894	0	0	1270	366	0	0	0	1304	0	473	5031	Base	59	1281	35	127	1719	357	489	37	50	123	34	159	4470
Added	4	0	0	0	0	0	0	0	0	0	0	0	4	Added	0	7	0	0	7	0	0	0	0	0	0	0	14
Total	728	894	0	0	1270	366	0	0	0	1304	0	473	5035	Total	59	1288	35	127	1726	357	489	37	50	123	34	159	4484
#33 Missouri Flat / US 50 EB Ramps														#36 Missouri Flat / Pleasant Valley													
Base	0	1324	63	455	2091	0	269	0	890	0	0	0	5092	Base	0	0	0	607	0	286	198	261	0	0	232	310	1894
Added	0	4	0	0	0	0	0	0	5	0	0	0	9	Added	0	0	0	0	0	7	7	65	0	0	63	0	142
Total	0	1328	63	455	2091	0	269	0	895	0	0	0	5101	Total	0	0	0	607	0	293	205	326	0	0	295	310	2036
#34 Missouri Flat / Motherlode														#37 Forni / Pleasant Valley													
Base	108	1050	1156	0	2532	360	300	0	110	0	0	0	5616	Base	0	0	0	24	0	128	100	310	0	0	232	15	809
Added	0	4	0	0	5	0	0	0	0	0	0	0	9	Added	0	0	0	0	0	0	0	71	0	0	70	0	141
Total	108	1054	1156	0	2537	360	300	0	110	0	0	0	5625	Total	0	0	0	24	0	128	100	381	0	0	302	15	950
#35 Missouri Flat / Forni														#38 SR 49 / Pleasant Valley													
Base	70	1516	90	155	2061	426	584	65	60	146	59	190	5422	Base	117	0	159	0	0	0	0	217	140	150	262	0	1045
Added	0	4	0	0	5	0	0	0	0	0	0	0	9	Added	8	0	71	0	0	0	0	8	70	0	0	157	
Total	70	1520	90	155	2066	426	584	65	60	146	59	190	5431	Total	125	0	230	0	0	0	0	217	148	220	262	0	1202
#36 Missouri Flat / Pleasant Valley														#100 SR 49 / Project Service Access													
Base	0	0	0	786	0	371	257	437	0	0	320	348	2519	Base	0	300	0	0	276	0	0	0	0	0	0	0	576
Added	0	0	0	0	0	5	4	39	0	0	46	0	94	Added	0	334	113	35	314	0	0	0	0	116	0	36	948
Total	0	0	0	786	0	376	261	476	0	0	366	348	2613	PassBy	0	0	0	0	0	0	0	0	0	-116	0	0	-116
#37 Forni / Pleasant Valley														#176 Internal Project Intersection													
Base	0	0	0	49	0	208	163	510	0	0	377	33	1340	Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	43	0	0	50	0	93	Added	0	0	148	0	0	0	0	248	0	151	255	0	802
Total	0	0	0	49	0	208	163	553	0	0	427	33	1433	Total	0	0	148	0	0	0	0	248	0	151	255	0	802
#38 SR 49 / Pleasant Valley														#310 Latrobe / Old Sacramento													
Base	191	0	180	0	0	0	354	240	290	426	0	0	1681	Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	5	0	43	0	0	0	0	0	6	50	0	0	104	Added	0	0	0	95	0	0	0	0	0	0	0	85	180
Total	196	0	223	0	0	0	354	246	340	426	0	0	1785	Total	0	0	0	95	0	0	0	0	0	0	0	85	180
#100 SR 49 / Project Service Access														#322 Main / Sherwood													
Base	0	408	0	0	279	0	0	0	0	0	0	0	687	Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	123	82	25	105	0	0	0	0	70	0	22	427	Added	5	0	0	0	0	0	0	90	5	0	80	0	180
PassBy	0	232	0	0	135	0	0	0	0	-70	0	0	297	Total	5	0	0	0	0	0	0	90	5	0	80	0	180
Total	0	763	82	25	519	0	0	0	0	0	0	22	1411	Total	5	0	0	0	0	0	0	90	5	0	80	0	180
#176 Internal Project Intersection														#323 Main / Empire													
Base	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	107	0	0	0	0	180	0	92	154	0	533	Added	4	0	0	0	0	0	0	87	4	0	77	0	172
Total	0	0	107	0	0	0	0	180	0	92	154	0	533	Total	4	0	0	0	0	0	0	87	4	0	77	0	172

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
#310 Latrobe / Old Sacramento														#324 Main / Poplar														
Base	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		
Added	0	0	0	18	0	0	0	0	0	0	0	0	15	33	29	0	121	0	0	0	0	0	61	32	142	55	0	440
Total	0	0	0	18	0	0	0	0	0	0	0	0	15	33	29	0	121	0	0	0	0	0	61	32	142	55	0	440
#322 Main / Sherwood														#325 Main / Mill														
Base	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		
Added	3	0	0	0	0	0	0	14	4	0	12	0	0	33	10	0	56	0	0	0	0	0	170	12	63	187	0	498
Total	3	0	0	0	0	0	0	14	4	0	12	0	0	33	10	0	56	0	0	0	0	0	170	12	63	187	0	498
#323 Main / Empire														#326 SR-49 / Main (Drytown)														
Base	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		
Added	2	0	0	0	0	0	0	12	3	0	10	0	0	27	0	20	0	0	20	0	0	0	0	0	0	0		
Total	2	0	0	0	0	0	0	12	3	0	10	0	0	27	0	20	0	0	20	0	0	0	0	0	0	0		
#324 Main / Poplar														#327 SR-49 / Water-Amador Creek														
Base	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		
Added	4	0	0	0	0	0	0	12	4	0	10	0	0	30	6	0	0	0	0	0	0	0	6	0	0	0		
Total	4	0	0	0	0	0	0	12	4	0	10	0	0	30	6	0	0	0	0	0	0	0	6	0	0	0		
#325 Main / Mill														#328 SR-49 / Gopher Flat														
Base	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		
Added	1	0	0	0	0	0	0	11	1	0	9	0	0	22	5	0	0	0	0	0	0	1	5	0	1	0		
Total	1	0	0	0	0	0	0	11	1	0	9	0	0	22	5	0	0	0	0	0	0	1	5	0	1	0		
#326 SR-49 / Main (Drytown)														#329 SR-49 / Eureka														
Base	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		
Added	0	14	0	0	12	0	0	0	0	0	0	0	0	26	0	5	0	0	5	0	0	0	0	0	0	0		
Total	0	14	0	0	12	0	0	0	0	0	0	0	0	26	0	5	0	0	5	0	0	0	0	0	0	0		
#327 SR-49 / Water-Amador Creek														#330 SR-49 / Church														
Base	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		
Added	4	0	0	0	0	0	0	0	4	0	0	0	0	8	0	5	0	0	5	0	0	0	0	0	0	0		
Total	4	0	0	0	0	0	0	0	4	0	0	0	0	8	0	5	0	0	5	0	0	0	0	0	0	0		
#328 SR-49 / Gopher Flat														#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]														
Base	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		
Added	4	0	0	0	0	0	0	0	3	0	0	0	0	7	0	10	0	0	11	5	5	0	0	0	0	0		
Total	4	0	0	0	0	0	0	0	3	0	0	0	0	7	0	10	0	0	11	5	5	0	0	0	0	0		
#329 SR-49 / Eureka														#332 SR-49 / Jackson Gate-Ione Martell														
Base	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		
Added	0	4	0	0	3	0	0	0	0	0	0	0	0	7	0	10	0	0	10	0	0	0	0	0	0	0		
Total	0	4	0	0	3	0	0	0	0	0	0	0	0	7	0	10	0	0	10	0	0	0	0	0	0	0		

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#330 SR-49 / Church														#333 SR-49 / SR-88 (North)													
Base	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
Added	0	4	0	0	3	0	0	0	0	0	0	0	7	7 Added	0	0	0	10	0	0	0	0	0	0	0	0	10
Total	0	4	0	0	3	0	0	0	0	0	0	0	7	7 Total	0	0	0	10	0	0	0	0	0	0	0	0	10
#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]													#334 SR-49 / Sutter														
Base	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
Added	0	8	0	0	6	3	4	0	0	0	0	0	21	21 Added	0	10	0	0	10	0	0	0	0	0	0	0	20
Total	0	8	0	0	6	3	4	0	0	0	0	0	21	21 Total	0	10	0	0	10	0	0	0	0	0	0	0	20
#332 SR-49 / Jackson Gate-Ione Martell													#335 SR-49 / Hoffman														
Base	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
Added	0	7	0	0	6	0	0	0	0	0	0	0	13	13 Added	0	9	0	0	9	0	0	0	0	0	0	0	18
Total	0	7	0	0	6	0	0	0	0	0	0	0	13	13 Total	0	9	0	0	9	0	0	0	0	0	0	0	18
#333 SR-49 / SR-88 (North)													#336 SR-49 / Main (Jackson)														
Base	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
Added	0	0	0	6	0	0	0	0	0	0	0	7	13	13 Added	0	8	0	1	8	0	0	0	0	0	0	1	18
Total	0	0	0	6	0	0	0	0	0	0	0	7	13	13 Total	0	8	0	1	8	0	0	0	0	0	0	1	18
#334 SR-49 / Sutter													#337 SR-49 / SR-88 (South)														
Base	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
Added	0	7	0	0	6	0	0	0	0	0	0	0	13	13 Added	0	7	0	0	7	0	0	0	0	0	0	0	14
Total	0	7	0	0	6	0	0	0	0	0	0	0	13	13 Total	0	7	0	0	7	0	0	0	0	0	0	0	14
#335 SR-49 / Hoffman													#341 SR 104 / SR 88														
Base	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
Added	0	7	0	0	6	0	0	0	0	0	0	0	13	13 Added	0	0	0	0	0	0	0	0	17	0	0	19	36
Total	0	7	0	0	6	0	0	0	0	0	0	0	13	13 Total	0	0	0	0	0	0	0	0	17	0	0	19	36
#336 SR-49 / Main (Jackson)													#345 SR-12 / SR-99 SB Ramps														
Base	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
Added	0	6	0	0	5	0	0	0	0	0	0	1	12	12 Added	0	0	0	0	0	0	0	0	4	0	0	4	8
Total	0	6	0	0	5	0	0	0	0	0	0	1	12	12 Total	0	0	0	0	0	0	0	0	4	0	0	4	8
#337 SR-49 / SR-88 (South)													#346 SR-12 / SR-99 NB Ramps														
Base	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
Added	0	5	0	0	5	0	0	0	0	0	0	0	10	10 Added	0	0	0	0	0	0	0	0	4	0	0	4	8
Total	0	5	0	0	5	0	0	0	0	0	0	0	10	10 Total	0	0	0	0	0	0	0	0	4	0	0	4	8
#341 SR 104 / SR 88													#347 Kettleman / SR-99 SB Ramps														
Base	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
Added	0	0	0	0	0	0	0	4	0	0	3	0	7	7 Added	0	0	0	0	0	0	0	0	9	0	0	9	18
Total	0	0	0	0	0	0	0	4	0	0	3	0	7	7 Total	0	0	0	0	0	0	0	0	9	0	0	9	18

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#345 SR-12 / SR-99 SB Ramps														#348 Kettleman / SR-99 NB Ramps													
Base	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	3	0	0	0	2	0	Added	0	0	0	0	0	0	0	0	9	0	0	9	0
Total	0	0	0	0	0	0	0	3	0	0	0	2	0	Total	0	0	0	0	0	0	0	0	9	0	0	9	0
#346 SR-12 / SR-99 NB Ramps														#381													
Base	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	3	0	0	2	0	Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	3	0	0	2	0	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#347 Kettleman / SR-99 SB Ramps																											
Base	0	0	0	0	0	0	0	0	0	0	0	0	0														
Added	0	0	0	0	0	0	0	0	6	0	0	5	0														11
Total	0	0	0	0	0	0	0	0	6	0	0	5	0														11
#348 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	6	0	0	5	0														11
Total	0	0	0	0	0	0	0	0	6	0	0	5	0														11
#381																											
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
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Impact Analysis Report
Level Of Service

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in	Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C			LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 1 SR 49 / Miller Way	A	8.8	0.000	F	55.0	0.000	+46.216 D/V	# 1 SR 49 / Miller Way	A	8.5	0.000	C	17.8	0.000	+ 9.328 D/V
# 2 SR 49 / Main	C	20.4	0.000	F	613.3	0.000	+592.866 D/V	# 2 SR 49 / Main	C	24.5	0.000	F	OVRFL	0.000	+1944.717 D/V
# 3 SR 49 / Poplar	B	10.3	0.000	B	12.9	0.000	+ 2.570 D/V	# 3 SR 49 / Poplar	B	10.5	0.000	B	13.4	0.000	+ 2.837 D/V
# 4 SR 49 / Empire	C	16.0	0.000	D	30.0	0.000	+13.999 D/V	# 4 SR 49 / Empire	B	14.6	0.000	D	30.7	0.000	+16.167 D/V
# 5 SR 49 / Randolph Dr.	A	7.3	0.295	C	26.7	0.742	+19.471 D/V	# 5 SR 49 / Randolph Dr.	A	4.6	0.218	D	37.1	0.802	+32.473 D/V
# 6 SR 49 / SR 16	B	14.6	0.517	C	21.0	0.816	+ 6.375 D/V	# 6 SR 49 / SR 16	B	13.5	0.415	B	18.0	0.765	+ 4.415 D/V
# 7 SR 124 / SR 16	B	13.9	0.000	C	22.4	0.000	+ 8.587 D/V	# 7 SR 124 / SR 16	B	11.9	0.000	C	19.2	0.000	+ 7.262 D/V
# 8 Latrobe (Amador) / SR 16	B	10.5	0.542	B	13.1	0.748	+ 2.575 D/V	# 8 Latrobe (Amador) / SR 16	A	8.9	0.445	B	11.0	0.704	+ 2.056 D/V
# 9 SR 104 (Preston) / SR 124 (Nor	F	138.7	0.000	F	OVRFL	0.000	+7430.580 D/	# 9 SR 104 (Preston)/ SR 124 (Nor	C	19.6	0.000	F	OVRFL	0.000	+2150.003 D/
# 10 Preston Ave. / Main St.	F	151.8	0.000	F	OVRFL	0.000	+1040.199 D/	# 10 Preston Ave. / Main St.	C	16.6	0.000	F	620.3	0.000	+603.713 D/V
# 11 SR 124 (Church) / SR 104 (Main	D	27.2	0.000	F	944.5	0.000	+917.366 D/V	# 11 SR 124 (Church) / SR 104 (Main	B	14.7	0.000	F	996.1	0.000	+981.426 D/V
# 12 SR 124 / SR 88	B	11.3	0.000	B	13.5	0.000	+ 2.173 D/V	# 12 SR 124 / SR 88	B	11.0	0.000	B	14.7	0.000	+ 3.623 D/V
# 13 Jackson Valley / SR 88	B	12.3	0.000	F	121.0	0.000	+108.635 D/V	# 13 Jackson Valley / SR 88	B	10.0	0.000	F	116.2	0.000	+106.194 D/V
# 14 SR 88 / Liberty Rd.	D	27.3	0.000	F	569.3	0.000	+542.034 D/V	# 14 SR 88 / Liberty Rd.	C	16.0	0.000	F	371.6	0.000	+355.587 D/V
# 15 SR 88 / SR 12 (east	B	13.5	0.655	B	15.8	0.783	+ 2.354 D/V	# 15 SR 88 / SR 12 (east	B	12.0	0.487	B	13.7	0.625	+ 1.703 D/V
# 16 Tully Rd. / SR 88	C	21.0	0.757	C	24.9	0.849	+ 3.923 D/V	# 16 Tully Rd. / SR 88	B	15.0	0.571	B	17.4	0.734	+ 2.459 D/V
# 17 SR 88 / Victor (SR 12 west)	B	19.1	0.496	B	19.7	0.595	+ 0.573 D/V	# 17 SR 88 / Victor (SR 12 west)	B	18.1	0.436	B	18.7	0.616	+ 0.588 D/V
# 18 SR 88 / Kettleman Ln.	C	25.4	0.607	C	27.3	0.725	+ 1.869 D/V	# 18 SR 88 / Kettleman Ln.	C	20.7	0.461	C	20.9	0.636	+ 0.257 D/V
# 19 Ione / SR 16	C	16.3	0.000	E	42.5	0.000	+26.264 D/V	# 19 Ione / SR 16	A	9.2	0.000	C	17.3	0.000	+ 8.108 D/V
# 20 Murieta South Pkwy / SR 16	A	9.4	0.400	A	9.6	0.505	+ 0.211 D/V	# 20 Murieta South Pkwy / SR 16	A	9.6	0.391	B	11.7	0.610	+ 2.070 D/V
# 21 Murieta Pkwy / SR 16	B	19.3	0.578	C	24.8	0.796	+ 5.499 D/V	# 21 Murieta Pkwy / SR 16	C	25.7	0.515	E	57.7	1.046	+32.073 D/V
# 22 Stonehouse / SR 16	F	65.8	0.000	F	486.3	0.000	+420.537 D/V	# 22 Stonehouse / SR 16	D	32.7	0.000	F	OVRFL	0.000	+1326.317 D/
# 23 Latrobe (Sac) / SR 16	E	40.7	0.000	F	113.1	0.000	+72.358 D/V	# 23 Latrobe (Sac) / SR 16	C	23.3	0.000	F	241.2	0.000	+217.876 D/V

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Intersection	Base			Future			Change in	Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C			LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 24 Dillard / SR 16	B	19.6	0.792	D	39.8	1.007	+20.173 D/V	# 24 Dillard / SR 16	B	14.2	0.522	D	41.2	1.020	+27.004 D/V
# 25 Sloughhouse / SR 16	C	20.5	0.000	D	34.6	0.000	+14.179 D/V	# 25 Sloughhouse / SR 16	C	18.9	0.000	F	213.7	0.000	+194.758 D/V
# 26 Grant Line / SR 16	F	84.4	1.067	F	164.8	1.350	+80.390 D/V	# 26 Grant Line / SR 16	C	31.6	0.644	F	103.2	1.143	+71.611 D/V
# 27 Sunrise / SR 16	D	54.9	0.970	F	108.8	1.212	+53.923 D/V	# 27 Sunrise / SR 16	C	31.5	0.534	E	60.3	1.012	+28.877 D/V
# 28 Excelsior / SR 16	C	20.0	0.582	C	21.1	0.694	+ 1.100 D/V	# 28 Excelsior / SR 16	B	18.9	0.325	B	18.1	0.381	-0.819 D/V
# 29 Bradshwa / SR 16	D	45.2	0.935	E	79.2	1.103	+33.956 D/V	# 29 Bradshwa / SR 16	C	20.5	0.523	C	21.7	0.617	+ 1.227 D/V
# 30 Latrobe / White Rock	B	19.0	0.566	B	19.0	0.567	-0.006 D/V	# 30 Latrobe / White Rock	B	17.3	0.250	B	17.2	0.251	-0.027 D/V
# 31 Latrobe / S. Shingle	B	12.5	0.000	B	12.6	0.000	+ 0.114 D/V	# 31 Latrobe / S. Shingle	B	11.4	0.000	B	11.5	0.000	+ 0.132 D/V
# 32 Missouri Flat / US 50 WB Ramps	F	83.7	1.124	F	84.2	1.126	+ 0.415 D/V	# 32 Missouri Flat / US 50 WB Ramps	D	37.9	0.954	D	38.2	0.956	+ 0.322 D/V
# 33 Missouri Flat / US 50 EB Ramps	E	60.2	1.065	E	60.8	1.067	+ 0.590 D/V	# 33 Missouri Flat / US 50 EB Ramps	C	27.1	0.924	C	27.3	0.926	+ 0.282 D/V
# 34 Missouri Flat / Motherlode	C	21.2	0.968	C	21.2	0.968	+ 0.013 D/V	# 34 Missouri Flat / Motherlode	B	12.3	0.850	B	12.3	0.850	+ 0.002 D/V
# 35 Missouri Flat / Forni	D	44.3	0.971	D	44.5	0.972	+ 0.225 D/V	# 35 Missouri Flat / Forni	C	29.7	0.844	C	29.9	0.846	+ 0.136 D/V
# 36 Missouri Flat / Pleasant Valle	C	23.8	0.831	C	26.0	0.862	+ 2.224 D/V	# 36 Missouri Flat / Pleasant Valle	B	15.0	0.685	B	16.7	0.732	+ 1.714 D/V
# 37 Forni / Pleasant Valley	D	30.0	0.000	E	38.4	0.000	+ 8.467 D/V	# 37 Forni / Pleasant Valley	B	12.5	0.000	B	13.9	0.000	+ 1.489 D/V
# 38 SR 49 / Pleasant Valley	E	42.4	1.034	F	50.9	1.083	+ 0.049 V/C	# 38 SR 49 / Pleasant Valley	B	14.4	0.612	C	17.8	0.680	+ 0.068 V/C
#100 SR 49 / Project Service Access	A	0.0	0.000	C	16.6	0.000	+16.644 D/V	#100 SR 49 / Project Service Access	A	0.0	0.000	C	15.1	0.000	+15.129 D/V

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	???	???	No / No
# 2 SR 49 / Main	???	???	Yes / Yes
# 3 SR 49 / Poplar	???	???	No / No
# 4 SR 49 / Empire	???	???	No / No
# 7 SR 124 / SR 16	???	???	No / Yes
# 9 SR 104 (Preston) / SR 124 (North)	???	???	Yes / Yes
# 10 Preston Ave. / Main St.	???	???	Yes / Yes
# 11 SR 124 (Church) / SR 104 (Main)	???	???	Yes / Yes
# 12 SR 124 / SR 88	???	???	No / Yes
# 13 Jackson Valley / SR 88	???	???	Yes / Yes
# 14 SR 88 / Liberty Rd.	???	???	Yes / Yes
# 19 Ione / SR 16	???	???	No / Yes
# 22 Stonehouse / SR 16	???	???	No / No
# 23 Latrobe (Sac) / SR 16	???	???	No / No
# 25 Sloughhouse / SR 16	???	???	No / No
# 31 Latrobe / S. Shingle	???	???	No / No
# 37 Forni / Pleasant Valley	???	???	No / Yes
# 38 SR 49 / Pleasant Valley	???	???	Yes
#100 SR 49 / Project Service Access	???	???	No / No

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	???	???	No / No
# 2 SR 49 / Main	???	???	Yes / Yes
# 3 SR 49 / Poplar	???	???	No / No
# 4 SR 49 / Empire	???	???	No / No
# 7 SR 124 / SR 16	???	???	No / Yes
# 9 SR 104 (Preston) / SR 124 (North)	???	???	Yes / Yes
# 10 Preston Ave. / Main St.	???	???	Yes / Yes
# 11 SR 124 (Church) / SR 104 (Main)	???	???	Yes / Yes
# 12 SR 124 / SR 88	???	???	No / Yes
# 13 Jackson Valley / SR 88	???	???	Yes / Yes
# 14 SR 88 / Liberty Rd.	???	???	Yes / Yes
# 19 Ione / SR 16	???	???	No / No
# 22 Stonehouse / SR 16	???	???	No / No
# 23 Latrobe (Sac) / SR 16	???	???	No / No
# 25 Sloughhouse / SR 16	???	???	No / No
# 31 Latrobe / S. Shingle	???	???	No / No
# 37 Forni / Pleasant Valley	???	???	No / Yes
# 38 SR 49 / Pleasant Valley	???	???	Yes
#100 SR 49 / Project Service Access	???	???	No / No

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=121]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=961]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=79]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=760]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.1]
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=4][total volume=961]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=60]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=760]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

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

Approach: 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

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign

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

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

Initial Vol: 156 216 68 43 241 42 25 0 96 54 0 19

Initial Vol: 70 228 42 29 232 20 17 0 62 36 0 24

Major Street Volume: 767
Minor Approach Volume: 121
Minor Approach Volume Threshold: 183

Major Street Volume: 621
Minor Approach Volume: 79
Minor Approach Volume Threshold: 231

SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
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signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Peak Hour Delay Signal Warrant Report

Intersection #2 SR 49 / Main

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
Initial Vol:	74 294 259	43 259 90	95 73 69	164 94 68
ApproachDel:	xxxxxx	xxxxxx	229.8	613.3

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=15.1]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=236]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1580]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=55.5]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=326]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1580]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #2 SR 49 / Main

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
Initial Vol:	144 200 170	39 209 91	95 90 120	209 132 40
ApproachDel:	xxxxxx	xxxxxx	905.6	1969.2

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=76.6]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=304]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1539]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=208.6]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=381]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1539]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #2 SR 49 / Main

Intersection #2 SR 49 / Main

Future Volume Alternative: Peak Hour Warrant Met

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

Approach:	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
Initial Vol:	74 294 259	43 259 90	95 73 69	164 94 68

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
Initial Vol:	144 200 170	39 209 91	95 90 120	209 132 40

Major Street Volume: 1018
Minor Approach Volume: 326
Minor Approach Volume Threshold: 91

Major Street Volume: 853
Minor Approach Volume: 381
Minor Approach Volume Threshold: 121

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Peak Hour Delay Signal Warrant Report

Intersection #3 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
Initial Vol:	42 619 0	0 489 4	2 0 37	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	12.9	xxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=39]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1194]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #3 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 0
Initial Vol:	20 525 0	0 530 0	1 0 16	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	13.4	xxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1092]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 SR 49 / Poplar

Intersection #3 SR 49 / Poplar

Future Volume Alternative: Peak Hour Warrant NOT Met

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

Approach: 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

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign

Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 1! 0 0 0 0 0 0 0 0
Initial Vol: 42 619 0 0 489 4 2 0 37 0 0 0 0

Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 1! 0 0 0 0 0 0 0 0
Initial Vol: 20 525 0 0 530 0 1 0 16 0 0 0 0

Major Street Volume: 1155
Minor Approach Volume: 39
Minor Approach Volume Threshold: 181

Major Street Volume: 1075
Minor Approach Volume: 17
Minor Approach Volume Threshold: 200

SIGNAL WARRANT DISCLAIMER
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a traffic signal in the future. Intersections that exceed this warrant
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a traffic signal in the future. Intersections that exceed this warrant
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signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Peak Hour Delay Signal Warrant Report

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	42 630 2	10 497 11	14 2 39	8 5 4
ApproachDel:	xxxxxx	xxxxxx	19.1	30.0

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=55]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1263]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1263]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1 0 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	45 531 1	0 544 0	1 0 40	5 0 2
ApproachDel:	xxxxxx	xxxxxx	13.5	30.7

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=41]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1169]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1169]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 SR 49 / Empire

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

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

Approach: 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

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign

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

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

Initial Vol: 42 630 2 10 497 11 14 2 39 8 5 4

Initial Vol: 45 531 1 0 544 0 1 0 40 5 0 2

Major Street Volume: 1191
Minor Approach Volume: 55
Minor Approach Volume Threshold: 237

Major Street Volume: 1120
Minor Approach Volume: 41
Minor Approach Volume Threshold: 257

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Peak Hour Delay Signal Warrant Report

Intersection #7 SR 124 / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 1 0 1	1 0 1 0 0
Initial Vol:	13 0 0 174	0 0 0	0 708	22 135 437 0
ApproachDel:	22.4	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=2][control=Stop Sign]
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=187]
SUCCEED - Approach volume >= 150 for two or more lane approach.
- Signal Warrant Rule #3: [approach count=3][total volume=1489]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #7 SR 124 / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 1 0 1	1 0 1 0 0
Initial Vol:	9 0 0 180	0 0 0	0 565	14 177 546 0
ApproachDel:	19.2	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=2][control=Stop Sign]
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=189]
SUCCEED - Approach volume >= 150 for two or more lane approach.
- Signal Warrant Rule #3: [approach count=3][total volume=1492]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Future Volume Alternative: Peak Hour Warrant Met

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	0	0	0	0	1	1	0	1
Initial Vol:	13	0	174	0	0	0	0	708	22	135	437	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		
Lanes:	1	0	0	0	0	0	0	0	1	1	0	1
Initial Vol:	9	0	180	0	0	0	0	565	14	177	546	0

Major Street Volume: 1302
Minor Approach Volume: 187
Minor Approach Volume Threshold: 77 [less than minimum of 100]

Major Street Volume: 1303
Minor Approach Volume: 189
Minor Approach Volume Threshold: 77 [less than minimum of 100]

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=76.3]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.9]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=600.2]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=201.2]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

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

Approach:	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
Initial Vol:	120 522 225	102 570 51	33 14 136	172 22 92

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
Initial Vol:	77 501 216	84 480 9	5 11 72	227 17 90

Major Street Volume: 1590
Minor Approach Volume: 285
Minor Approach Volume Threshold: 17 [less than minimum of 75]

Major Street Volume: 1367
Minor Approach Volume: 334
Minor Approach Volume Threshold: 42 [less than minimum of 75]

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=319.4]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=965]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1941]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=137.8]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=800]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1701]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, and Initial Vol.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, and Initial Vol.

Major Street Volume: 976
Minor Approach Volume: 965
Minor Approach Volume Threshold: 98

Major Street Volume: 901
Minor Approach Volume: 800
Minor Approach Volume Threshold: 112

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #11 SR 124 (Church) / SR 104 (Main)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=102.7]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=124.7]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 SR 124 (Church) / SR 104 (Main)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Future Volume Alternative: Peak Hour Warrant Met

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

Approach: North Bound South Bound 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
Initial Vol: 376 3 12 5 1 14 14 470 417 10 418 7

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
Initial Vol: 421 4 26 2 0 3 11 313 405 28 375 1

Major Street Volume: 1335
Minor Approach Volume: 391
Minor Approach Volume Threshold: 142

Major Street Volume: 1133
Minor Approach Volume: 451
Minor Approach Volume Threshold: 186

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=2][control=Stop Sign]

Approach[southbound][lanes=2][control=Stop Sign]

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=243]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1278]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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=290]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1109]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Future Volume Alternative: Peak Hour Warrant Met

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

Approach:	North Bound	South Bound	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
Initial Vol:	0 0 0	3 0 240	287 446 0	0 299 3

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
Initial Vol:	0 0 0	22 0 268	264 260 0	0 278 18

Major Street Volume: 1035
 Minor Approach Volume: 243
 Minor Approach Volume Threshold: 146

Major Street Volume: 820
 Minor Approach Volume: 290
 Minor Approach Volume Threshold: 217

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=4.5]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=6.4]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Future Volume Alternative: Peak Hour Warrant Met

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	1 0 0 1 0	1 0 0 1 0
Initial Vol:	116 14 5	2 26 9	7 638 170	2 451 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
Lanes:	0 0 1! 0 0	0 0 1! 0 0	1 0 0 1 0	1 0 0 1 0
Initial Vol:	192 4 1	8 2 1	1 424 116	3 455 4

Major Street Volume:	1271
Minor Approach Volume:	135
Minor Approach Volume Threshold:	67 [less than minimum of 75]

Major Street Volume:	1004
Minor Approach Volume:	197
Minor Approach Volume Threshold:	121

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=21.5]
SUCCEED - Vehicle-hours >= 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=4][total volume=1721]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=8.5]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=222]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1544]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=21.7]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=137]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1721]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=25.1]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=243]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1544]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, and Initial Vol.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, and Initial Vol.

Major Street Volume: 1337
Minor Approach Volume: 247
Minor Approach Volume Threshold: 69 [less than minimum of 100]

Major Street Volume: 1079
Minor Approach Volume: 243
Minor Approach Volume Threshold: 104

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #19 Ione / SR 16

Intersection #19 Ione / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.0]

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=171]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1273]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=104]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1125]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #19 Ione / SR 16

Intersection #19 Ione / SR 16

Future Volume Alternative: Peak Hour Warrant Met

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

Approach: North Bound South Bound 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 0 0 0 0 0 0 1 0 1 0 1 0 0
Initial Vol: 156 0 14 0 0 0 0 0 554 174 19 355 0

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 1 0 1 0 1 0 0
Initial Vol: 103 0 1 0 0 0 0 0 459 82 0 480 0

Major Street Volume: 1102
Minor Approach Volume: 171
Minor Approach Volume Threshold: 99

Major Street Volume: 1021
Minor Approach Volume: 104
Minor Approach Volume Threshold: 117

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #22 Stonehouse / SR 16

Intersection #22 Stonehouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, Movement, Control, Lanes. Rows include North Bound, South Bound, East Bound, West Bound with associated signal and volume data.

Table with 4 columns: Approach, Movement, Control, Lanes. Rows include North Bound, South Bound, East Bound, West Bound with associated signal and volume data.

Approach[southbound][lanes=2][control=Stop Sign]

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=15.1]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=112]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2032]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Signal Warrant Rule #1: [vehicle-hours=36.0]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=95]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2563]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Stonehouse / SR 16

Intersection #22 Stonehouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	0	0	1	0	1	0	0	0
Initial Vol:	0	0	0	106	0	6	6	1134	0	0	692	89

Approach:	North Bound			South Bound			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	1	0	0	1	0	1	0	0	0
Initial Vol:	0	0	0	90	0	6	12	1203	0	0	1189	63

Major Street Volume: 1920
Minor Approach Volume: 112
Minor Approach Volume Threshold: 93 [less than minimum of 150]

Major Street Volume: 2467
Minor Approach Volume: 95
Minor Approach Volume Threshold: -14 [less than minimum of 150]

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #23 Latrobe (Sac) / SR 16

Intersection #23 Latrobe (Sac) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=13]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1927]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=7]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2547]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=28]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1927]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
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=23]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2547]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #23 Latrobe (Sac) / SR 16

Intersection #23 Latrobe (Sac) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, and Initial Vol.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, and Initial Vol.

Major Street Volume: 1886
Minor Approach Volume: 28
Minor Approach Volume Threshold: 101 [less than minimum of 150]

Major Street Volume: 2518
Minor Approach Volume: 23
Minor Approach Volume Threshold: -23 [less than minimum of 150]

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #25 Sloughhouse / SR 16

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

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

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

Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=29]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1956]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Signal Warrant Rule #1: [vehicle-hours=4.0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=67]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2475]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #25 Sloughhouse / SR 16

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

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

Approach: North Bound South Bound 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
Initial Vol: 4 0 24 0 0 0 0 0 1207 7 15 699 0

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
Initial Vol: 30 0 37 0 0 0 0 0 1200 6 32 1171 0

Major Street Volume: 1928
Minor Approach Volume: 29
Minor Approach Volume Threshold: 92 [less than minimum of 150]

Major Street Volume: 2408
Minor Approach Volume: 67
Minor Approach Volume Threshold: -4 [less than minimum of 150]

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=32]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=495]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=26]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=380]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=16]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=495]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
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=380]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

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

Approach: 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
Initial Vol: 18 221 12 5 155 36 25 4 3 2 11 3

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
Initial Vol: 8 137 4 5 159 32 19 3 4 5 4 0

Major Street Volume: 447
Minor Approach Volume: 32
Minor Approach Volume Threshold: 228

Major Street Volume: 345
Minor Approach Volume: 26
Minor Approach Volume Threshold: 271

SIGNAL WARRANT DISCLAIMER

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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=257]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1433]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=152]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=950]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant Met

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

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

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 0 0 1! 0 0 0 1 0 0 0 1 0
Initial Vol: 0 0 0 0 49 0 208 163 553 0 0 427 33

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 0 0 1! 0 0 0 1 0 0 0 1 0
Initial Vol: 0 0 0 0 24 0 128 100 381 0 0 302 15

Major Street Volume: 1176
Minor Approach Volume: 257
Minor Approach Volume Threshold: 67 [less than minimum of 75]

Major Street Volume: 798
Minor Approach Volume: 152
Minor Approach Volume Threshold: 132

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #38 SR 49 / Pleasant Valley

Intersection #38 SR 49 / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant Met

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

Approach:	North Bound	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
Lanes:	0 0 1 0 0	0 0 0 0 0	0 0 0 1 0	1 0 1 0 0
Initial Vol:	196 0 223	0 0 0	0 354 246	340 426 0

Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 0 0 0	0 0 0 1 0	1 0 1 0 0
Initial Vol:	125 0 230	0 0 0	0 217 148	220 262 0

Major Street Volume: 1366
Minor Approach Volume: 419
Minor Approach Volume Threshold: 177

Major Street Volume: 847
Minor Approach Volume: 355
Minor Approach Volume Threshold: 342

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=22]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1411]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=36]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1408]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, and Initial Vol.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, and Initial Vol.

Major Street Volume: 1389
Minor Approach Volume: 22
Minor Approach Volume Threshold: 58 [less than minimum of 100]

Major Street Volume: 1372
Minor Approach Volume: 36
Minor Approach Volume Threshold: 62 [less than minimum of 100]

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Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for SR 49 / Miller Way intersection.

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for SR 49 / Miller Way intersection.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, Level Of Service Module. Includes data for North, South, East, and West bounds.

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, Level Of Service Module. Includes data for North, South, East, and West bounds.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for North, South, East, and West bounds of SR 49 / Poplar.

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for North, South, East, and West bounds of SR 49 / Poplar.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, Level Of Service Module. Includes data for North, South, East, and West bounds.

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, Level Of Service Module. Includes data for North, South, East, and West bounds.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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 #5 SR 49 / Randolph Dr.

Intersection #5 SR 49 / Randolph Dr.

Cycle (sec): 105 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Cycle (sec): 110 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.1
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name: SR 49 Randolph

Street Name: SR 49 Randolph

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module:

Volume Module:

Table showing traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table showing traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Saturation Flow Module:

Table showing saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Table showing saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Capacity Analysis Module:

Table showing capacity analysis metrics: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table showing capacity analysis metrics: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

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

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, Level Of Service Module. Includes data for SR 124 and SR 16.

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, Level Of Service Module. Includes data for SR 124 and SR 16.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

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

Table with 12 columns for traffic directions (North/South/East/West Bound L/T/R) and 12 rows of performance metrics including Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

Table with 12 columns for traffic directions (North/South/East/West Bound L/T/R) and 12 rows of performance metrics including Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

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

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Average Delay (sec/veh): 1183.8 Worst Case Level Of Service: F[7569.3]

Average Delay (sec/veh): 407.6 Worst Case Level Of Service: F[2169.7]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

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

Intersection #10 Preston Ave. / Main St.
Average Delay (sec/veh): 593.1 Worst Case Level Of Service: F[1192.0]

Intersection #10 Preston Ave. / Main St.
Average Delay (sec/veh): 292.2 Worst Case Level Of Service: F[620.3]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for SR 124 (Church) and SR 104 (Main).

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

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for SR 124 (Church) and SR 104 (Main).

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, Level Of Service Module. Includes data for SR 124 and SR 88.

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, Level Of Service Module. Includes data for SR 124 and SR 88.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

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

Intersection #13 Jackson Valley / SR 88
Average Delay (sec/veh): 11.8 Worst Case Level Of Service: F[121.0]

Intersection #13 Jackson Valley / SR 88
Average Delay (sec/veh): 19.0 Worst Case Level Of Service: F[116.2]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

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

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Average Delay (sec/veh): 90.5 Worst Case Level Of Service: F[569.3]

Average Delay (sec/veh): 78.7 Worst Case Level Of Service: F[371.6]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

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

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

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

Table with 12 columns for traffic movements (L, T, R) and 12 rows for performance metrics (Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module).

Table with 12 columns for traffic movements (L, T, R) and 12 rows for performance metrics (Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module).

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

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

Table with 12 columns for traffic flow directions and 12 rows for performance metrics including Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module.

Table with 12 columns for traffic flow directions and 12 rows for performance metrics including Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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 #18 SR 88 / Kettleman Ln.

Intersection #18 SR 88 / Kettleman Ln.

Cycle (sec): 95 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Cycle (sec): 85 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: SR 88 Kettleman

Street Name: SR 88 Kettleman

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Includes Control (Protected, Split Phase), Rights (Include), and Min. Green values.

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Includes Control (Protected, Split Phase), Rights (Include), and Min. Green values.

Volume Module:

Volume Module:

Table of traffic volume metrics including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table of traffic volume metrics including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Saturation Flow Module:

Table of saturation flow metrics including Sat/Lane, Adjustment, Lanes, and Final Sat.

Table of saturation flow metrics including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Capacity Analysis Module:

Table of capacity analysis metrics including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Table of capacity analysis metrics including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for Ione / SR 16 intersection.

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for Ione / SR 16 intersection.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

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

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

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

Table with 12 columns for traffic flow metrics. Includes intersection #21 Murieta Pkwy / SR 16. Metrics include Cycle (sec), Loss Time (sec), Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module.

Table with 12 columns for traffic flow metrics. Includes intersection #21 Murieta Pkwy / SR 16. Metrics include Cycle (sec), Loss Time (sec), Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

Intersection #22 Stonehouse / SR 16

Average Delay (sec/veh): 26.7 Worst Case Level Of Service: F[486.3]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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

Intersection #22 Stonehouse / SR 16

Average Delay (sec/veh): 50.6 Worst Case Level Of Service: F[1359.0]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

Intersection #23 Latrobe (Sac) / SR 16

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: F[113.1]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module. Rows include North Bound, South Bound, East Bound, and West Bound movements.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Table with columns for Critical Gap Module, Critical Gp, and FollowUpTim.

Table with columns for Capacity Module, Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with columns for Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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

Intersection #23 Latrobe (Sac) / SR 16

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: F[241.2]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module. Rows include North Bound, South Bound, East Bound, and West Bound movements.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Table with columns for Critical Gap Module, Critical Gp, and FollowUpTim.

Table with columns for Capacity Module, Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with columns for Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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 Dillard / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.007
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 39.8
Optimal Cycle: OPTIMIZED Level Of Service: D
Street Name: Dillard SR 16
Approach: North Bound South Bound East Bound 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 0 7 0 0 0 0 7 7 4 7 0
Lanes: 0 0 1 0 0 0 0 0 1 0 1 0 0
Volume Module:
Base Vol: 46 0 57 0 0 0 0 725 114 77 339 0
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 51 0 63 0 0 0 0 798 125 85 373 0
Added Vol: 0 0 1 0 0 0 0 100 0 1 85 0
PasserByVol: 0 0 4 0 0 0 0 200 0 3 124 0
Initial Fut: 51 0 68 0 0 0 0 1098 125 89 582 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 57 0 76 0 0 0 0 1233 141 100 654 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 57 0 76 0 0 0 0 1233 141 100 654 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 57 0 76 0 0 0 0 1233 141 100 654 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 1.00 0.90 1.00 1.00 1.00 1.00 0.94 0.94 0.90 0.95 1.00
Lanes: 0.43 0.00 0.57 0.00 0.00 0.00 0.00 0.90 0.10 1.00 1.00 0.00
Final Sat.: 734 0 983 0 0 0 0 1601 183 1718 1809 0
Capacity Analysis Module:
Vol/Sat: 0.08 0.00 0.08 0.00 0.00 0.00 0.00 0.77 0.77 0.06 0.36 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.08 0.00 0.08 0.00 0.00 0.00 0.00 0.77 0.77 0.06 0.82 0.00
Volume/Cap: 1.01 0.00 1.01 0.00 0.00 0.00 0.00 1.01 1.01 1.01 0.44 0.00
Delay/Veh: 135.4 0.0 135.4 0.0 0.0 0.0 0.0 40.0 40.0 148.8 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: 135.4 0.0 135.4 0.0 0.0 0.0 0.0 40.0 40.0 148.8 3.1 0.0
LOS by Move: F A F A A A A D D F A A
DesignQueue: 8 0 8 0 0 0 0 27 27 6 8 0

Intersection #24 Dillard / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.020
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 41.2
Optimal Cycle: OPTIMIZED Level Of Service: D
Street Name: Dillard SR 16
Approach: North Bound South Bound East Bound 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 0 7 0 0 0 0 7 7 4 7 0
Lanes: 0 0 1 0 0 0 0 0 0 1 0 1 0 0
Volume Module:
Base Vol: 56 0 55 0 0 0 0 462 76 58 465 0
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 62 0 61 0 0 0 0 508 84 64 512 0
Added Vol: 0 0 2 0 0 0 0 137 0 2 141 0
PasserByVol: 0 0 49 0 0 0 0 522 0 44 482 0
Initial Fut: 62 0 112 0 0 0 0 1167 84 110 1135 0
User Adj: 1.00 1.00 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: 66 0 119 0 0 0 0 1242 89 117 1207 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 66 0 119 0 0 0 0 1242 89 117 1207 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 66 0 119 0 0 0 0 1242 89 117 1207 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 1.00 0.90 1.00 1.00 1.00 1.00 0.94 0.94 0.90 0.95 1.00
Lanes: 0.36 0.00 0.64 0.00 0.00 0.00 0.00 0.93 0.07 1.00 1.00 0.00
Final Sat.: 607 0 1098 0 0 0 0 1673 120 1718 1809 0
Capacity Analysis Module:
Vol/Sat: 0.11 0.00 0.11 0.00 0.00 0.00 0.00 0.74 0.74 0.07 0.67 0.00
Crit Moves: **** ****
Green/Cycle: 0.11 0.00 0.11 0.00 0.00 0.00 0.00 0.73 0.73 0.07 0.79 0.00
Volume/Cap: 1.02 0.00 1.02 0.00 0.00 0.00 0.00 1.02 1.02 1.02 0.84 0.00
Delay/Veh: 126.0 0.0 126.0 0.0 0.0 0.0 0.0 46.5 46.5 145.7 12.2 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 126.0 0.0 126.0 0.0 0.0 0.0 0.0 46.5 46.5 145.7 12.2 0.0
LOS by Move: F A F A A A A D D F B A
DesignQueue: 11 0 11 0 0 0 0 30 30 7 20 0

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, Level Of Service Module, and ApproachDel. Includes data for Sloughhouse SR 16 intersection.

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, Level Of Service Module, and ApproachDel. Includes data for Sloughhouse SR 16 intersection.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

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

Table with 12 columns for traffic directions (North/South/East/West Bound L/T/R) and 12 rows of performance metrics including Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

Table with 12 columns for traffic directions (North/South/East/West Bound L/T/R) and 12 rows of performance metrics including Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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 #27 Sunrise / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.212
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 108.8
Optimal Cycle: OPTIMIZED Level Of Service: F
Street Name: Sunrise SR 16
Approach: North Bound South Bound 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 7 7 3 7 7 3 7 7 3 7 7
Lanes: 1 0 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 7 267 40 227 847 63 79 471 10 23 205 117
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 8 294 44 250 932 69 87 518 11 25 226 129
Added Vol: 0 0 5 17 0 0 0 68 0 4 58 14
PasserByVol: 5 8 10 52 126 0 4 153 4 4 98 27
Initial Fut: 13 302 59 319 1058 69 91 739 15 33 382 170
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 13 314 61 332 1102 72 95 770 16 35 397 177
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 13 314 61 332 1102 72 95 770 16 35 397 177
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 13 314 61 332 1102 72 95 770 16 35 397 177
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 0.87 0.92 0.78 0.87 0.92 0.78
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 1549 303 1805 1900 1615 1655 1742 1481 1655 1742 1481
Capacity Analysis Module:
Vol/Sat: 0.01 0.20 0.20 0.18 0.58 0.04 0.06 0.44 0.01 0.02 0.23 0.12
Crit Moves: ****
Green/Cycle: 0.03 0.26 0.26 0.23 0.46 0.54 0.08 0.35 0.38 0.03 0.30 0.53
Volume/Cap: 0.29 0.79 0.79 0.79 1.25 0.08 0.75 1.25 0.03 0.84 0.75 0.22
Delay/Veh: 61.1 50.5 50.5 53.2 155 13.4 76.9 165 23.5 138.0 44.0 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: 61.1 50.5 50.5 53.2 155 13.4 76.9 165 23.5 138.0 44.0 14.9
LOS by Move: E D D D F B E F C F D B
DesignQueue: 1 20 20 18 47 2 6 37 1 2 20 6

Intersection #27 Sunrise / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.012
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 60.3
Optimal Cycle: OPTIMIZED Level Of Service: E
Street Name: Sunrise SR 16
Approach: North Bound South Bound 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 7 7 3 7 7 3 7 7 3 7 7
Lanes: 1 0 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 6 176 18 191 228 41 25 240 12 27 235 213
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 7 194 20 210 251 45 28 264 13 30 259 234
Added Vol: 0 0 7 23 0 0 0 94 0 7 96 23
PasserByVol: 0 0 9 61 0 0 0 416 0 7 389 53
Initial Fut: 7 194 36 294 251 45 28 774 13 44 744 310
User Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
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: 8 224 41 341 290 52 32 896 15 51 861 359
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 8 224 41 341 290 52 32 896 15 51 861 359
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 8 224 41 341 290 52 32 896 15 51 861 359
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 0.87 0.92 0.78 0.87 0.92 0.78
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 1567 290 1805 1900 1615 1655 1742 1481 1655 1742 1481
Capacity Analysis Module:
Vol/Sat: 0.00 0.14 0.14 0.19 0.15 0.03 0.02 0.51 0.01 0.03 0.49 0.24
Crit Moves: ****
Green/Cycle: 0.05 0.14 0.14 0.19 0.28 0.31 0.03 0.51 0.55 0.03 0.51 0.70
Volume/Cap: 0.09 1.01 1.01 1.01 0.54 0.11 0.74 1.01 0.02 1.01 0.96 0.35
Delay/Veh: 55.3 110 110.0 100.8 37.7 29.8 108.3 62.6 12.0 188.8 49.8 7.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 55.3 110 110.0 100.8 37.7 29.8 108.3 62.6 12.0 188.8 49.8 7.4
LOS by Move: E F F F D C F E B F D A
DesignQueue: 0 16 16 19 14 2 2 34 0 3 32 8

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

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

Table with 12 columns for traffic directions (North, South, East, West Bound) and 4 rows for each direction (L, T, R). Includes metrics for Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

Table with 12 columns for traffic directions (North, South, East, West Bound) and 4 rows for each direction (L, T, R). Includes metrics for Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

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

Table with 12 columns for traffic flow metrics (Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module) for Intersection #29 Bradshwa / SR 16.

Table with 12 columns for traffic flow metrics (Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module) for Intersection #29 Bradshwa / SR 16.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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 #30 Latrobe / White Rock

Intersection #30 Latrobe / White Rock

Cycle (sec): 60 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 19.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Cycle (sec): 60 Critical Vol./Cap.(X): 0.251
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Latrobe White Rock

Street Name: Latrobe White Rock

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R) for Control, Rights, Min. Green, and Lanes.

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R) for Control, Rights, Min. Green, and Lanes.

Volume Module:

Volume Module:

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Saturation Flow Module:

Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Capacity Analysis Module:

Table showing capacity analysis data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Table showing capacity analysis data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for North Bound, South Bound, East Bound, and West Bound movements.

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for North Bound, South Bound, East Bound, and West Bound movements.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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 #32 Missouri Flat / US 50 WB Ramps
Cycle (sec): 120 Critical Vol./Cap.(X): 1.126
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 84.2
Optimal Cycle: OPTIMIZED Level Of Service: F
Street Name: Missouri Flat US 50 WB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ignore Include Ovl
Min. Green: 4 7 0 0 7 7 0 0 0 7 0 7
Lanes: 2 0 2 0 0 0 0 2 0 1 0 0 0 0 0 2 0 0 0 2
Volume Module:
Base Vol: 724 894 0 0 1270 366 0 0 0 1304 0 473
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 724 894 0 0 1270 366 0 0 0 1304 0 473
Added Vol: 4 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: 728 894 0 0 1270 366 0 0 0 1304 0 473
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 791 972 0 0 1380 0 0 0 0 1417 0 514
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 791 972 0 0 1380 0 0 0 0 1417 0 514
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 791 972 0 0 1380 0 0 0 0 1417 0 514
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.95 1.00 1.00 0.95 1.00 1.00 1.00 1.00 0.92 1.00 0.75
Lanes: 2.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.: 3502 3610 0 0 3610 1900 0 0 0 3502 0 2842
Capacity Analysis Module:
Vol/Sat: 0.23 0.27 0.00 0.00 0.38 0.00 0.00 0.00 0.00 0.40 0.00 0.18
Crit Moves: **** ****
Green/Cycle: 0.20 0.54 0.00 0.00 0.34 0.00 0.00 0.00 0.00 0.36 0.00 0.36
Volume/Cap: 1.13 0.50 0.00 0.00 1.13 0.00 0.00 0.00 0.00 1.13 0.00 0.50
Delay/Veh: 122.0 17.5 0.0 0.0 107 0.0 0.0 0.0 0.0 105.8 0.0 30.4
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: 122.0 17.5 0.0 0.0 107 0.0 0.0 0.0 0.0 105.8 0.0 30.4
LOS by Move: F B A A F A A A A F A C
DesignQueue: 23 17 0 0 36 0 0 0 0 35 0 13

Intersection #32 Missouri Flat / US 50 WB Ramps
Cycle (sec): 85 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 38.2
Optimal Cycle: OPTIMIZED Level Of Service: D
Street Name: Missouri Flat US 50 WB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ignore Include Ovl
Min. Green: 4 7 0 0 7 7 0 0 0 7 0 7
Lanes: 2 0 2 0 0 0 0 2 0 1 0 0 0 0 0 2 0 0 0 2
Volume Module:
Base Vol: 589 726 0 0 1020 298 0 0 0 1060 0 385
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 589 726 0 0 1020 298 0 0 0 1060 0 385
Added Vol: 6 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: 595 726 0 0 1020 298 0 0 0 1060 0 385
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 647 789 0 0 1109 0 0 0 0 1152 0 418
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 647 789 0 0 1109 0 0 0 0 1152 0 418
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 647 789 0 0 1109 0 0 0 0 1152 0 418
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.95 1.00 1.00 0.95 1.00 1.00 1.00 1.00 0.92 1.00 0.75
Lanes: 2.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.: 3502 3610 0 0 3610 1900 0 0 0 3502 0 2842
Capacity Analysis Module:
Vol/Sat: 0.18 0.22 0.00 0.00 0.31 0.00 0.00 0.00 0.00 0.33 0.00 0.15
Crit Moves: **** ****
Green/Cycle: 0.19 0.51 0.00 0.00 0.32 0.00 0.00 0.00 0.00 0.34 0.00 0.34
Volume/Cap: 0.96 0.42 0.00 0.00 0.96 0.00 0.00 0.00 0.00 0.96 0.00 0.43
Delay/Veh: 58.1 13.0 0.0 0.0 45.1 0.0 0.0 0.0 0.0 43.7 0.0 21.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 58.1 13.0 0.0 0.0 45.1 0.0 0.0 0.0 0.0 43.7 0.0 21.7
LOS by Move: E B A A D A A A A D A C
DesignQueue: 13 10 0 0 20 0 0 0 0 20 0 8

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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 #33 Missouri Flat / US 50 EB Ramps

Intersection #33 Missouri Flat / US 50 EB Ramps

Cycle (sec): 120 Critical Vol./Cap.(X): 1.067
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 60.8
Optimal Cycle: OPTIMIZED Level Of Service: E

Cycle (sec): 75 Critical Vol./Cap.(X): 0.926
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Missouri Flat US 50 EB Ramps

Street Name: Missouri Flat US 50 EB Ramps

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R) for Control, Rights, Min. Green, and Lanes.

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R) for Control, Rights, Min. Green, and Lanes.

Volume Module:

Volume Module:

Table showing traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table showing traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Saturation Flow Module:

Table showing saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Table showing saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Capacity Analysis Module:

Table showing capacity analysis metrics: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table showing capacity analysis metrics: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

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

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Missouri Flat and Forni.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Missouri Flat and Forni.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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 #36 Missouri Flat / Pleasant Valley

Intersection #36 Missouri Flat / Pleasant Valley

Cycle (sec): 75 Critical Vol./Cap.(X): 0.862
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Cycle (sec): 60 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Missouri Flat Pleasant Valley
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Street Name: Missouri Flat Pleasant Valley
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Ovl
Min. Green: 0 0 0 7 0 7 4 7 0 0 7 7
Lanes: 0 0 0 0 0 1 0 0 0 1 2 0 1 0 0 0 0 1 0 1

Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Ovl
Min. Green: 0 0 0 0 7 0 7 4 7 0 0 0 7 7
Lanes: 0 0 0 0 0 1 0 0 0 1 2 0 1 0 0 0 0 1 0 1

Volume Module:
Base Vol: 0 0 0 786 0 371 257 437 0 0 320 348
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 786 0 371 257 437 0 0 320 348
Added Vol: 0 0 0 0 0 5 4 39 0 0 46 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 786 0 376 261 476 0 0 366 348
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 0 0 0 810 0 388 269 491 0 0 377 359
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 810 0 388 269 491 0 0 377 359
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 810 0 388 269 491 0 0 377 359

Volume Module:
Base Vol: 0 0 0 607 0 286 198 261 0 0 232 310
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 607 0 286 198 261 0 0 232 310
Added Vol: 0 0 0 0 0 7 7 65 0 0 63 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 607 0 293 205 326 0 0 295 310
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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 0 646 0 312 218 347 0 0 314 330
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 646 0 312 218 347 0 0 314 330
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 646 0 312 218 347 0 0 314 330

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.95 1.00 0.85 0.92 1.00 1.00 1.00 1.00 0.85
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 2.00 1.00 0.00 0.00 1.00 1.00
Final Sat.: 0 0 0 1805 0 1615 3502 1900 0 0 1900 1615

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.95 1.00 0.85 0.92 1.00 1.00 1.00 1.00 0.85
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 2.00 1.00 0.00 0.00 1.00 1.00
Final Sat.: 0 0 0 1805 0 1615 3502 1900 0 0 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.45 0.00 0.24 0.08 0.26 0.00 0.00 0.20 0.22
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.52 0.00 0.61 0.09 0.32 0.00 0.00 0.23 0.75
Volume/Cap: 0.00 0.00 0.00 0.86 0.00 0.39 0.86 0.81 0.00 0.00 0.86 0.30
Delay/Veh: 0.0 0.0 0.0 23.9 0.0 7.8 54.7 31.4 0.0 0.0 43.7 3.1
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 23.9 0.0 7.8 54.7 31.4 0.0 0.0 43.7 3.1
LOS by Move: A A A C A A D C A A D A
DesignQueue: 0 0 0 18 0 7 5 15 0 0 13 4

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.36 0.00 0.19 0.06 0.18 0.00 0.00 0.17 0.20
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.49 0.00 0.57 0.09 0.31 0.00 0.00 0.23 0.71
Volume/Cap: 0.00 0.00 0.00 0.73 0.00 0.34 0.73 0.59 0.00 0.00 0.73 0.29
Delay/Veh: 0.0 0.0 0.0 15.4 0.0 7.0 35.7 19.0 0.0 0.0 27.9 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 1.00
AdjDel/Veh: 0.0 0.0 0.0 15.4 0.0 7.0 35.7 19.0 0.0 0.0 27.9 3.2
LOS by Move: A A A B A A D B A A C A
DesignQueue: 0 0 0 12 0 5 3 8 0 0 8 3

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

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

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Average Delay (sec/veh): 7.9 Worst Case Level Of Service: E[38.4]

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B[13.9]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

Intersection #38 SR 49 / Pleasant Valley
Cycle (sec): 100 Critical Vol./Cap.(X): 1.083
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 50.9
Optimal Cycle: 0 Level Of Service: F
Street Name: SR 49 Pleasant Valley
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 0 0 0 1 0
Volume Module:
Base Vol: 191 0 180 0 0 0 0 354 240 290 426 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 191 0 180 0 0 0 0 354 240 290 426 0
Added Vol: 5 0 43 0 0 0 0 0 6 50 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 196 0 223 0 0 0 0 354 246 340 426 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 204 0 232 0 0 0 0 369 256 354 444 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 204 0 232 0 0 0 0 369 256 354 444 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 204 0 232 0 0 0 0 369 256 354 444 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: 0.47 0.00 0.53 0.00 0.00 0.00 0.00 0.59 0.41 1.00 1.00 0.00
Final Sat.: 253 0 288 0 0 0 0 340 237 482 516 0
Capacity Analysis Module:
Vol/Sat: 0.81 xxxx 0.81 xxxx xxxx xxxx 1.08 1.08 0.74 0.86 xxxx
Crit Moves: ****
Delay/Veh: 31.4 0.0 31.4 0.0 0.0 0.0 0.0 86.2 86.2 28.1 38.6 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 1.00
AdjDel/Veh: 31.4 0.0 31.4 0.0 0.0 0.0 0.0 86.2 86.2 28.1 38.6 0.0
LOS by Move: D * D * * * * F F D E *
ApproachDel: 31.4 xxxxxx 86.2 33.9
Delay Adj: 1.00 xxxxxx 1.00 1.00
ApprAdjDel: 31.4 xxxxxx 86.2 33.9
LOS by Appr: D * * F D
AllWayAvgQ: 3.3 3.3 3.3 0.0 0.0 0.0 12.3 12.3 12.3 2.4 4.1 0.0

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

Intersection #38 SR 49 / Pleasant Valley
Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: 0 Level Of Service: C
Street Name: SR 49 Pleasant Valley
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 0 0 0 1 0
Volume Module:
Base Vol: 117 0 159 0 0 0 0 217 140 150 262 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 117 0 159 0 0 0 0 217 140 150 262 0
Added Vol: 8 0 71 0 0 0 0 0 8 70 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 125 0 230 0 0 0 0 217 148 220 262 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 142 0 261 0 0 0 0 247 168 250 298 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 142 0 261 0 0 0 0 247 168 250 298 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 142 0 261 0 0 0 0 247 168 250 298 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: 0.35 0.00 0.65 0.00 0.00 0.00 0.00 0.59 0.41 1.00 1.00 0.00
Final Sat.: 209 0 384 0 0 0 0 365 249 519 559 0
Capacity Analysis Module:
Vol/Sat: 0.68 xxxx 0.68 xxxx xxxx xxxx 0.68 0.68 0.48 0.53 xxxx
Crit Moves: ****
Delay/Veh: 19.5 0.0 19.5 0.0 0.0 0.0 0.0 19.1 19.1 15.5 15.7 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 19.5 0.0 19.5 0.0 0.0 0.0 0.0 19.1 19.1 15.5 15.7 0.0
LOS by Move: C * C * * * * C C C C *
ApproachDel: 19.5 xxxxxx 19.1 15.6
Delay Adj: 1.00 xxxxxx 1.00 1.00
ApprAdjDel: 19.5 xxxxxx 19.1 15.6
LOS by Appr: C * * C C
AllWayAvgQ: 1.8 1.8 1.8 0.0 0.0 0.0 1.8 1.8 1.8 0.9 1.0 0.0

Ione Casino
Existing + Approved + Alt A Ph 2- Fri
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat
PM Peak Hour

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Capacity Module, and Level Of Service Module. Includes data for North Bound, South Bound, East Bound, and West Bound.

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

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Capacity Module, and Level Of Service Module. Includes data for North Bound, South Bound, East Bound, and West Bound.

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



APPENDIX A

Intersection Operations Level of Service Calculation Worksheets 2013 EPAP Plus Alternative A Phase 1 and 2 with Mitigation Measures

Ione Casino
Existing + Approved + Alt A Ph 2- Fri - Mitigation Measures
PM peak hour

Scenario: 2013 Ex + Ap + Alt A II Friday
Command: 2013 Ex + Ap + Alt A II Friday
Volume: 2013 Ex + Ap NP Friday
Geometry: EPAP MIT
Impact Fee: Existing
Trip Generation: Alt A (Ph II) Friday
Trip Distribution: Existing
Paths: 2006 (Amador Bypass)
Routes: Existing
Configuration: Existing

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat - Mitigation Measures
PM Peak Hour

Scenario: 2013 Ex + Ap + Alt A II Saturday
Command: 2013 Ex + Ap + Alt A II Saturday
Volume: 2013 Ex + Ap NP Saturday
Geometry: EPAP MIT
Impact Fee: Existing
Trip Generation: Alt A (Ph II) Saturday
Trip Distribution: Existing
Paths: 2006 (Amador Bypass)
Routes: Existing
Configuration: Existing

Ione Casino
Existing + Approved + Alt A Ph 2- Fri - Mitigation Measures
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat - Mitigation Measures
PM Peak Hour

Impact Analysis Report
Level Of Service

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 2 SR 49 / Main	B	19.6 0.428	C	27.8 0.744	+ 8.115 D/V
# 13 Jackson Valley / SR 88	B	11.7 0.433	B	19.9 0.667	+ 8.148 D/V
# 14 SR 88 / Liberty Rd.	B	16.2 0.495	C	23.3 0.715	+ 7.116 D/V
# 19 Ione / SR 16	B	12.0 0.573	B	13.9 0.698	+ 1.865 D/V
# 26 Grant Line / SR 16	C	28.7 0.788	D	52.1 1.028	+23.403 D/V
# 27 Sunrise / SR 16	D	37.4 0.718	D	54.6 0.921	+17.203 D/V

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 2 SR 49 / Main	B	19.7 0.424	C	28.9 0.738	+ 9.210 D/V
# 13 Jackson Valley / SR 88	B	11.5 0.267	C	21.8 0.579	+10.320 D/V
# 14 SR 88 / Liberty Rd.	B	17.2 0.375	C	23.9 0.689	+ 6.643 D/V
# 19 Ione / SR 16	A	6.2 0.281	A	6.7 0.463	+ 0.550 D/V
# 26 Grant Line / SR 16	B	19.6 0.486	C	32.0 0.929	+12.336 D/V
# 27 Sunrise / SR 16	C	31.9 0.518	D	54.3 0.983	+22.369 D/V

Ione Casino
Existing + Approved + Alt A Ph 2- Fri - Mitigation Measures
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat - Mitigation Measures
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 SR 49 / Main

Cycle (sec): 70 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: SR 49 Main

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

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 4 7 7 4 7 7 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 1 0 0 1 0

Volume Module:

Base Vol: 45 107 201 7 92 18 14 40 39 109 53 12
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 49 117 219 8 100 20 15 44 43 119 58 13
Added Vol: 9 49 1 0 57 0 0 0 11 1 0 0
PasserByVol: 16 128 39 35 102 70 80 29 15 44 36 55
Initial Fut: 74 294 259 43 259 90 95 73 69 164 94 68
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 78 309 273 45 273 94 100 76 72 172 99 72
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 78 309 273 45 273 94 100 76 72 172 99 72
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 78 309 273 45 273 94 100 76 72 172 99 72

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 0.89 0.89 0.97 0.97 0.85 0.95 0.94 0.94
Lanes: 1.00 0.53 0.47 1.00 0.74 0.26 0.57 0.43 1.00 1.00 0.58 0.42
Final Sat.: 1671 869 767 1671 1256 434 1048 799 1615 1805 1031 749

Capacity Analysis Module:

Vol/Sat: 0.05 0.36 0.36 0.03 0.22 0.22 0.10 0.10 0.04 0.10 0.10 0.10
Crit Moves: ****
Green/Cycle: 0.11 0.46 0.46 0.06 0.41 0.41 0.12 0.12 0.23 0.12 0.12 0.12
Volume/Cap: 0.43 0.77 0.77 0.47 0.53 0.53 0.77 0.77 0.19 0.76 0.77 0.77
Delay/Veh: 30.8 20.3 20.3 35.6 16.2 16.2 43.8 43.8 21.8 44.0 44.3 44.3
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: 30.8 20.3 20.3 35.6 16.2 16.2 43.8 43.8 21.8 44.0 44.3 44.3
LOS by Move: C C C D B B D D C D D D
DesignQueue: 3 13 13 2 9 9 6 6 2 6 6 6

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

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 SR 49 / Main

Cycle (sec): 60 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 28.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: SR 49 Main

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

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 4 7 7 4 7 7 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 1 0 0 1 0

Volume Module:

Base Vol: 39 61 129 15 78 4 12 30 29 169 64 16
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 43 66 141 16 85 4 13 33 32 184 70 17
Added Vol: 101 134 29 23 124 87 82 57 88 25 62 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 144 200 170 39 209 91 95 90 120 209 132 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 167 233 197 46 243 106 111 104 139 243 153 47
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 167 233 197 46 243 106 111 104 139 243 153 47
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 167 233 197 46 243 106 111 104 139 243 153 47

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 0.88 0.88 0.98 0.98 0.85 0.95 0.97 0.97
Lanes: 1.00 0.54 0.46 1.00 0.70 0.30 0.51 0.49 1.00 1.00 0.77 0.23
Final Sat.: 1671 887 751 1671 1168 511 953 899 1615 1805 1403 431

Capacity Analysis Module:

Vol/Sat: 0.10 0.26 0.26 0.03 0.21 0.21 0.12 0.12 0.09 0.13 0.11 0.11
Crit Moves: ****
Green/Cycle: 0.13 0.34 0.34 0.07 0.28 0.28 0.15 0.15 0.28 0.17 0.17 0.17
Volume/Cap: 0.76 0.77 0.77 0.41 0.76 0.76 0.77 0.77 0.30 0.77 0.62 0.62
Delay/Veh: 38.9 24.2 24.2 29.3 26.8 26.8 36.8 36.8 17.3 34.6 26.7 26.7
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: 38.9 24.2 24.2 29.3 26.8 26.8 36.8 36.8 17.3 34.6 26.7 26.7
LOS by Move: D C C C C C D D B C C C
DesignQueue: 5 10 10 1 9 9 6 6 3 7 6 6

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri - Mitigation Measures
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat - Mitigation Measures
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Jackson Valley / SR 88

Cycle (sec): 110 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 19.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Jackson Valley SR 88

Approach: North Bound South Bound East Bound West Bound

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

Control: Split Phase Split Phase Protected Protected

Rights: Include Include Include Include

Min. Green: 7 7 7 7 7 7 4 7 7 4 7 7

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

Volume Module:

Base Vol: 7 12 5 2 23 8 6 508 34 2 348 3
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 8 13 5 2 25 9 7 554 37 2 379 3
Added Vol: 0 1 0 0 1 0 0 0 84 0 0 72 0 0 0 0 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.89 0.89 0.90 0.90 0.90 0.95 0.97 0.97 0.95 1.00 1.00
Lanes: 0.86 0.10 0.04 0.06 0.70 0.24 1.00 0.79 0.21 1.00 0.99 0.01
Final Sat.: 1450 177 68 101 1209 404 1805 1452 387 1805 1884 14

Capacity Analysis Module:

Vol/Sat: 0.08 0.08 0.08 0.02 0.02 0.02 0.00 0.46 0.46 0.00 0.25 0.25
Crit Moves: **** **** **** ****
Green/Cycle: 0.12 0.12 0.12 0.06 0.06 0.06 0.09 0.64 0.64 0.04 0.59 0.59
Volume/Cap: 0.72 0.72 0.72 0.36 0.36 0.36 0.04 0.72 0.72 0.03 0.43 0.43
Delay/Veh: 59.4 59.4 59.4 51.3 51.3 51.3 46.3 15.6 15.6 51.4 12.6 12.6
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: 59.4 59.4 59.4 51.3 51.3 51.3 46.3 15.6 15.6 51.4 12.6 12.6
LOS by Move: E E E D D D D B B D B B
DesignQueue: 8 8 8 2 2 2 0 21 21 0 13 13

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

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Jackson Valley / SR 88

Cycle (sec): 85 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Jackson Valley SR 88

Approach: North Bound South Bound East Bound West Bound

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

Control: Split Phase Split Phase Protected Protected

Rights: Include Include Include Include

Min. Green: 7 7 7 7 7 7 4 7 7 4 7 7

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

Volume Module:

Base Vol: 7 3 1 7 1 1 1 283 2 3 308 4
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 8 3 1 8 1 1 1 308 2 3 336 4
Added Vol: 0 1 0 0 1 0 0 0 116 0 0 119 0 0 0 0 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.89 0.89 0.89 0.89 0.89 0.95 0.97 0.97 0.95 1.00 1.00
Lanes: 0.97 0.02 0.01 0.71 0.19 0.10 1.00 0.79 0.21 1.00 0.99 0.01
Final Sat.: 1647 37 9 1194 327 171 1805 1444 395 1805 1880 18

Capacity Analysis Module:

Vol/Sat: 0.13 0.13 0.13 0.01 0.01 0.01 0.00 0.33 0.33 0.00 0.27 0.27
Crit Moves: **** **** **** ****
Green/Cycle: 0.19 0.19 0.19 0.08 0.08 0.08 0.08 0.49 0.49 0.05 0.46 0.46
Volume/Cap: 0.68 0.68 0.68 0.09 0.09 0.09 0.01 0.68 0.68 0.04 0.59 0.59
Delay/Veh: 37.3 37.3 37.3 36.3 36.3 36.3 36.1 18.6 18.6 38.9 18.3 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: 37.3 37.3 37.3 36.3 36.3 36.3 36.1 18.6 18.6 38.9 18.3 18.3
LOS by Move: D D D D D D D B B D B B
DesignQueue: 9 9 9 1 1 1 0 16 16 0 14 14

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri - Mitigation Measures
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat - Mitigation Measures
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Cycle (sec): 75 Critical Vol./Cap.(X): 0.715
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: SR 88 Liberty

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

Control: Protected Protected Split Phase Split Phase
Rights: Ovl Ovl Ovl Include
Min. Green: 5 7 7 5 7 7 7 7 7 7 7 7
Lanes: 1 0 1 0 1 1 0 1 0 0 1 0 0 1 0 0

Volume Module:

Base Vol: 26 485 48 14 377 39 53 25 76 18 5 10
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 28 519 51 15 403 42 57 27 81 19 5 11
Added Vol: 0 0 45 0 0 0 0 39 0 39 33 0
PasserByVol: 0 114 12 0 92 16 19 24 0 10 20 0
Initial Fut: 28 633 108 15 495 58 76 90 81 68 58 11
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 30 673 115 16 527 61 81 95 87 73 62 11
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 673 115 16 527 61 81 95 87 73 62 11
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 673 115 16 527 61 81 95 87 73 62 11

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.94 0.79 0.89 0.94 0.79 0.98 0.98 0.85 0.97 0.97 0.97
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 0.46 0.54 1.00 0.50 0.42 0.08
Final Sat.: 1688 1777 1510 1688 1777 1510 850 1008 1615 912 779 143

Capacity Analysis Module:

Vol/Sat: 0.02 0.38 0.08 0.01 0.30 0.04 0.09 0.09 0.05 0.08 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.10 0.49 0.60 0.07 0.46 0.58 0.12 0.12 0.23 0.10 0.10 0.10
Volume/Cap: 0.17 0.77 0.13 0.14 0.65 0.07 0.77 0.77 0.24 0.77 0.77 0.77
Delay/Veh: 31.2 19.7 6.7 33.6 17.6 6.9 46.4 46.4 24.1 49.9 49.9 49.9
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: 31.2 19.7 6.7 33.6 17.6 6.9 46.4 46.4 24.1 49.9 49.9 49.9
LOS by Move: C B A C B A D D C D D D
DesignQueue: 1 16 2 1 13 1 7 7 3 6 6 6

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

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Cycle (sec): 65 Critical Vol./Cap.(X): 0.689
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: SR 88 Liberty

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

Control: Protected Protected Split Phase Split Phase
Rights: Ovl Ovl Ovl Include
Min. Green: 5 7 7 5 7 7 7 7 7 7 7 7
Lanes: 1 0 1 0 1 1 0 1 0 0 1 0 0 1 0 0

Volume Module:

Base Vol: 52 269 45 2 265 45 37 29 57 30 29 10
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 56 288 48 2 284 48 40 31 61 32 31 11
Added Vol: 0 0 62 0 0 0 0 53 0 64 55 0
PasserByVol: 0 98 10 0 157 27 16 21 0 16 34 0
Initial Fut: 56 386 120 2 441 75 56 105 61 112 120 11
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 58 402 125 2 459 78 58 109 64 117 125 11
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 58 402 125 2 459 78 58 109 64 117 125 11
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 58 402 125 2 459 78 58 109 64 117 125 11

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.94 0.79 0.89 0.94 0.79 0.98 0.98 0.85 0.97 0.97 0.97
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 0.35 0.65 1.00 0.46 0.50 0.04
Final Sat.: 1688 1777 1510 1688 1777 1510 646 1221 1615 852 912 81

Capacity Analysis Module:

Vol/Sat: 0.03 0.23 0.08 0.00 0.26 0.05 0.09 0.09 0.04 0.14 0.14 0.14
Crit Moves: ****
Green/Cycle: 0.08 0.33 0.52 0.11 0.36 0.49 0.13 0.13 0.20 0.19 0.19 0.19
Volume/Cap: 0.45 0.69 0.16 0.01 0.72 0.11 0.72 0.72 0.19 0.72 0.72 0.72
Delay/Veh: 31.1 22.7 8.3 25.7 21.8 9.1 37.5 37.5 21.8 31.5 31.5 31.5
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: 31.1 22.7 8.3 25.7 21.8 9.1 37.5 37.5 21.8 31.5 31.5 31.5
LOS by Move: C C A C C A D D C C C C
DesignQueue: 2 10 2 0 11 1 5 5 2 8 8 8

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri - Mitigation Measures
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat - Mitigation Measures
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Ione / SR 16

Cycle (sec): 75 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Ione SR 16

Approach: North Bound South Bound East Bound 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 0 0 0 0 7 7 4 7 0
Lanes: 0 0 1 0 0 0 0 0 0 1 0 1 0 1 0 0

Volume Module:

Base Vol: 122 0 13 0 0 0 0 398 134 17 224 0
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 134 0 14 0 0 0 0 438 147 19 246 0
Added Vol: 0 0 0 0 0 0 0 102 0 0 87 0
PasserByVol: 22 0 0 0 0 0 0 14 27 0 22 0
Initial Fut: 156 0 14 0 0 0 0 554 174 19 355 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 176 0 16 0 0 0 0 622 196 21 399 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 176 0 16 0 0 0 0 622 196 21 399 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 176 0 16 0 0 0 0 622 196 21 399 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 0.95 1.00 1.00 1.00 1.00 0.92 0.92 0.90 0.95 1.00
Lanes: 0.92 0.00 0.08 0.00 0.00 0.00 0.00 0.76 0.24 1.00 1.00 0.00
Final Sat.: 1646 0 151 0 0 0 0 1332 419 1718 1809 0

Capacity Analysis Module:

Vol/Sat: 0.11 0.00 0.11 0.00 0.00 0.00 0.00 0.47 0.47 0.01 0.22 0.00
Crit Moves: ****
Green/Cycle: 0.15 0.00 0.15 0.00 0.00 0.00 0.00 0.64 0.64 0.05 0.69 0.00
Volume/Cap: 0.73 0.00 0.73 0.00 0.00 0.00 0.00 0.73 0.73 0.23 0.32 0.00
Delay/Veh: 40.5 0.0 40.5 0.0 0.0 0.0 0.0 11.6 11.6 35.3 4.7 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 40.5 0.0 40.5 0.0 0.0 0.0 0.0 11.6 11.6 35.3 4.7 0.0
LOS by Move: D A D A A A A A B B D A A
DesignQueue: 7 0 7 0 0 0 0 14 14 1 5 0

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

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Ione / SR 16

Cycle (sec): 60 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 6.7
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name: Ione SR 16

Approach: North Bound South Bound East Bound 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 0 0 0 0 7 7 4 7 0
Lanes: 0 0 1 0 0 0 0 0 0 1 0 1 0 1 0 0

Volume Module:

Base Vol: 60 0 1 0 0 0 0 240 54 0 249 0
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 66 0 1 0 0 0 0 264 59 0 274 0
Added Vol: 0 0 0 0 0 0 0 140 0 0 144 0
PasserByVol: 37 0 0 0 0 0 0 55 23 0 62 0
Initial Fut: 103 0 1 0 0 0 0 459 82 0 480 0
User Adj: 1.00 1.00 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: 105 0 1 0 0 0 0 468 84 0 490 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 105 0 1 0 0 0 0 468 84 0 490 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 105 0 1 0 0 0 0 468 84 0 490 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 0.95 1.00 1.00 1.00 1.00 0.93 0.93 1.00 0.95 1.00
Lanes: 0.99 0.00 0.01 0.00 0.00 0.00 0.00 0.85 0.15 1.00 1.00 0.00
Final Sat.: 1790 0 19 0 0 0 0 1501 270 1900 1809 0

Capacity Analysis Module:

Vol/Sat: 0.06 0.00 0.06 0.00 0.00 0.00 0.00 0.31 0.31 0.00 0.27 0.00
Crit Moves: ****
Green/Cycle: 0.13 0.00 0.13 0.00 0.00 0.00 0.00 0.67 0.67 0.00 0.67 0.00
Volume/Cap: 0.46 0.00 0.46 0.00 0.00 0.00 0.00 0.46 0.46 0.00 0.40 0.00
Delay/Veh: 25.8 0.0 25.8 0.0 0.0 0.0 0.0 4.9 4.9 0.0 4.6 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 25.8 0.0 25.8 0.0 0.0 0.0 0.0 4.9 4.9 0.0 4.6 0.0
LOS by Move: C A C A A A A A A A A A
DesignQueue: 3 0 3 0 0 0 0 7 7 0 6 0

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri - Mitigation Measures
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat - Mitigation Measures
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Grant Line / SR 16

Cycle (sec): 110 Critical Vol./Cap.(X): 1.028
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 52.1
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name: Grant Line SR 16

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

Control: Permitted Permitted Protected Protected
Rights: Ovl Ovl Include Include
Min. Green: 5 5 5 5 5 5 4 7 7 4 7 7
Lanes: 1 0 1 0 1 1 0 1 0 1 0 1 0

Volume Module:

Base Vol: 2 212 56 40 256 23 39 732 1 59 359 32
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 2 233 62 44 282 25 43 805 1 65 395 35
Added Vol: 0 0 10 0 0 0 0 89 0 9 77 0
PasserByVol: 3 17 13 3 28 3 0 201 9 12 118 1
Initial Fut: 5 250 85 47 310 28 43 1095 10 86 590 36
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 6 278 94 52 344 31 48 1217 11 95 655 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 6 278 94 52 344 31 48 1217 11 95 655 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 6 278 94 52 344 31 48 1217 11 95 655 40

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.21 1.00 0.85 0.21 1.00 0.85 0.90 0.95 0.95 0.90 0.94 0.94
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.99 0.01 1.00 0.94 0.06
Final Sat.: 393 1900 1615 393 1900 1615 1718 1790 17 1718 1689 104

Capacity Analysis Module:

Vol/Sat: 0.01 0.15 0.06 0.13 0.18 0.02 0.03 0.68 0.68 0.06 0.39 0.39
Crit Moves: ****
Green/Cycle: 0.18 0.18 0.23 0.18 0.18 0.24 0.06 0.66 0.66 0.05 0.65 0.65
Volume/Cap: 0.08 0.83 0.25 0.75 1.03 0.08 0.45 1.03 1.03 1.03 0.59 0.59
Delay/Veh: 38.4 59.7 35.0 79.9 102 32.7 52.9 52.2 52.2 153.4 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: 38.4 59.7 35.0 79.9 102 32.7 52.9 52.2 52.2 153.4 11.6 11.6
LOS by Move: D E C E F C D D F B B
DesignQueue: 0 15 4 3 18 1 3 31 31 6 16 16

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

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Grant Line / SR 16

Cycle (sec): 120 Critical Vol./Cap.(X): 0.929
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Grant Line SR 16

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

Control: Permitted Permitted Protected Protected
Rights: Ovl Ovl Include Include
Min. Green: 5 5 5 5 5 5 4 7 7 4 7 7
Lanes: 1 0 1 0 1 1 0 1 0 1 0 1 0

Volume Module:

Base Vol: 0 104 44 26 91 16 9 470 6 61 460 27
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 0 114 48 29 100 18 10 517 7 67 506 30
Added Vol: 0 0 14 0 0 0 0 123 0 14 127 0
PasserByVol: 0 0 20 16 0 0 0 486 0 18 451 15
Initial Fut: 0 114 82 45 100 18 10 1126 7 99 1084 45
User Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
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: 0 128 92 50 112 20 11 1264 7 111 1217 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 128 92 50 112 20 11 1264 7 111 1217 50
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 128 92 50 112 20 11 1264 7 111 1217 50

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 0.85 0.46 1.00 0.85 0.90 0.95 0.95 0.90 0.95 0.95
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.99 0.01 1.00 0.96 0.04
Final Sat.: 1900 1900 1615 870 1900 1615 1718 1796 11 1718 1727 71

Capacity Analysis Module:

Vol/Sat: 0.00 0.07 0.06 0.06 0.06 0.01 0.01 0.70 0.70 0.06 0.70 0.70
Crit Moves: ****
Green/Cycle: 0.00 0.07 0.14 0.07 0.07 0.11 0.04 0.76 0.76 0.07 0.79 0.79
Volume/Cap: 0.00 0.93 0.40 0.79 0.81 0.11 0.17 0.93 0.93 0.93 0.89 0.89
Delay/Veh: 0.0 111 48.0 102.3 84.2 48.4 57.2 23.1 23.1 115.8 16.5 16.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 111 48.0 102.3 84.2 48.4 57.2 23.1 23.1 115.8 16.5 16.5
LOS by Move: A F D F F D E C C F B B
DesignQueue: 0 8 5 3 7 1 1 25 25 7 22 22

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

Ione Casino
Existing + Approved + Alt A Ph 2- Fri - Mitigation Measures
PM peak hour

Ione Casino
Existing + Approved + Alt A Ph 2 - Sat - Mitigation Measures
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Sunrise / SR 16

Cycle (sec): 120 Critical Vol./Cap.(X): 0.921
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 54.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name: Sunrise SR 16

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

Control: Protected Protected Protected Protected
Rights: Ovl Include Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 1 0 1 1 0 1 0 1 0 1

Volume Module:

Base Vol: 7 267 40 227 847 63 79 471 10 23 205 117
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 8 294 44 250 932 69 87 518 11 25 226 129
Added Vol: 0 0 5 17 0 0 0 68 0 4 58 14
PasserByVol: 5 8 10 52 126 0 4 153 4 4 98 27
Initial Fut: 13 302 59 319 1058 69 91 739 15 33 382 170
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 13 314 61 332 1102 72 95 770 16 35 397 177
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 13 314 61 332 1102 72 95 770 16 35 397 177
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 13 314 61 332 1102 72 95 770 16 35 397 177

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 0.85 0.95 0.94 0.94 0.87 0.92 0.78 0.87 0.92 0.78
Lanes: 1.00 1.00 1.00 1.00 1.88 0.12 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 1900 1615 1805 3358 220 1655 1742 1481 1655 1742 1481

Capacity Analysis Module:

Vol/Sat: 0.01 0.17 0.04 0.18 0.33 0.33 0.06 0.44 0.01 0.02 0.23 0.12
Crit Moves: **** **** **** ****
Green/Cycle: 0.03 0.18 0.21 0.20 0.34 0.34 0.10 0.46 0.49 0.03 0.39 0.59
Volume/Cap: 0.22 0.93 0.18 0.93 0.96 0.96 0.58 0.96 0.02 0.63 0.58 0.20
Delay/Veh: 58.3 80.9 39.1 78.5 56.3 56.3 56.8 54.4 15.6 78.2 29.8 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: 58.3 80.9 39.1 78.5 56.3 56.3 56.8 54.4 15.6 78.2 29.8 11.5
LOS by Move: E F D E E E E D B E C B
DesignQueue: 1 18 3 19 30 30 6 31 1 2 17 5

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

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Sunrise / SR 16

Cycle (sec): 120 Critical Vol./Cap.(X): 0.983
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 54.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name: Sunrise SR 16

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

Control: Protected Protected Protected Protected
Rights: Ovl Include Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 1 0 1 1 0 1 0 1 1 0 1

Volume Module:

Base Vol: 6 176 18 191 228 41 25 240 12 27 235 213
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 7 194 20 210 251 45 28 264 13 30 259 234
Added Vol: 0 0 7 23 0 0 0 94 0 7 96 23
PasserByVol: 0 0 9 61 0 0 0 416 0 7 389 53
Initial Fut: 7 194 36 294 251 45 28 774 13 44 744 310
User Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
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: 8 224 41 341 290 52 32 896 15 51 861 359
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 8 224 41 341 290 52 32 896 15 51 861 359
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 8 224 41 341 290 52 32 896 15 51 861 359

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 0.85 0.95 0.93 0.93 0.87 0.92 0.78 0.87 0.92 0.78
Lanes: 1.00 1.00 1.00 1.00 1.70 0.30 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 1900 1615 1805 2989 538 1655 1742 1481 1655 1742 1481

Capacity Analysis Module:

Vol/Sat: 0.00 0.12 0.03 0.19 0.10 0.10 0.02 0.51 0.01 0.03 0.49 0.24
Crit Moves: **** **** **** ****
Green/Cycle: 0.08 0.12 0.15 0.19 0.23 0.23 0.04 0.52 0.60 0.03 0.52 0.71
Volume/Cap: 0.05 0.99 0.17 0.99 0.42 0.42 0.55 0.99 0.02 0.92 0.95 0.34
Delay/Veh: 51.2 108 44.5 92.6 39.6 39.6 67.6 54.4 9.6 148.9 46.1 6.8
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: 51.2 108 44.5 92.6 39.6 39.6 67.6 54.4 9.6 148.9 46.1 6.8
LOS by Move: D F D F D D E D A F D A
DesignQueue: 0 14 2 19 9 9 2 33 0 3 31 7

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



APPENDIX A

Intersection Operations Level of Service Calculation Worksheets 2010 EPAP Plus Alternative B Phase 1

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Scenario: Ex + Ap + Alt B (Ph I) Friday

Scenario Report

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

Scenario: Ex + Ap + Alt B (Ph I) Saturday

Scenario Report

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Trip Generation Report

Trip Generation Report

Forecast for EPAP NP Fri

Forecast for Alt B (Ph I) Saturday

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total	Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total	
7	Castle Oaks	1.00	Home	275.00	161.00	275	161	436	30.8	1	Ione Casino-	1.00	Ione Casino	278.00	290.00	278	290	568	19.1	
7	Castle Oaks	1.00	Hotel	25.00	22.00	25	22	47	3.3		Zone 1 Subtotal					278	290	568	19.1	
7	Castle Oaks	1.00	Retail	271.00	292.00	271	292	563	39.7											
	Zone 7 Subtotal					571	475	1046	73.8											
TOTAL										TOTAL										
TOTAL						571	475	1046	73.8							278	290	568	19.1	

Ione Casino
 Existing Plus Approved Plus Project B Phase I - Friday
 PM Peak Hour

Ione Casino
 Existing Plus Approved Plus Project B Phase I - Saturday
 PM Peak Hour

Trip Generation Report

Trip Generation Report

Forecast for Alt B (Ph I) Friday

Forecast for EPAP NP Sat

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Ione Casino-	1.00	Ione Casino	200.00	171.00	200	171	371	26.2
Zone 1 Subtotal						200	171	371	26.2

TOTAL					200	171	371	26.2

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Cottage Knol	1.00	Residential	152.00	130.00	152	130	282	9.5
Zone 2 Subtotal						152	130	282	9.5
3	Shenandoah R	1.00	Residential	76.00	65.00	76	65	141	4.7
Zone 3 Subtotal						76	65	141	4.7
4	Arroyo Woods	1.00	Residential	66.00	56.00	66	56	122	4.1
Zone 4 Subtotal						66	56	122	4.1
5	Zinfandel	1.00	Residential	178.00	151.00	178	151	329	11.1
Zone 5 Subtotal						178	151	329	11.1
6	Wildflower	1.00	Residential	139.00	118.00	139	118	257	8.7
Zone 6 Subtotal						139	118	257	8.7
7	Castle Oaks	1.00	Home	234.00	200.00	234	200	434	14.6
7	Castle Oaks	1.00	Hotel	34.00	26.00	34	26	60	2.0
7	Castle Oaks	1.00	Retail	405.00	373.00	405	373	778	26.2
Zone 7 Subtotal						673	599	1272	42.8

TOTAL					1284	1119	2403	80.9

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Trip Distribution Report

Percent Of Trips Existing

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	16.0	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
7	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0
Zone	To Gates										
	12	13	14	15	16	17	18	19	20	22	23
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	9.6	13.1	0.1	0.1
7	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
Zone	To Gates										
	24	25	26	28	29	36	38	39	40		
1	0.8	1.4	1.6	4.8	0.1	0.0	0.0	0.0	0.0		
7	0.0	0.0	0.0	0.0	0.0	10.0	10.0	2.0	5.0		

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Trip Distribution Report

Percent Of Trips Existing

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	16.0	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0
Zone	To Gates										
	12	13	14	15	16	17	18	19	20	22	23
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	9.6	13.1	0.1	0.1
2	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0
Zone	To Gates										
	24	25	26	28	29	31	32	33	34	35	36
1	0.8	1.4	1.6	4.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0
4	0.0	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0
Zone	To Gates										
	37	38	39	40							
1	0.0	0.0	0.0	0.0							
2	0.0	0.0	0.0	0.0							
3	0.0	0.0	0.0	0.0							
4	0.0	0.0	0.0	0.0							
5	0.0	0.0	0.0	0.0							
6	10.0	20.0	10.0	15.0							
7	0.0	10.0	2.0	5.0							

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Turning Movement Report
EPAP NP Fri + Alt B (Ph I) Friday

Turning Movement Report
Alt B (Ph I) Saturday + EPAP NP Sat

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 SR 49 / Miller Way														#1 SR 49 / Miller Way													
Base	30	105	0	0	94	1	1	0	22	0	0	0	253	Base	12	81	0	0	76	1	1	0	12	0	0	0	183
Added	0	34	0	0	40	0	0	0	0	0	0	0	74	Added	57	117	42	29	125	19	16	0	49	36	0	24	514
PassBy	123	53	68	43	82	41	24	0	72	54	0	19	579	Total	69	198	42	29	201	20	17	0	61	36	0	24	697
Total	153	192	68	43	216	42	25	0	94	54	0	19	906	#2 SR 49 / Main													
#2 SR 49 / Main														#2 SR 49 / Main													
Base	45	107	201	7	92	18	14	40	39	109	53	12	737	Base	39	61	129	15	78	4	12	30	29	169	64	16	646
Added	7	34	1	0	40	0	0	0	8	1	0	0	91	Added	97	111	28	23	101	87	82	57	83	24	62	23	778
PassBy	16	128	39	35	102	70	80	29	15	44	36	55	649	Total	136	172	157	38	179	91	94	87	112	193	126	39	1424
Total	68	269	241	42	234	88	94	69	62	154	89	67	1477	#3 SR 49 / Poplar													
#3 SR 49 / Poplar														#3 SR 49 / Poplar													
Base	35	345	0	0	237	4	2	0	30	0	0	0	653	Base	13	239	0	0	269	0	1	0	9	0	0	0	531
Added	3	41	0	0	48	0	0	0	3	0	0	0	95	Added	4	235	0	0	208	0	0	0	4	0	0	0	451
PassBy	0	183	0	0	161	0	0	0	0	0	0	0	344	Total	17	474	0	0	477	0	1	0	13	0	0	0	982
Total	38	569	0	0	446	4	2	0	33	0	0	0	1092	#4 SR 49 / Empire													
#4 SR 49 / Empire														#4 SR 49 / Empire													
Base	32	352	2	9	240	10	13	2	28	7	5	4	704	Base	30	239	1	0	276	0	1	0	26	5	0	2	580
Added	5	44	0	0	51	0	0	0	6	0	0	0	106	Added	9	240	0	0	212	0	0	0	8	0	0	0	469
PassBy	0	183	0	0	161	0	0	0	0	0	0	0	344	Total	39	479	1	0	488	0	1	0	34	5	0	2	1049
Total	37	579	2	9	452	10	13	2	34	7	5	4	1154	#5 SR 49 / Randolph Dr.													
#5 SR 49 / Randolph Dr.														#5 SR 49 / Randolph Dr.													
Base	8	366	0	0	248	19	14	0	8	0	0	0	663	Base	4	271	0	0	249	7	4	0	4	0	0	0	539
Added	0	15	85	40	18	0	0	0	0	73	0	34	265	Added	0	191	119	56	165	0	0	0	0	124	0	58	713
PassBy	0	232	0	0	135	0	0	0	0	0	0	0	367	Total	4	462	119	56	414	7	4	0	4	124	0	58	1252
Total	8	613	85	40	401	19	14	0	8	73	0	34	1295	#6 SR 49 / SR 16													
#6 SR 49 / SR 16														#6 SR 49 / SR 16													
Base	240	0	206	0	0	0	0	183	358	163	92	0	1242	Base	217	0	146	0	0	0	0	111	281	131	149	0	1035
Added	0	0	10	0	0	0	0	132	0	9	113	0	264	Added	0	0	109	0	0	0	0	255	0	95	252	0	711
PassBy	0	0	133	0	0	0	0	99	0	77	58	0	367	Total	217	0	255	0	0	0	0	366	281	226	401	0	1746
Total	240	0	349	0	0	0	0	414	358	249	263	0	1873	#7 SR 124 / SR 16													
#7 SR 124 / SR 16														#7 SR 124 / SR 16													
Base	12	0	79	0	0	0	0	465	20	55	268	0	899	Base	8	0	54	0	0	0	0	325	13	49	314	0	763
Added	0	0	61	0	0	0	0	71	0	52	61	0	245	Added	0	0	85	0	0	0	0	169	0	89	163	0	506
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	Total	8	0	139	0	0	0	0	494	13	138	477	0	1269
Total	12	0	140	0	0	0	0	635	20	107	387	0	1301	#8 Latrobe (Amador) / SR 16													
#8 Latrobe (Amador) / SR 16														#8 Latrobe (Amador) / SR 16													
Base	12	0	140	0	0	0	0	635	20	107	387	0	1301	Base	0	0	0	97	0	0	3	227	0	0	228	89	644
Added	0	0	61	0	0	0	0	71	0	52	61	0	245	Added	0	0	0	0	0	0	0	169	0	0	163	0	332
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	Total	0	0	0	97	0	0	3	396	0	0	391	89	976
Total	12	0	140	0	0	0	0	635	20	107	387	0	1301	#9 SR 104 (Preston) / SR 124 (North)													
#9 SR 104 (Preston) / SR 124 (North)														#9 SR 104 (Preston) / SR 124 (North)													
Base	12	0	140	0	0	0	0	635	20	107	387	0	1301	Base	71	109	67	19	133	8	5	10	66	77	16	17	598
Added	0	0	61	0	0	0	0	71	0	52	61	0	245	Added	0	324	95	62	300	0	0	0	0	100	0	70	951
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	PassBy	0	58	13	0	35	0	0	0	0	8	0	0	114
Total	12	0	140	0	0	0	0	635	20	107	387	0	1301	Total	71	491	175	81	468	8	5	10	66	185	16	87	1663

Ione Casino Existing Plus Approved Plus Project B Phase I - Friday PM Peak Hour													Ione Casino Existing Plus Approved Plus Project B Phase I - Saturday PM Peak Hour														
Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#8 Latrobe (Amador) / SR 16													#10 Preston Ave. / Main St.														
Base	0	0	0	131	0	7	4	352	0	0	208	115	817	Base	0	0	0	238	0	57	68	14	0	0	9	231	617
Added	0	0	0	0	0	0	0	71	0	0	61	0	132	Added	0	0	0	388	0	12	14	14	0	0	12	405	845
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	PassBy	0	0	0	43	0	0	0	0	0	0	0	71	114
Total	0	0	0	131	0	7	4	522	0	0	327	115	1106	Total	0	0	0	669	0	69	82	28	0	0	21	707	1576
#9 SR 104 (Preston) / SR 124 (North)													#11 SR 124 (Church) / SR 104 (Main)														
Base	110	196	112	48	247	47	30	13	125	66	20	30	1044	Base	98	4	7	2	0	3	10	115	104	6	152	1	502
Added	0	240	60	49	200	0	0	0	0	51	0	59	659	Added	208	0	18	0	0	0	0	187	215	21	208	0	857
PassBy	0	68	18	0	101	0	0	0	0	27	0	0	214	PassBy	71	0	0	0	0	0	0	0	43	0	0	0	114
Total	110	504	190	97	548	47	30	13	125	144	20	89	1917	Total	377	4	25	2	0	3	10	302	362	27	360	1	1473
#10 Preston Ave. / Main St.													#12 SR 124 / SR 88														
Base	0	0	0	383	0	113	102	28	0	0	20	353	999	Base	0	0	0	9	0	65	53	234	0	0	250	4	615
Added	0	0	0	241	0	10	12	0	0	0	0	288	551	Added	0	0	0	12	0	164	173	4	0	0	4	14	371
PassBy	0	0	0	151	0	0	0	3	0	0	2	98	254	Total	0	0	0	21	0	229	226	238	0	0	254	18	986
Total	0	0	0	775	0	123	114	31	0	0	22	739	1804	#13 Jackson Valley / SR 88													
#11 SR 124 (Church) / SR 104 (Main)													Base 7 3 1 7 1 1 1 283 2 3 308 4 621														
Base	170	3	10	5	1	13	13	218	213	6	181	6	839	Added	0	1	0	0	1	0	0	81	0	0	85	0	168
Added	116	0	0	0	0	0	0	143	98	0	172	0	529	PassBy	184	0	0	0	0	0	0	0	114	0	0	0	298
PassBy	50	0	1	0	0	0	0	89	65	3	49	0	257	Total	191	4	1	7	2	1	1	364	116	3	393	4	1087
Total	336	3	11	5	1	13	13	450	376	9	402	6	1625	#14 SR 88 / Liberty Rd.													
#12 SR 124 / SR 88													Base 52 269 45 2 265 45 37 29 57 30 29 10 870														
Base	0	0	0	2	0	102	116	396	0	0	266	1	883	Added	0	0	44	0	0	0	0	37	0	46	39	0	166
Added	0	0	0	0	0	95	113	3	0	0	2	0	213	PassBy	0	98	10	0	157	27	16	21	0	16	34	0	379
PassBy	0	0	0	1	0	13	24	10	0	0	6	2	56	Total	52	367	99	2	422	72	53	87	57	92	102	10	1415
Total	0	0	0	3	0	210	253	409	0	0	274	3	1152	#15 SR 88 / SR 12 (east)													
#13 Jackson Valley / SR 88													Base 0 0 0 45 0 303 320 244 0 0 168 49 1129														
Base	7	12	5	2	23	8	6	508	34	2	348	3	958	Added	0	0	0	4	0	42	40	0	0	0	0	4	90
Added	0	1	0	0	1	0	0	58	0	0	50	0	110	PassBy	0	0	0	0	0	173	108	0	0	0	0	0	281
PassBy	108	0	0	0	0	0	0	0	133	0	0	0	241	Total	0	0	0	49	0	518	468	244	0	0	168	53	1500
Total	115	13	5	2	24	8	6	566	167	2	398	3	1309	#16 Tully Rd. / SR 88													
#14 SR 88 / Liberty Rd.													Base 32 34 68 47 28 29 12 485 30 59 577 39 1440														
Base	26	485	48	14	377	39	53	25	76	18	5	10	1176	Added	0	0	0	0	0	0	0	40	0	0	42	0	82
Added	0	0	31	0	0	0	0	27	0	27	23	0	108	PassBy	0	0	0	0	0	0	0	108	0	0	173	0	281
PassBy	0	114	12	0	92	16	19	24	0	10	20	0	307	Total	32	34	68	47	28	29	12	633	30	59	792	39	1803
Total	26	599	91	14	469	55	72	76	76	55	48	10	1591	#17 SR 88 / Victor (SR 12 west)													
#15 SR 88 / SR 12 (east)													Base 22 418 0 6 348 203 264 1 17 3 4 4 1290														
Base	0	0	0	97	0	312	534	371	0	0	164	40	1518	Added	0	37	0	0	39	3	3	0	0	0	0	0	82
Added	0	0	0	2	0	25	29	0	0	0	0	3	59	PassBy	0	108	0	0	173	0	0	0	0	0	0	0	281
PassBy	0	0	0	0	0	102	126	0	0	0	0	0	228	Total	22	563	0	6	560	206	267	1	17	3	4	4	1653
Total	0	0	0	99	0	439	689	371	0	0	164	43	1805														

Ione Casino													Ione Casino														
Existing Plus Approved Plus Project B Phase I - Friday													Existing Plus Approved Plus Project B Phase I - Saturday														
PM Peak Hour													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	Volume	Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#16 Tully Rd. / SR 88													#18 SR 88 / Kettleman Ln.														
Base	49	37	61	54	37	37	21	583	35	50	834	50	1848	Base	14	282	6	7	296	66	102	44	6	7	35	9	874
Added	0	0	0	0	0	0	0	29	0	0	25	0	54	Added	0	31	0	0	33	6	6	0	0	0	0	0	76
PassBy	0	0	0	0	0	0	0	126	0	0	102	0	228	PassBy	0	108	0	0	173	0	0	0	0	0	0	0	281
Total	49	37	61	54	37	37	21	738	35	50	961	50	2130	Total	14	421	6	7	502	72	108	44	6	7	35	9	1231
#17 SR 88 / Victor (SR 12 west)													#19 Ione / SR 16														
Base	19	675	1	10	393	220	364	13	24	4	4	15	1742	Base	60	0	1	0	0	0	0	240	54	0	249	0	604
Added	0	27	0	0	23	2	2	0	0	0	0	0	54	Added	0	0	0	0	0	0	0	99	0	0	103	0	202
PassBy	0	126	0	0	102	0	0	0	0	0	0	0	228	PassBy	37	0	0	0	0	0	0	55	23	0	62	0	177
Total	19	828	1	10	518	222	366	13	24	4	4	15	2024	Total	97	0	1	0	0	0	0	394	77	0	414	0	983
#18 SR 88 / Kettleman Ln.													#20 Murieta South Pkwy / SR 16														
Base	17	476	5	6	325	75	159	56	22	8	57	6	1212	Base	3	1	0	8	3	81	122	331	4	0	336	14	903
Added	0	23	0	0	19	4	4	0	0	0	0	0	50	Added	0	0	0	0	0	0	0	98	0	0	103	0	201
PassBy	0	126	0	0	102	0	0	0	0	0	0	0	228	PassBy	0	0	0	0	0	62	57	78	0	0	99	0	296
Total	17	625	5	6	446	79	163	56	22	8	57	6	1490	Total	3	1	0	8	3	143	179	507	4	0	538	14	1400
#19 Ione / SR 16													#21 Murieta Pkwy / SR 16														
Base	122	0	13	0	0	0	0	398	134	17	224	0	908	Base	75	89	39	15	119	82	115	375	71	44	377	16	1417
Added	0	0	0	0	0	0	0	71	0	0	61	0	132	Added	0	0	0	0	0	0	0	98	0	0	102	0	200
PassBy	22	0	0	0	0	0	0	14	27	0	22	0	85	PassBy	92	50	32	62	54	133	156	289	102	35	279	61	1345
Total	144	0	13	0	0	0	0	483	161	17	307	0	1125	Total	167	139	71	77	173	215	271	762	173	79	758	77	2962
#20 Murieta South Pkwy / SR 16													#22 Stonehouse / SR 16														
Base	4	3	3	9	1	93	146	472	9	0	282	20	1042	Base	0	0	0	69	0	5	11	484	0	0	503	46	1118
Added	0	0	0	0	0	0	0	71	0	0	60	0	131	Added	0	0	0	0	0	0	0	98	0	0	102	0	200
PassBy	0	0	0	0	0	0	0	41	0	0	44	0	85	PassBy	0	0	0	14	0	0	0	532	0	0	493	12	1051
Total	4	3	3	9	1	93	146	584	9	0	386	20	1258	Total	0	0	0	83	0	5	11	1114	0	0	1098	58	2369
#21 Murieta Pkwy / SR 16													#23 Latrobe (Sac) / SR 16														
Base	99	119	99	34	100	104	202	521	127	31	266	39	1741	Base	2	2	2	5	1	15	19	504	3	2	489	18	1062
Added	0	0	0	0	0	0	0	70	0	0	60	0	130	Added	0	0	0	0	0	0	0	98	0	0	102	0	200
PassBy	0	7	0	13	4	115	195	28	0	0	22	22	406	PassBy	0	0	0	0	0	0	0	570	0	0	527	0	1097
Total	99	126	99	47	104	219	397	619	127	31	348	61	2277	Total	2	2	2	5	1	15	19	1172	3	2	1118	18	2359
#22 Stonehouse / SR 16													#24 Dillard / SR 16														
Base	0	0	0	80	0	5	5	753	0	0	435	71	1349	Base	56	0	55	0	0	0	0	462	76	58	465	0	1172
Added	0	0	0	0	0	0	0	70	0	0	60	0	130	Added	0	0	1	0	0	0	0	96	0	1	101	0	199
PassBy	0	0	0	18	0	0	0	205	0	0	126	11	360	PassBy	0	0	49	0	0	0	0	522	0	44	482	0	1097
Total	0	0	0	98	0	5	5	1028	0	0	621	82	1839	Total	56	0	105	0	0	0	0	1080	76	103	1048	0	2468
#23 Latrobe (Sac) / SR 16													#25 Sloughhouse / SR 16														
Base	8	1	3	7	1	17	21	756	9	2	445	10	1280	Base	27	0	34	0	0	0	0	492	5	29	496	0	1083
Added	0	0	0	0	0	0	0	70	0	0	60	0	130	Added	0	0	0	0	0	0	0	96	0	0	101	0	197
PassBy	0	0	0	0	0	0	0	205	0	0	126	0	331	PassBy	0	0	0	0	0	0	0	522	0	0	484	0	1006
Total	8	1	3	7	1	17	21	1031	9	2	631	10	1741	Total	27	0	34	0	0	0	0	1110	5	29	1081	0	2286

Ione Casino Existing Plus Approved Plus Project B Phase I - Friday PM Peak Hour												Ione Casino Existing Plus Approved Plus Project B Phase I - Saturday PM Peak Hour															
Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#24 Dillard / SR 16														#26 Grant Line / SR 16													
Base	46	0	57	0	0	0	0	725	114	77	339	0	1358	Base	0	104	44	26	91	16	9	470	6	61	460	27	1314
Added	0	0	1	0	0	0	0	69	0	1	59	0	130	Added	0	0	10	0	0	0	0	87	0	10	90	0	197
PassBy	0	0	4	0	0	0	0	200	0	3	124	0	331	PassBy	0	0	20	16	0	0	0	486	0	18	451	15	1006
Total	46	0	62	0	0	0	0	994	114	81	522	0	1819	Total	0	104	74	42	91	16	9	1043	6	89	1001	42	2517
#25 Sloughhouse / SR 16														#27 Sunrise / SR 16													
Base	4	0	22	0	0	0	0	809	6	14	439	0	1294	Base	6	176	18	191	228	41	25	240	12	27	235	213	1412
Added	0	0	0	0	0	0	0	69	0	0	59	0	128	Added	0	0	5	16	0	0	0	66	0	5	69	17	178
PassBy	0	0	0	0	0	0	0	217	0	0	131	0	348	PassBy	0	0	9	61	0	0	0	416	0	7	389	53	935
Total	4	0	22	0	0	0	0	1095	6	14	629	0	1770	Total	6	176	32	268	228	41	25	722	12	39	693	283	2525
#26 Grant Line / SR 16														#28 Excelsior / SR 16													
Base	2	212	56	40	256	23	39	732	1	59	359	32	1811	Base	14	46	26	8	44	62	99	250	22	23	261	8	863
Added	0	0	7	0	0	0	0	62	0	6	53	0	128	Added	0	0	2	3	0	0	0	61	0	3	63	3	135
PassBy	3	17	13	3	28	3	0	201	9	12	118	1	408	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60
Total	5	229	76	43	284	26	39	995	10	77	530	33	2347	Total	14	46	28	11	44	62	99	334	22	26	361	11	1058
#27 Sunrise / SR 16														#29 Bradshwa / SR 16													
Base	7	267	40	227	847	63	79	471	10	23	205	117	2356	Base	31	316	24	123	381	38	74	237	31	41	197	112	1605
Added	0	0	4	12	0	0	0	47	0	3	40	10	116	Added	0	0	2	12	0	0	0	47	0	3	49	12	125
PassBy	5	8	10	52	126	0	4	153	4	4	98	27	491	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60
Total	12	275	54	291	973	63	83	671	14	30	343	154	2963	Total	31	316	26	135	381	38	74	307	31	44	283	124	1790
#28 Excelsior / SR 16														#30 Latrobe / White Rock													
Base	26	50	42	7	212	47	88	514	76	47	250	11	1370	Base	47	535	109	132	315	126	104	85	14	47	51	75	1640
Added	0	0	2	2	0	0	0	44	0	1	37	2	88	Added	0	5	0	0	5	0	0	0	0	0	0	0	10
PassBy	0	0	0	0	0	0	0	188	0	0	126	0	314	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60
Total	26	50	44	9	212	47	88	746	76	48	413	13	1772	Total	47	540	109	132	320	126	104	85	14	47	51	75	1650
#29 Bradshwa / SR 16														#31 Latrobe / S. Shingle													
Base	41	578	22	221	1396	235	210	451	89	40	202	66	3551	Base	7	116	4	4	130	27	16	3	3	5	4	0	320
Added	0	0	2	8	0	0	0	34	0	1	29	7	81	Added	0	5	0	0	5	0	0	0	0	0	0	0	10
PassBy	0	0	0	0	0	0	0	188	0	0	126	0	314	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60
Total	41	578	24	229	1396	235	210	673	89	41	357	73	3946	Total	7	121	4	4	135	27	16	3	3	5	4	0	330
#30 Latrobe / White Rock														#32 Missouri Flat / US 50 WB Ramps													
Base	99	1223	248	302	721	288	236	188	28	90	104	160	3688	Base	554	683	0	0	960	280	0	0	0	998	0	362	3838
Added	0	3	0	0	3	0	0	0	0	0	0	0	6	Added	5	0	0	0	0	0	0	0	0	0	0	5	
Total	99	1226	248	302	724	288	236	188	28	90	104	160	3694	Total	559	683	0	0	960	280	0	0	0	998	0	362	3843
#31 Latrobe / S. Shingle														#33 Missouri Flat / US 50 EB Ramps													
Base	16	194	11	4	128	31	22	3	3	2	10	3	427	Base	0	1013	48	348	1589	0	206	0	681	0	0	0	3885
Added	0	3	0	0	3	0	0	0	0	0	0	0	6	Added	0	5	0	0	0	0	0	4	0	0	0	9	
Total	16	197	11	4	131	31	22	3	3	2	10	3	433	Total	0	1018	48	348	1589	0	206	0	685	0	0	0	3894
#34 Missouri Flat / Motherlode														#34 Missouri Flat / Motherlode													
Base	75	828	912	0	1997	273	235	0	85	0	0	0	4406	Base	75	828	912	0	1997	273	235	0	85	0	0	0	4406
Added	0	5	0	0	5	0	0	0	0	0	0	10	Added	0	5	0	0	5	0	0	0	0	0	0	0	10	
Total	75	833	912	0	2002	273	235	0	85	0	0	0	4416	Total	75	833	912	0	2002	273	235	0	85	0	0	0	4416

Ione Casino Existing Plus Approved Plus Project B Phase I - Friday PM Peak Hour												Ione Casino Existing Plus Approved Plus Project B Phase I - Saturday PM Peak Hour															
Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#32 Missouri Flat / US 50 WB Ramps														#35 Missouri Flat / Forni													
Base	681	841	0	0	1195	344	0	0	0	1227	0	445	4735	Base	56	1206	33	120	1618	336	460	35	47	116	32	150	4207
Added	3	0	0	0	0	0	0	0	0	0	0	0	3	Added	0	5	0	0	5	0	0	0	0	0	0	0	10
Total	684	841	0	0	1195	344	0	0	0	1227	0	445	4738	Total	56	1211	33	120	1623	336	460	35	47	116	32	150	4217
#33 Missouri Flat / US 50 EB Ramps														#36 Missouri Flat / Pleasant Valley													
Base	0	1246	59	428	1968	0	253	0	838	0	0	0	4793	Base	0	0	0	571	0	269	186	246	0	0	218	292	1783
Added	0	3	0	0	0	0	0	0	3	0	0	0	6	Added	0	0	0	0	0	5	5	46	0	0	44	0	100
Total	0	1249	59	428	1968	0	253	0	841	0	0	0	4799	Total	0	0	0	571	0	274	191	292	0	0	262	292	1883
#34 Missouri Flat / Motherlode														#37 Forni / Pleasant Valley													
Base	102	988	1088	0	2383	339	282	0	104	0	0	0	5286	Base	0	0	0	23	0	120	94	292	0	0	218	14	761
Added	0	3	0	0	3	0	0	0	0	0	0	0	6	Added	0	0	0	0	0	0	0	51	0	0	49	0	100
Total	102	991	1088	0	2386	339	282	0	104	0	0	0	5292	Total	0	0	0	23	0	120	94	343	0	0	267	14	861
#35 Missouri Flat / Forni														#38 SR 49 / Pleasant Valley													
Base	66	1427	85	146	1940	401	550	61	56	137	56	179	5103	Base	110	0	150	0	0	0	0	204	132	141	247	0	984
Added	0	3	0	0	3	0	0	0	0	0	0	0	6	Added	6	0	51	0	0	0	0	6	49	0	0	112	
Total	66	1430	85	146	1943	401	550	61	56	137	56	179	5109	Total	116	0	201	0	0	0	0	204	138	190	247	0	1096
#36 Missouri Flat / Pleasant Valley														#100 SR 49 / Project Service Access													
Base	0	0	0	740	0	349	242	411	0	0	301	328	2371	Base	0	275	0	0	253	0	0	0	0	0	0	0	528
Added	0	0	0	0	0	3	3	27	0	0	32	0	65	Added	0	284	79	24	265	0	0	0	0	83	0	25	760
Total	0	0	0	740	0	352	245	438	0	0	333	328	2436	Total	0	559	79	24	518	0	0	0	0	83	0	25	1288
#37 Forni / Pleasant Valley														#176 Internal Project Intersection													
Base	0	0	0	46	0	196	153	480	0	0	355	31	1261	Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	30	0	0	35	0	65	Added	0	0	104	0	0	0	0	174	0	108	182	0	568
Total	0	0	0	46	0	196	153	510	0	0	390	31	1326	Total	0	0	104	0	0	0	0	174	0	108	182	0	568
#38 SR 49 / Pleasant Valley														#310 Latrobe / Old Sacramento													
Base	180	0	169	0	0	0	0	333	226	273	401	0	1582	Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	3	0	30	0	0	0	0	0	4	35	0	0	72	Added	0	0	0	88	0	0	0	0	0	0	0	78	166
Total	183	0	199	0	0	0	0	333	230	308	401	0	1654	Total	0	0	0	88	0	0	0	0	0	0	0	78	166
#100 SR 49 / Project Service Access														#322 Main / Sherwood													
Base	0	374	0	0	256	0	0	0	0	0	0	0	630	Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	85	57	18	73	0	0	0	0	49	0	15	297	Added	4	0	0	0	0	0	0	85	3	0	75	0	167
PassBy	0	232	0	0	135	0	0	0	0	0	0	0	367	Total	4	0	0	0	0	0	0	85	3	0	75	0	167
Total	0	691	57	18	464	0	0	0	0	49	0	15	1294	Total	4	0	0	0	0	0	0	85	3	0	75	0	167
#176 Internal Project Intersection														#323 Main / Empire													
Base	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	74	0	0	0	0	126	0	64	107	0	371	Added	3	0	0	0	0	0	0	82	3	0	72	0	160
Total	0	0	74	0	0	0	0	126	0	64	107	0	371	Total	3	0	0	0	0	0	0	82	3	0	72	0	160

Ione Casino Existing Plus Approved Plus Project B Phase I - Friday PM Peak Hour													Ione Casino Existing Plus Approved Plus Project B Phase I - Saturday PM Peak Hour															
Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#310 Latrobe / Old Sacramento													#324 Main / Poplar															
Base	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
Added	0	0	0	12	0	0	0	0	0	0	0	0	11	23	27	0	121	0	0	0	0	56	31	142	50	0	0	427
Total	0	0	0	12	0	0	0	0	0	0	0	0	11	23	27	0	121	0	0	0	0	56	31	142	50	0	0	427
#322 Main / Sherwood													#325 Main / Mill															
Base	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
Added	2	0	0	0	0	0	0	10	2	0	8	0	0	22	10	0	56	0	0	0	0	165	11	63	182	0	487	
Total	2	0	0	0	0	0	0	10	2	0	8	0	0	22	10	0	56	0	0	0	0	165	11	63	182	0	487	
#323 Main / Empire													#326 SR-49 / Main (Drytown)															
Base	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
Added	2	0	0	0	0	0	0	8	2	0	7	0	0	19	0	14	0	15	0	0	0	0	0	0	0	0	0	29
Total	2	0	0	0	0	0	0	8	2	0	7	0	0	19	0	14	0	15	0	0	0	0	0	0	0	0	0	29
#324 Main / Poplar													#327 SR-49 / Water-Amador Creek															
Base	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
Added	2	0	0	0	0	0	0	8	3	0	7	0	0	20	4	0	0	0	0	0	0	4	0	0	0	0	0	8
Total	2	0	0	0	0	0	0	8	3	0	7	0	0	20	4	0	0	0	0	0	0	4	0	0	0	0	0	8
#325 Main / Mill													#328 SR-49 / Gopher Flat															
Base	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
Added	1	0	0	0	0	0	0	7	1	0	6	0	0	15	3	0	0	0	0	0	0	4	0	0	0	0	0	7
Total	1	0	0	0	0	0	0	7	1	0	6	0	0	15	3	0	0	0	0	0	0	4	0	0	0	0	0	7
#326 SR-49 / Main (Drytown)													#329 SR-49 / Eureka															
Base	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
Added	0	10	0	0	9	0	0	0	0	0	0	0	0	19	0	3	0	4	0	0	0	0	0	0	0	0	0	7
Total	0	10	0	0	9	0	0	0	0	0	0	0	0	19	0	3	0	4	0	0	0	0	0	0	0	0	0	7
#327 SR-49 / Water-Amador Creek													#330 SR-49 / Church															
Base	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
Added	3	0	0	0	0	0	0	0	3	0	0	0	0	6	0	3	0	4	0	0	0	0	0	0	0	0	0	7
Total	3	0	0	0	0	0	0	0	3	0	0	0	0	6	0	3	0	4	0	0	0	0	0	0	0	0	0	7
#328 SR-49 / Gopher Flat													#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]															
Base	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
Added	2	0	0	0	0	0	0	0	2	0	0	0	0	4	0	7	0	8	4	4	0	0	0	0	0	0	0	23
Total	2	0	0	0	0	0	0	0	2	0	0	0	0	4	0	7	0	8	4	4	0	0	0	0	0	0	0	23
#329 SR-49 / Eureka													#332 SR-49 / Jackson Gate-Ione Martell															
Base	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
Added	0	2	0	0	2	0	0	0	0	0	0	0	0	4	0	7	0	7	0	0	0	0	0	0	0	0	0	14
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	4	0	7	0	7	0	0	0	0	0	0	0	0	0	14

Ione Casino Existing Plus Approved Plus Project B Phase I - Friday PM Peak Hour												Ione Casino Existing Plus Approved Plus Project B Phase I - Saturday PM Peak Hour															
Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#330 SR-49 / Church													#333 SR-49 / SR-88 (North)														
Base	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	
Added	0	2	0	0	2	0	0	0	0	0	0	0	0	4	0	0	7	0	0	0	0	0	0	0	0	7	
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	4	0	0	7	0	0	0	0	0	0	0	0	7	
#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]													#334 SR-49 / Sutter														
Base	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	
Added	0	5	0	0	5	2	3	0	0	0	0	0	0	15	0	7	0	0	7	0	0	0	0	0	0	14	
Total	0	5	0	0	5	2	3	0	0	0	0	0	0	15	0	7	0	0	7	0	0	0	0	0	0	14	
#332 SR-49 / Jackson Gate-Ione Martell													#335 SR-49 / Hoffman														
Base	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	
Added	0	5	0	0	4	0	0	0	0	0	0	0	0	9	0	6	0	0	7	0	0	0	0	0	0	13	
Total	0	5	0	0	4	0	0	0	0	0	0	0	0	9	0	6	0	0	7	0	0	0	0	0	0	13	
#333 SR-49 / SR-88 (North)													#336 SR-49 / Main (Jackson)														
Base	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	
Added	0	0	0	4	0	0	0	0	0	0	0	0	5	9	0	6	0	1	6	0	0	0	0	0	0	14	
Total	0	0	0	4	0	0	0	0	0	0	0	0	5	9	0	6	0	1	6	0	0	0	0	0	0	14	
#334 SR-49 / Sutter													#337 SR-49 / SR-88 (South)														
Base	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	
Added	0	5	0	0	4	0	0	0	0	0	0	0	0	9	0	5	0	0	5	0	0	0	0	0	0	10	
Total	0	5	0	0	4	0	0	0	0	0	0	0	0	9	0	5	0	0	5	0	0	0	0	0	0	10	
#335 SR-49 / Hoffman													#341 SR 104 / SR 88														
Base	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	
Added	0	5	0	0	4	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	15	0	0	18	33	
Total	0	5	0	0	4	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	15	0	0	18	33	
#336 SR-49 / Main (Jackson)													#345 SR-12 / SR-99 SB Ramps														
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	4	0	0	4	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	3	0	0	3	6	
Total	0	4	0	0	4	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	3	0	0	3	6	
#337 SR-49 / SR-88 (South)													#346 SR-12 / SR-99 NB Ramps														
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	4	0	0	3	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	3	0	0	3	6	
Total	0	4	0	0	3	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	3	0	0	3	6	
#341 SR 104 / SR 88													#347 Kettleman / SR-99 SB Ramps														
Base	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	
Added	0	0	0	0	0	0	0	3	0	0	2	0	0	5	0	0	0	0	0	0	0	6	0	0	6	12	
Total	0	0	0	0	0	0	0	3	0	0	2	0	0	5	0	0	0	0	0	0	0	6	0	0	6	12	

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#345 SR-12 / SR-99 SB Ramps													#348 Kettleman / SR-99 NB Ramps														
Base	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	2	0	0	2	0	4 Added	0	0	0	0	0	0	0	0	6	0	0	6	0
Total	0	0	0	0	0	0	0	0	2	0	0	2	0	4 Total	0	0	0	0	0	0	0	0	6	0	0	6	0
#346 SR-12 / SR-99 NB Ramps													#381														
Base	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
Added	0	0	0	0	0	0	0	0	2	0	0	2	0	4 Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	0	0	2	0	4 Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#347 Kettleman / SR-99 SB Ramps																											
Base	0	0	0	0	0	0	0	0	0	0	0	0	0														
Added	0	0	0	0	0	0	0	0	4	0	0	4	0														
Total	0	0	0	0	0	0	0	0	4	0	0	4	0														
#348 Kettleman / SR-99 NB Ramps																											
Base	0	0	0	0	0	0	0	0	0	0	0	0	0														
Added	0	0	0	0	0	0	0	0	4	0	0	4	0														
Total	0	0	0	0	0	0	0	0	4	0	0	4	0														
#381																											
Base	0	0	0	0	0	0	0	0	0	0	0	0	0														
Added	0	0	0	0	0	0	0	0	0	0	0	0	0														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0														

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Impact Analysis Report
Level Of Service

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in	Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C			LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 1 SR 49 / Miller Way	A	8.8	0.000	E	44.7	0.000	+35.940 D/V	# 1 SR 49 / Miller Way	A	8.4	0.000	C	16.3	0.000	+ 7.819 D/V
# 2 SR 49 / Main	C	17.7	0.000	F	389.2	0.000	+371.493 D/V	# 2 SR 49 / Main	C	20.0	0.000	F	OVRFL	0.000	+1161.264 D/V
# 3 SR 49 / Poplar	B	10.1	0.000	B	12.2	0.000	+ 2.135 D/V	# 3 SR 49 / Poplar	B	10.3	0.000	B	12.6	0.000	+ 2.308 D/V
# 4 SR 49 / Empire	B	14.9	0.000	D	25.3	0.000	+10.428 D/V	# 4 SR 49 / Empire	B	13.7	0.000	D	25.1	0.000	+11.369 D/V
# 5 SR 49 / Randolph Dr.	B	12.4	0.000	E	42.4	0.000	+29.954 D/V	# 5 SR 49 / Randolph Dr.	B	11.3	0.000	F	81.8	0.000	+70.439 D/V
# 6 SR 49 / SR 16	B	14.2	0.474	B	17.8	0.725	+ 3.584 D/V	# 6 SR 49 / SR 16	B	13.3	0.381	B	15.7	0.664	+ 2.382 D/V
# 7 SR 124 / SR 16	B	13.1	0.000	C	17.9	0.000	+ 4.860 D/V	# 7 SR 124 / SR 16	B	11.5	0.000	C	15.5	0.000	+ 4.021 D/V
# 8 Latrobe (Amador) / SR 16	B	12.1	0.000	C	17.5	0.000	+ 5.363 D/V	# 8 Latrobe (Amador) / SR 16	B	14.3	0.000	C	23.3	0.000	+ 8.991 D/V
# 9 SR 104 (Preston) / SR 124 (Nor	F	70.7	0.000	F	OVRFL	0.000	+4038.568 D/V	# 9 SR 104 (Preston) / SR 124 (Nor	C	17.4	0.000	F	OVRFL	0.000	+1379.944 D/V
# 10 Preston Ave. / Main St.	F	86.7	0.000	F	935.0	0.000	+848.391 D/V	# 10 Preston Ave. / Main St.	B	14.8	0.000	F	471.4	0.000	+456.518 D/V
# 11 SR 124 (Church) / SR 104 (Main	C	22.1	0.000	F	677.4	0.000	+655.288 D/V	# 11 SR 124 (Church) / SR 104 (Main	B	13.7	0.000	F	736.0	0.000	+722.292 D/V
# 12 SR 124 / SR 88	B	10.9	0.000	B	12.5	0.000	+ 1.544 D/V	# 12 SR 124 / SR 88	B	10.7	0.000	B	13.3	0.000	+ 2.576 D/V
# 13 Jackson Valley / SR 88	B	11.3	0.000	F	50.1	0.000	+38.733 D/V	# 13 Jackson Valley / SR 88	A	9.6	0.000	F	50.2	0.000	+40.626 D/V
# 14 SR 88 / Liberty Rd.	C	22.9	0.000	F	171.1	0.000	+148.222 D/V	# 14 SR 88 / Liberty Rd.	B	14.9	0.000	F	100.0	0.000	+85.061 D/V
# 15 SR 88 / SR 12 (east	B	12.8	0.612	B	14.2	0.730	+ 1.420 D/V	# 15 SR 88 / SR 12 (east	B	11.7	0.455	B	12.7	0.578	+ 1.065 D/V
# 16 Tully Rd. / SR 88	B	18.5	0.714	C	21.0	0.799	+ 2.498 D/V	# 16 Tully Rd. / SR 88	B	13.7	0.547	B	15.5	0.700	+ 1.865 D/V
# 17 SR 88 / Victor (SR 12 west)	B	18.5	0.472	B	18.9	0.566	+ 0.477 D/V	# 17 SR 88 / Victor (SR 12 west)	B	18.0	0.407	B	18.0	0.574	-0.007 D/V
# 18 SR 88 / Kettleman Ln.	C	24.0	0.573	C	25.2	0.685	+ 1.226 D/V	# 18 SR 88 / Kettleman Ln.	B	19.9	0.437	B	19.8	0.601	-0.162 D/V
# 19 Ione / SR 16	B	14.2	0.000	C	24.1	0.000	+ 9.896 D/V	# 19 Ione / SR 16	A	8.9	0.000	B	14.5	0.000	+ 5.625 D/V
# 20 Murieta South Pkwy / SR 16	A	9.2	0.364	A	9.2	0.446	-0.021 D/V	# 20 Murieta South Pkwy / SR 16	A	9.4	0.356	B	10.9	0.544	+ 1.478 D/V
# 21 Murieta Pkwy / SR 16	B	17.7	0.534	C	21.8	0.738	+ 4.082 D/V	# 21 Murieta Pkwy / SR 16	C	23.3	0.475	D	46.6	0.986	+23.230 D/V
# 22 Stonehouse / SR 16	E	43.0	0.000	F	252.6	0.000	+209.526 D/V	# 22 Stonehouse / SR 16	D	26.0	0.000	F	838.6	0.000	+812.552 D/V
# 23 Latrobe (Sac) / SR 16	D	32.8	0.000	F	73.8	0.000	+41.057 D/V	# 23 Latrobe (Sac) / SR 16	C	20.5	0.000	F	156.1	0.000	+135.645 D/V

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Intersection	Base			Future			Change in	Intersection	Base			Future			Change in
	LOS	Veh	C	LOS	Veh	C			LOS	Veh	C	LOS	Veh	C	
# 24 Dillard / SR 16	B	16.7	0.720	C	25.1	0.913	+ 8.317 D/V	# 24 Dillard / SR 16	B	13.7	0.474	C	29.1	0.945	+15.408 D/V
# 25 Sloughhouse / SR 16	C	18.2	0.000	D	28.1	0.000	+ 9.926 D/V	# 25 Sloughhouse / SR 16	C	16.9	0.000	F	124.7	0.000	+107.869 D/V
# 26 Grant Line / SR 16	E	63.2	0.970	F	126.8	1.229	+63.610 D/V	# 26 Grant Line / SR 16	C	28.2	0.506	D	48.4	0.956	+20.283 D/V
# 27 Sunrise / SR 16	D	42.8	0.882	F	82.9	1.108	+40.125 D/V	# 27 Sunrise / SR 16	C	25.5	0.455	D	36.5	0.884	+10.988 D/V
# 28 Excelsior / SR 16	B	19.3	0.529	B	19.8	0.632	+ 0.436 D/V	# 28 Excelsior / SR 16	B	18.8	0.296	B	18.1	0.340	-0.634 D/V
# 29 Bradshwa / SR 16	D	38.5	0.850	E	58.7	1.007	+20.164 D/V	# 29 Bradshwa / SR 16	C	20.1	0.475	C	20.7	0.547	+ 0.630 D/V
# 30 Latrobe / White Rock	B	18.7	0.532	B	18.7	0.533	-0.005 D/V	# 30 Latrobe / White Rock	B	17.2	0.235	B	17.2	0.236	-0.021 D/V
# 31 Latrobe / S. Shingle	B	11.8	0.000	B	11.9	0.000	+ 0.067 D/V	# 31 Latrobe / S. Shingle	B	10.9	0.000	B	11.0	0.000	+ 0.094 D/V
# 32 Missouri Flat / US 50 WB Ramps	E	66.5	1.063	E	66.7	1.064	+ 0.272 D/V	# 32 Missouri Flat / US 50 WB Ramps	C	31.4	0.918	C	31.6	0.919	+ 0.196 D/V
# 33 Missouri Flat / US 50 EB Ramps	D	46.5	1.019	D	46.8	1.020	+ 0.281 D/V	# 33 Missouri Flat / US 50 EB Ramps	C	23.0	0.896	C	23.2	0.897	+ 0.155 D/V
# 34 Missouri Flat / Motherlode	B	17.2	0.926	B	17.2	0.926	+ 0.004 D/V	# 34 Missouri Flat / Motherlode	B	10.9	0.818	B	10.9	0.818	+ 0.001 D/V
# 35 Missouri Flat / Forni	D	36.7	0.914	D	36.8	0.915	+ 0.088 D/V	# 35 Missouri Flat / Forni	C	26.8	0.802	C	26.9	0.804	+ 0.068 D/V
# 36 Missouri Flat / Pleasant Valle	C	20.8	0.806	C	22.1	0.828	+ 1.310 D/V	# 36 Missouri Flat / Pleasant Valle	B	14.3	0.644	B	15.4	0.677	+ 1.079 D/V
# 37 Forni / Pleasant Valley	C	24.2	0.000	D	27.7	0.000	+ 3.484 D/V	# 37 Forni / Pleasant Valley	B	12.0	0.000	B	12.9	0.000	+ 0.903 D/V
# 38 SR 49 / Pleasant Valley	D	32.0	0.952	E	36.6	0.984	+ 0.032 V/C	# 38 SR 49 / Pleasant Valley	B	13.3	0.564	C	15.2	0.607	+ 0.043 V/C
#100 SR 49 / Project Service Access	A	0.0	0.000	D	34.3	0.000	+34.333 D/V	#100 SR 49 / Project Service Access	A	0.0	0.000	E	41.4	0.000	+41.436 D/V

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	???	???	No / No
# 2 SR 49 / Main	???	???	Yes / Yes
# 3 SR 49 / Poplar	???	???	No / No
# 4 SR 49 / Empire	???	???	No / No
# 5 SR 49 / Randolph Dr.	???	???	No / No
# 7 SR 124 / SR 16	???	???	No / Yes
# 8 Latrobe (Amador) / SR 16	???	???	No / Yes
# 9 SR 104 (Preston) / SR 124 (North)	???	???	Yes / Yes
# 10 Preston Ave. / Main St.	???	???	Yes / Yes
# 11 SR 124 (Church) / SR 104 (Main)	???	???	Yes / Yes
# 12 SR 124 / SR 88	???	???	No / Yes
# 13 Jackson Valley / SR 88	???	???	No / Yes
# 14 SR 88 / Liberty Rd.	???	???	Yes / Yes
# 19 Ione / SR 16	???	???	No / Yes
# 22 Stonehouse / SR 16	???	???	No / No
# 23 Latrobe (Sac) / SR 16	???	???	No / No
# 25 Sloughhouse / SR 16	???	???	No / No
# 31 Latrobe / S. Shingle	???	???	No / No
# 37 Forni / Pleasant Valley	???	???	No / Yes
# 38 SR 49 / Pleasant Valley	???	???	Yes
#100 SR 49 / Project Service Access	???	???	No / No

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	???	???	No / No
# 2 SR 49 / Main	???	???	Yes / Yes
# 3 SR 49 / Poplar	???	???	No / No
# 4 SR 49 / Empire	???	???	No / No
# 5 SR 49 / Randolph Dr.	???	???	No / Yes
# 7 SR 124 / SR 16	???	???	No / Yes
# 8 Latrobe (Amador) / SR 16	???	???	No / No
# 9 SR 104 (Preston) / SR 124 (North)	???	???	Yes / Yes
# 10 Preston Ave. / Main St.	???	???	Yes / Yes
# 11 SR 124 (Church) / SR 104 (Main)	???	???	Yes / Yes
# 12 SR 124 / SR 88	???	???	No / Yes
# 13 Jackson Valley / SR 88	???	???	No / Yes
# 14 SR 88 / Liberty Rd.	???	???	Yes / Yes
# 19 Ione / SR 16	???	???	No / No
# 22 Stonehouse / SR 16	???	???	No / No
# 23 Latrobe (Sac) / SR 16	???	???	No / No
# 25 Sloughhouse / SR 16	???	???	No / No
# 31 Latrobe / S. Shingle	???	???	No / No
# 37 Forni / Pleasant Valley	???	???	No / No
# 38 SR 49 / Pleasant Valley	???	???	No
#100 SR 49 / Project Service Access	???	???	No / Yes

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.9]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

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	0	1	0	0	0	0	1	0	0	1
Initial Vol:	153	192	68	43	216	42	25	0	94	54	0	19
Major Street Volume:	714											
Minor Approach Volume:	119											
Minor Approach Volume Threshold:	199											

Approach:	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	0	1	0	0	0	0	1	0	0	1
Initial Vol:	69	198	42	29	201	20	17	0	61	36	0	24
Major Street Volume:	559											
Minor Approach Volume:	78											
Minor Approach Volume Threshold:	256											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

SIGNAL WARRANT DISCLAIMER

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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #2 SR 49 / Main
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
Initial Vol: 68 269 241 42 234 88 94 69 62 154 89 67
ApproachDel: xxxxxx xxxxxx 140.2 389.2

Intersection #2 SR 49 / Main
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
Initial Vol: 136 172 157 38 179 91 94 87 112 193 126 39
ApproachDel: xxxxxx xxxxxx 382.6 1181.3

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=8.8]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=225]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1477]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=31.1]
SUCCEED - Vehicle-hours >= 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=4][total volume=1424]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
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=310]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1477]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=117.5]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=358]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1424]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

 Intersection #2 SR 49 / Main

 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
 Initial Vol: 68 269 241 42 234 88 94 69 62 154 89 67
 -----|-----|-----|-----|-----|
 Major Street Volume: 942
 Minor Approach Volume: 310
 Minor Approach Volume Threshold: 104

 Intersection #2 SR 49 / Main

 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
 Initial Vol: 136 172 157 38 179 91 94 87 112 193 126 39
 -----|-----|-----|-----|-----|
 Major Street Volume: 773
 Minor Approach Volume: 358
 Minor Approach Volume Threshold: 137

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #3 SR 49 / Poplar

Intersection #3 SR 49 / Poplar

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

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Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=35]
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.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=14]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=982]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 SR 49 / Poplar

Intersection #3 SR 49 / Poplar

Future Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	0	1	0	0
Initial Vol:	38	569	0	0	446	4	2	0	33	0	0	0
Major Street Volume:	1057											
Minor Approach Volume:	35											
Minor Approach Volume Threshold:	205											

Approach:	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
Initial Vol:	17	474	0	0	477	0	1	0	13	0	0	0
Major Street Volume:	968											
Minor Approach Volume:	14											
Minor Approach Volume Threshold:	228											

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #4 SR 49 / Empire

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

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Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=49]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1154]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=35]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1049]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=16]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1154]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
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=4][total volume=1049]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 SR 49 / Empire

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	1	0
Initial Vol:	37	579	2	9	452	10	13	2	34	7	5	4
Major Street Volume:	1089											
Minor Approach Volume:	49											
Minor Approach Volume Threshold:	266											

Approach:	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	1	0	0	1	0
Initial Vol:	39	479	1	0	488	0	1	0	34	5	0	2
Major Street Volume:	1007											
Minor Approach Volume:	35											
Minor Approach Volume Threshold:	290											

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #5 SR 49 / Randolph Dr.

Intersection #5 SR 49 / Randolph Dr.

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

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Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=22]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1295]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1252]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]
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=107]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1295]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=4.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=182]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1252]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #5 SR 49 / Randolph Dr.

Intersection #5 SR 49 / Randolph Dr.

Future Volume Alternative: Peak Hour Warrant NOT Met

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:	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	8	613	85	40	401	19	14	0	8	73	0	34
Major Street Volume:	1166											
Minor Approach Volume:	107											
Minor Approach Volume Threshold:	111											

Approach:	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	0	1	0	0	1	0	0	1	0	0
Initial Vol:	4	462	119	56	414	7	4	0	4	124	0	58
Major Street Volume:	1062											
Minor Approach Volume:	182											
Minor Approach Volume Threshold:	139											

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
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=152]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1301]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=147]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1269]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

 Intersection #7 SR 124 / SR 16

 Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	1	0	0	0	0	0	1	0	1	0	1	0
Initial Vol:	12	0	140		0	0	0		0	635	20		107	387	0	

Major Street Volume: 1149
 Minor Approach Volume: 152
 Minor Approach Volume Threshold: 115

 Intersection #7 SR 124 / SR 16

 Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	1	0	0	0	0	0	1	0	1	0	1	0
Initial Vol:	8	0	139		0	0	0		0	494	13		138	477	0	

Major Street Volume: 1122
 Minor Approach Volume: 147
 Minor Approach Volume Threshold: 122

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #8 Latrobe (Amador) / SR 16

Intersection #8 Latrobe (Amador) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

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Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=138]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1106]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=97]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=976]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #8 Latrobe (Amador) / SR 16

Intersection #8 Latrobe (Amador) / SR 16

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		131	0	7		4	522	0		0	327	115	
Major Street Volume:	968															
Minor Approach Volume:	138															
Minor Approach Volume Threshold:	100															

Approach:	North Bound				South Bound				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	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		97	0	0		3	396	0		0	391	89	
Major Street Volume:	879															
Minor Approach Volume:	97															
Minor Approach Volume Threshold:	116															

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=36.7]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=288.8]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=111.8]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	1
Initial Vol:	110	504	190	97	548	47	30	13	125	144	20	89
Major Street Volume:	1496											
Minor Approach Volume:	253											
Minor Approach Volume Threshold:	27 [less than minimum of 75]											

Approach:	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	1	0	0	1
Initial Vol:	71	491	175	81	468	8	5	10	66	185	16	87
Major Street Volume:	1294											
Minor Approach Volume:	288											
Minor Approach Volume Threshold:	52 [less than minimum of 75]											

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=233.2]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=898]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1804]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=96.6]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=738]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1576]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	0	0	0	1
Initial Vol:	0	0	0		775	0	123		114	31	0		0	22	739	
Major Street Volume:	906															
Minor Approach Volume:	898															
Minor Approach Volume Threshold:	111															

Approach:	North Bound				South Bound				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	1	0	0	0	0	0	1
Initial Vol:	0	0	0		669	0	69		82	28	0		0	21	707	
Major Street Volume:	838															
Minor Approach Volume:	738															
Minor Approach Volume Threshold:	124															

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #11 SR 124 (Church) / SR 104 (Main)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=65.9]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=83.0]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #11 SR 124 (Church) / SR 104 (Main)

 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
Initial Vol:	336	3	11	5	1	13	13	450	376	9	402	6

Major Street Volume: 1256
 Minor Approach Volume: 350
 Minor Approach Volume Threshold: 159

 Intersection #11 SR 124 (Church) / SR 104 (Main)

 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
Initial Vol:	377	4	25	2	0	3	10	302	362	27	360	1

Major Street Volume: 1062
 Minor Approach Volume: 406
 Minor Approach Volume Threshold: 203

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=2][control=Stop Sign]
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=213]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1152]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]
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=250]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=986]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

 Intersection #12 SR 124 / SR 88

 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	1	0	0	0	1	0	1	0	0	0	0	1
Initial Vol:	0	0	0	0	3	0	210		253	409	0		0	274	3	

Major Street Volume: 939
 Minor Approach Volume: 213
 Minor Approach Volume Threshold: 176

 Intersection #12 SR 124 / SR 88

 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	1	0	0	0	1	0	1	0	0	0	0	1
Initial Vol:	0	0	0	0	21	0	229		226	238	0		0	254	18	

Major Street Volume: 736
 Minor Approach Volume: 250
 Minor Approach Volume Threshold: 249

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

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Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.8]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=133]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1309]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=196]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1087]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=34]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1309]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=10]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1087]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

 Intersection #13 Jackson Valley / SR 88

 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	1	0	0	1	0	1	0
Initial Vol:	115	13	5	2	24	8	6	566	167	2	398	3

Major Street Volume: 1142
 Minor Approach Volume: 133
 Minor Approach Volume Threshold: 91

 Intersection #13 Jackson Valley / SR 88

 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	1	0	0	1	0	1	0
Initial Vol:	191	4	1	7	2	1	1	364	116	3	393	4

Major Street Volume: 881
 Minor Approach Volume: 196
 Minor Approach Volume Threshold: 151

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=10.6]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=224]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1591]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=197]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1415]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.7]
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=4][total volume=1591]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=5.7]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=204]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1415]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

 Intersection #14 SR 88 / Liberty Rd.

 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:	1	0	1	0	1	0	1	0	0	1	0	0
Initial Vol:	26	599	91	14	469	55	72	76	76	55	48	10

Major Street Volume: 1254
 Minor Approach Volume: 224
 Minor Approach Volume Threshold: 89 [less than minimum of 100]

 Intersection #14 SR 88 / Liberty Rd.

 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:	1	0	1	1	0	1	0	1	0	1	0	0
Initial Vol:	52	367	99	2	422	72	53	87	57	92	102	10

Major Street Volume: 1014
 Minor Approach Volume: 204
 Minor Approach Volume Threshold: 119

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #19 Ione / SR 16

Intersection #19 Ione / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=157]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1125]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=98]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=983]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

 Intersection #19 Ione / 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:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	144	0	13	0	0	0	0	483	161	17	307	0

Major Street Volume: 968
 Minor Approach Volume: 157
 Minor Approach Volume Threshold: 129

 Intersection #19 Ione / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	97	0	1	0	0	0	0	394	77	0	414	0

Major Street Volume: 885
 Minor Approach Volume: 98
 Minor Approach Volume Threshold: 150

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #22 Stonehouse / SR 16

Intersection #22 Stonehouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=7.2]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=103]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1839]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=20.5]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=88]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2369]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #22 Stonehouse / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
 Initial Vol: 0 0 0 0 98 0 5 5 1028 0 0 621 82
 -----|-----|-----|-----|-----|
 Major Street Volume: 1736
 Minor Approach Volume: 103
 Minor Approach Volume Threshold: 137 [less than minimum of 150]

 Intersection #22 Stonehouse / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
 Initial Vol: 0 0 0 0 83 0 5 11 1114 0 0 1098 58
 -----|-----|-----|-----|-----|
 Major Street Volume: 2281
 Minor Approach Volume: 88
 Minor Approach Volume Threshold: 19 [less than minimum of 150]

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #23 Latrobe (Sac) / SR 16

Intersection #23 Latrobe (Sac) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North Bound and West Bound.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North Bound and West Bound.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=12]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1741]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=6]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2359]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=25]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1741]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=21]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2359]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

```
*****
Intersection #23 Latrobe (Sac) / SR 16
*****
Future Volume Alternative: Peak Hour Warrant NOT Met
-----|-----|-----|-----|-----|
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:   L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:    Stop Sign        Stop Sign        Uncontrolled    Uncontrolled
Lanes:      0 1 0 0 1      0 1 0 0 1      1 0 0 1 0      1 0 0 1 0
Initial Vol: 8  1  3      7  1  17      21 1031  9      2  631  10
-----|-----|-----|-----|-----|
Major Street Volume:          1704
Minor Approach Volume:        25
Minor Approach Volume Threshold: 145 [less than minimum of 150]
```

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*****
Intersection #23 Latrobe (Sac) / SR 16
*****
Future Volume Alternative: Peak Hour Warrant NOT Met
-----|-----|-----|-----|-----|
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:   L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:    Stop Sign        Stop Sign        Uncontrolled    Uncontrolled
Lanes:      0 1 0 0 1      0 1 0 0 1      1 0 0 1 0      1 0 0 1 0
Initial Vol: 2  2  2      5  1  15      19 1172  3      2  1118  18
-----|-----|-----|-----|-----|
Major Street Volume:          2332
Minor Approach Volume:        21
Minor Approach Volume Threshold: 10 [less than minimum of 150]
```

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #25 Sloughhouse / SR 16

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=26]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1770]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=2][control=Stop Sign]
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=61]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2286]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0
Initial Vol: 4 0 22 0 0 0 0 0 1095 6 14 629 0
Major Street Volume: 1744
Minor Approach Volume: 26
Minor Approach Volume Threshold: 135 [less than minimum of 150]

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0
Initial Vol: 27 0 34 0 0 0 0 0 1110 5 29 1081 0
Major Street Volume: 2225
Minor Approach Volume: 61
Minor Approach Volume Threshold: 30 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

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Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=28]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=433]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=22]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=330]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=15]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=433]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
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=330]
FAIL - Total volume less than 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	16	197	11	4	131	31	22	3	3	2	10	3
Major Street Volume:	390											
Minor Approach Volume:	28											
Minor Approach Volume Threshold:	251											

Approach:	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	1	0	1	0
Initial Vol:	7	121	4	4	135	27	16	3	3	5	4	0
Major Street Volume:	299											
Minor Approach Volume:	22											
Minor Approach Volume Threshold:	295											

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.9]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=242]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1326]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=143]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=861]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		46	0	196		153	510	0		0	390	31	
Major Street Volume:	1084															
Minor Approach Volume:	242															
Minor Approach Volume Threshold:	81															

Approach:	North Bound				South Bound				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	1	0	0	0	0	0	1
Initial Vol:	0	0	0		23	0	120		94	343	0		0	267	14	
Major Street Volume:	718															
Minor Approach Volume:	143															
Minor Approach Volume Threshold:	149															

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #38 SR 49 / Pleasant Valley

Intersection #38 SR 49 / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant Met

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			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	183	0	199	0	0	0	0	333	230	308	401	0
Major Street Volume:	1272											
Minor Approach Volume:	382											
Minor Approach Volume Threshold:	202											

Approach:	North Bound			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		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	116	0	201	0	0	0	0	204	138	190	247	0
Major Street Volume:	779											
Minor Approach Volume:	317											
Minor Approach Volume Threshold:	371											

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Future Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	0	0	1	0	0	1
Initial Vol:	0	691	57	18	464	0	0	0	0	49	0	15	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			34.3			

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign			
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0	1
Initial Vol:	0	559	79	24	518	0	0	0	0	83	0	25	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			41.4			

Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=64]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1294]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[westbound][lanes=2][control=Stop Sign]
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=108]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1288]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. for North, South, East, and West bounds.

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. for North, South, East, and West bounds.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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

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

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Average Delay (sec/veh): 6.7 Worst Case Level Of Service: E[44.7]

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: C[16.3]

Street Name: SR 49 Miller Way
Approach: 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 1 0 1 0 0 1 0 0 0 1 0 0

Street Name: SR 49 Miller Way
Approach: 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 1 0 1 0 0 1 0 0 0 1 0 0

Volume Module:
Base Vol: 30 105 0 0 94 1 1 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: 30 105 0 0 94 1 1 0 22 0 0 0
Added Vol: 0 34 0 0 40 0 0 0 0 0 0 0
PasserByVol: 123 53 68 43 82 41 24 0 72 54 0 19
Initial Fut: 153 192 68 43 216 42 25 0 94 54 0 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: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82
PHF Volume: 187 234 83 52 263 51 30 0 115 66 0 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 187 234 83 52 263 51 30 0 115 66 0 23

Volume Module:
Base Vol: 12 81 0 0 76 1 1 0 12 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: 12 81 0 0 76 1 1 0 12 0 0 0
Added Vol: 57 117 42 29 125 19 16 0 49 36 0 24
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 69 198 42 29 201 20 17 0 61 36 0 24
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 78 222 47 33 226 22 19 0 69 40 0 27
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 78 222 47 33 226 22 19 0 69 40 0 27

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Cnflct Vol: 315 xxxx xxxxx 317 xxxx xxxxx 1054 1084 289 1100 1068 276
Potent Cap.: 1212 xxxx xxxxx 1210 xxxx xxxxx 206 219 755 191 223 768
Move Cap.: 1212 xxxx xxxxx 1210 xxxx xxxxx 170 177 755 138 181 768
Volume/Cap: 0.15 xxxx xxxxx 0.04 xxxx xxxxx 0.18 0.00 0.15 0.48 0.00 0.03

Capacity Module:
Cnflct Vol: 248 xxxx xxxxx 270 xxxx xxxxx 717 727 237 738 715 246
Potent Cap.: 1283 xxxx xxxxx 1260 xxxx xxxxx 347 353 807 336 359 798
Move Cap.: 1283 xxxx xxxxx 1260 xxxx xxxxx 314 323 807 288 328 798
Volume/Cap: 0.06 xxxx xxxxx 0.03 xxxx xxxxx 0.06 0.00 0.08 0.14 0.00 0.03

Level Of Service Module:
2Way95thQ: 0.5 xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 8.5 xxxx xxxxx 8.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: A * * A * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 956 xxxxx xxxx 176 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.5 xxxxx xxxxx 2.5 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 9.4 xxxxx xxxxx 44.7 xxxxx
Shared LOS: *
ApproachDel: xxxxxx xxxxxx 9.4 44.7
ApproachLOS: * * A E

Level Of Service Module:
2Way95thQ: 0.2 xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 8.0 xxxx xxxxx 7.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: A * * A * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 1032 xxxxx xxxx 387 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.3 xxxxx xxxxx 0.6 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 8.8 xxxxx xxxxx 16.3 xxxxx
Shared LOS: *
ApproachDel: xxxxxx xxxxxx 8.8 16.3
ApproachLOS: * * A C

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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

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

Intersection #2 SR 49 / Main

Intersection #2 SR 49 / Main

Average Delay (sec/veh): 103.7 Worst Case Level Of Service: F[389.2]

Average Delay (sec/veh): 376.7 Worst Case Level Of Service: F[1181.3]

Street Name: SR 49 Main

Street Name: SR 49 Main

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

Volume Module:
Base Vol: 45 107 201 7 92 18 14 40 39 109 53 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: 45 107 201 7 92 18 14 40 39 109 53 12
Added Vol: 7 34 1 0 40 0 0 0 8 1 0 0
PasserByVol: 16 128 39 35 102 70 80 29 15 44 36 55
Initial Fut: 68 269 241 42 234 88 94 69 62 154 89 67
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 72 283 254 44 246 93 99 73 65 162 94 71
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 72 283 254 44 246 93 99 73 65 162 94 71

Volume Module:
Base Vol: 39 61 129 15 78 4 12 30 29 169 64 16
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 39 61 129 15 78 4 12 30 29 169 64 16
Added Vol: 97 111 28 23 101 87 82 57 83 24 62 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 136 172 157 38 179 91 94 87 112 193 126 39
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 158 200 183 44 208 106 109 101 130 224 147 45
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 158 200 183 44 208 106 109 101 130 224 147 45

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Cnflct Vol: 339 xxxx xxxxx 537 xxxx xxxxx 1016 1061 293 1003 981 410
Potent Cap.: 1187 xxxx xxxxx 1002 xxxx xxxxx 218 226 751 223 252 646
Move Cap.: 1187 xxxx xxxxx 1002 xxxx xxxxx 121 202 751 135 225 646
Volume/Cap: 0.06 xxxx xxxxx 0.04 xxxx xxxxx 0.81 0.36 0.09 1.20 0.42 0.11

Capacity Module:
Cnflct Vol: 314 xxxx xxxxx 383 xxxx xxxxx 1053 1048 261 1073 1010 291
Potent Cap.: 1213 xxxx xxxxx 1144 xxxx xxxxx 206 230 782 200 242 753
Move Cap.: 1213 xxxx xxxxx 1144 xxxx xxxxx 68 189 782 84 199 753
Volume/Cap: 0.13 xxxx xxxxx 0.04 xxxx xxxxx 1.60 0.54 0.17 2.66 0.74 0.06

Level Of Service Module:
2Way95thQ: 0.2 xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxxx 0.3 xxxx xxxxx xxxxx
Control Del: 8.2 xxxx xxxxx 8.8 xxxx xxxxx xxxxx xxxxx 10.2 xxxxx xxxxx xxxxx
LOS by Move: A * * A * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 146 xxxx xxxxx xxxx 189 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 9.8 xxxx xxxxx xxxxx 22.5 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 189.6 xxxx xxxxx xxxxx 389 xxxxx
Shared LOS: * * * * * F * * * * * F * *
ApproachDel: xxxxxx xxxxxx 140.2 389.2
ApproachLOS: * * F F

Level Of Service Module:
2Way95thQ: 0.4 xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxxx 0.6 xxxx xxxxx xxxxx
Control Del: 8.4 xxxx xxxxx 8.3 xxxx xxxxx xxxxx xxxxx 10.5 xxxxx xxxxx xxxxx
LOS by Move: A * * A * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 99 xxxx xxxxx xxxx 120 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 18.3 xxxx xxxxx xxxxx 40.8 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 612.8 xxxx xxxxx xxxxx 1181 xxxxx
Shared LOS: * * * * * F * * * * * F * *
ApproachDel: xxxxxx xxxxxx 382.6 1181.3
ApproachLOS: * * F F

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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

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

Intersection #3 SR 49 / Poplar

Intersection #3 SR 49 / Poplar

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[12.2]

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.6]

Street Name: SR 49 Poplar

Street Name: SR 49 Poplar

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

Volume Module:
Base Vol: 35 345 0 0 237 4 2 0 30 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: 35 345 0 0 237 4 2 0 30 0 0 0
Added Vol: 3 41 0 0 48 0 0 0 3 0 0 0
PasserByVol: 0 183 0 0 161 0 0 0 0 0 0 0
Initial Fut: 38 569 0 0 446 4 2 0 33 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: 40 605 0 0 474 4 2 0 35 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 40 605 0 0 474 4 2 0 35 0 0 0

Volume Module:
Base Vol: 13 239 0 0 269 0 1 0 9 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: 13 239 0 0 269 0 1 0 9 0 0 0
Added Vol: 4 235 0 0 208 0 0 0 4 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 17 474 0 0 477 0 1 0 13 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: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 20 545 0 0 548 0 1 0 15 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 20 545 0 0 548 0 1 0 15 0 0 0

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2 xxxxx xxxx xxxxx
FollowUpTim: 2.3 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3 xxxxx xxxx xxxxx

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2 xxxxx xxxx xxxxx
FollowUpTim: 2.3 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3 xxxxx xxxx xxxxx

Capacity Module:
Cnflct Vol: 479 xxxx xxxxx xxxx xxxx xxxxx 1163 1163 477 xxxx xxxx xxxxx
Potent Cap.: 1053 xxxx xxxxx xxxx xxxx xxxxx 217 196 593 xxxx xxxx xxxxx
Move Cap.: 1053 xxxx xxxxx xxxx xxxx xxxxx 211 189 593 xxxx xxxx xxxxx
Volume/Cap: 0.04 xxxx xxxxx xxxx xxxx xxxxx 0.01 0.00 0.06 xxxx xxxx xxxxx

Capacity Module:
Cnflct Vol: 548 xxxx xxxxx xxxx xxxx xxxxx 1132 1132 548 xxxx xxxx xxxxx
Potent Cap.: 992 xxxx xxxxx xxxx xxxx xxxxx 227 205 540 xxxx xxxx xxxxx
Move Cap.: 992 xxxx xxxxx xxxx xxxx xxxxx 223 201 540 xxxx xxxx xxxxx
Volume/Cap: 0.02 xxxx xxxxx xxxx xxxx xxxxx 0.01 0.00 0.03 xxxx xxxx xxxxx

Level Of Service Module:
2Way95thQ: 0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 8.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 537 xxxxx xxxx xxxx xxxxx
SharedQueue: 0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 8.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.2 xxxxx xxxxx xxxx xxxxx
Shared LOS: A *
ApproachDel: xxxxxx xxxxxx 12.2 xxxxxx
ApproachLOS: * * * * * B * * * * *

Level Of Service Module:
2Way95thQ: 0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 8.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 490 xxxxx xxxx xxxx xxxxx
SharedQueue: 0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 8.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.6 xxxxx xxxxx xxxx xxxxx
Shared LOS: A *
ApproachDel: xxxxxx xxxxxx 12.6 xxxxxx
ApproachLOS: * * * * * B * * * * *

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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

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

Intersection #4 SR 49 / Empire

Intersection #4 SR 49 / Empire

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: D[25.3]

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: D[25.1]

Street Name: SR 49 Empire

Street Name: SR 49 Empire

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

Volume Module:
Base Vol: 32 352 2 9 240 10 13 2 28 7 5 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: 32 352 2 9 240 10 13 2 28 7 5 4
Added Vol: 5 44 0 0 51 0 0 0 6 0 0 0
PasserByVol: 0 183 0 0 161 0 0 0 0 0 0 0
Initial Fut: 37 579 2 9 452 10 13 2 34 7 5 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: 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: 39 603 2 9 471 10 14 2 35 7 5 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 39 603 2 9 471 10 14 2 35 7 5 4

Volume Module:
Base Vol: 30 239 1 0 276 0 1 0 26 5 0 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 239 1 0 276 0 1 0 26 5 0 2
Added Vol: 9 240 0 0 212 0 0 0 8 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 39 479 1 0 488 0 1 0 34 5 0 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 44 538 1 0 548 0 1 0 38 6 0 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 44 538 1 0 548 0 1 0 38 6 0 2

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx xxxx xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx xxxx xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Cnflct Vol: 481 xxxx xxxxx 605 xxxx xxxxx 1181 1177 476 1195 1181 604
Potent Cap.: 1051 xxxx xxxxx 944 xxxx xxxxx 168 193 593 165 192 502
Move Cap.: 1051 xxxx xxxxx 944 xxxx xxxxx 158 184 593 148 183 502
Volume/Cap: 0.04 xxxx xxxxx 0.01 xxxx xxxxx 0.09 0.01 0.06 0.05 0.03 0.01

Capacity Module:
Cnflct Vol: 548 xxxx xxxxx xxxx xxxx xxxxx 1176 1175 548 1194 1175 539
Potent Cap.: 992 xxxx xxxxx xxxx xxxx xxxxx 170 193 540 165 193 547
Move Cap.: 992 xxxx xxxxx xxxx xxxx xxxxx 163 184 540 148 184 547
Volume/Cap: 0.04 xxxx xxxxx xxxx xxxx xxxxx 0.01 0.00 0.07 0.04 0.00 0.00

Level Of Service Module:
2Way95thQ: 0.1 xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxx 0.2 xxxx xxxx xxxxx
Control Del: 8.6 xxxx xxxxx 8.9 xxxx xxxxx xxxxx xxxx 11.5 xxxxx xxxx xxxxx
LOS by Move: A * * A * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 161 xxxx xxxxx xxxx 194 xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.3 xxxx xxxxx xxxxx 0.3 xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 29.8 xxxx xxxxx xxxxx 25.3 xxxxx
Shared LOS: * * * * * D * * * *
ApproachDel: xxxxxx xxxxxx 17.1 25.3
ApproachLOS: * * C D

Level Of Service Module:
2Way95thQ: 0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx 0.2 xxxx xxxx xxxxx
Control Del: 8.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 12.2 xxxxx xxxx xxxxx
LOS by Move: A * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 163 xxxx xxxxx xxxx 187 xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx 0.1 xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 27.2 xxxx xxxxx xxxxx 25.1 xxxxx
Shared LOS: * * * * * D * * * *
ApproachDel: xxxxxx xxxxxx 12.6 25.1
ApproachLOS: * * B D

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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

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

Intersection #5 SR 49 / Randolph Dr.

Intersection #5 SR 49 / Randolph Dr.

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: E[42.4]

Average Delay (sec/veh): 12.5 Worst Case Level Of Service: F[81.8]

Table with columns for Street Name (SR 49, Randolph), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (1 0 0 1 0).

Table with columns for Street Name (SR 49, Randolph), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (1 0 0 1 0).

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for various approaches.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for various approaches.

Critical Gap Module table showing Critical Gp and FollowUpTim for different approaches.

Critical Gap Module table showing Critical Gp and FollowUpTim for different approaches.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different approaches.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different approaches.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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 #6 SR 49 / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #6 SR 49 / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and SR 16.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and SR 16.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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

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

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: C[17.9]

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C[15.5]

Street Name: SR 124 SR 16
Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Street Name: SR 124 SR 16
Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Volume Module:
Base Vol: 12 0 79 0 0 0 0 465 20 55 268 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 12 0 79 0 0 0 0 465 20 55 268 0
Added Vol: 0 0 61 0 0 0 0 71 0 52 61 0
PasserByVol: 0 0 0 0 0 0 0 99 0 0 58 0
Initial Fut: 12 0 140 0 0 0 0 635 20 107 387 0
User Adj: 1.00 1.00 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: 13 0 151 0 0 0 0 683 22 115 416 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 13 0 151 0 0 0 0 683 22 115 416 0

Volume Module:
Base Vol: 8 0 54 0 0 0 0 325 13 49 314 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 8 0 54 0 0 0 0 325 13 49 314 0
Added Vol: 0 0 85 0 0 0 0 169 0 89 163 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 8 0 139 0 0 0 0 494 13 138 477 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 9 0 156 0 0 0 0 555 15 155 536 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 9 0 156 0 0 0 0 555 15 155 536 0

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

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

Capacity Module:
Cnflct Vol: 1329 xxxx 683 xxxx xxxx xxxxx xxxx xxxx xxxxx 683 xxxx xxxxx
Potent Cap.: 173 xxxx 453 xxxx xxxx xxxxx xxxx xxxx xxxxx 883 xxxx xxxxx
Move Cap.: 155 xxxx 453 xxxx xxxx xxxxx xxxx xxxx xxxxx 883 xxxx xxxxx
Volume/Cap: 0.08 xxxx 0.33 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.13 xxxx xxxxx

Capacity Module:
Cnflct Vol: 1401 xxxx 555 xxxx xxxx xxxxx xxxx xxxx xxxxx 555 xxxx xxxxx
Potent Cap.: 156 xxxx 535 xxxx xxxx xxxxx xxxx xxxx xxxxx 986 xxxx xxxxx
Move Cap.: 137 xxxx 535 xxxx xxxx xxxxx xxxx xxxx xxxxx 986 xxxx xxxxx
Volume/Cap: 0.07 xxxx 0.29 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.16 xxxx xxxxx

Level Of Service Module:
2Way95thQ: 0.3 xxxx 1.4 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.4 xxxx xxxxx
Control Del: 30.3 xxxx 16.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 9.7 xxxx xxxxx
LOS by Move: D * C * * * * * A * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: 17.9 xxxxxx xxxxxx xxxxxx
ApproachLOS: C * * *

Level Of Service Module:
2Way95thQ: 0.2 xxxx 1.2 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.6 xxxx xxxxx
Control Del: 33.1 xxxx 14.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 9.3 xxxx xxxxx
LOS by Move: D * B * * * * * A * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: 15.5 xxxxxx xxxxxx xxxxxx
ApproachLOS: C * * *

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #8 Latrobe (Amador) / SR 16
Average Delay (sec/veh): 2.2 Worst Case Level Of Service: C[17.5]
Street Name: Latrobe (Amador) SR 16
Approach: North Bound South Bound 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 0 0 1 0
Volume Module:
Base Vol: 0 0 0 131 0 7 4 352 0 0 208 115
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 131 0 7 4 352 0 0 208 115
Added Vol: 0 0 0 0 0 0 0 71 0 0 61 0
PasserByVol: 0 0 0 0 0 0 0 99 0 0 58 0
Initial Fut: 0 0 0 131 0 7 4 522 0 0 327 115
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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 0 138 0 7 4 549 0 0 344 121
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 138 0 7 4 549 0 0 344 121
Critical Gap Module:
Critical Gp:xxxxx xxxxx xxxxxx 6.4 6.5 6.2 4.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
FollowUpTim:xxxxx xxxxx xxxxxx 3.5 4.0 3.3 2.3 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Capacity Module:
Cnflct Vol: xxxxx xxxxx xxxxxx 963 963 405 465 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Potent Cap.: xxxxx xxxxx xxxxxx 286 258 650 1065 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Move Cap.: xxxxx xxxxx xxxxxx 285 257 650 1065 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Volume/Cap: xxxxx xxxxx xxxxxx 0.48 0.00 0.01 0.00 xxxxx xxxxx xxxxx xxxxx xxxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del:xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 8.4 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx 432 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx 1.5 xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx 17.5 xxxxxx 8.4 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: * * * * * C * A * * * * *
ApproachDel: xxxxxx 17.5 xxxxxx xxxxxx
ApproachLOS: * C * * *

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #8 Latrobe (Amador) / SR 16
Average Delay (sec/veh): 2.3 Worst Case Level Of Service: C[23.3]
Street Name: Latrobe (Amador) SR 16
Approach: North Bound South Bound 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 0 0 1 0 0 1 0
Volume Module:
Base Vol: 0 0 0 97 0 0 3 227 0 0 228 89
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 97 0 0 3 227 0 0 228 89
Added Vol: 0 0 0 0 0 0 0 169 0 0 163 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 97 0 0 3 396 0 0 391 89
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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 0 0 107 0 0 3 435 0 0 430 98
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 107 0 0 3 435 0 0 430 98
Critical Gap Module:
Critical Gp:xxxxx xxxxx xxxxxx 6.4 xxxxx xxxxxx 4.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
FollowUpTim:xxxxx xxxxx xxxxxx 3.5 xxxxx xxxxxx 2.3 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Capacity Module:
Cnflct Vol: xxxxx xxxxx xxxxxx 920 xxxxx xxxxxx 527 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Potent Cap.: xxxxx xxxxx xxxxxx 303 xxxxx xxxxxx 1010 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Move Cap.: xxxxx xxxxx xxxxxx 302 xxxxx xxxxxx 1010 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Volume/Cap: xxxxx xxxxx xxxxxx 0.35 xxxxx xxxxx 0.00 xxxxx xxxxx xxxxx xxxxx xxxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxxx 1.5 xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del:xxxxx xxxxx xxxxxx 23.3 xxxxx xxxxxx 8.6 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move: * * * * * C * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 8.6 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: * * * * * A * * * * *
ApproachDel: xxxxxx 23.3 xxxxxx xxxxxx
ApproachLOS: * C * * *

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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

Intersection #9 SR 104 (Preston) / SR 124 (North)

Average Delay (sec/veh): 612.3 Worst Case Level Of Service: F[4109.3]

Street Name:	SR 104 (Preston)				SR 124											
Approach:	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:	110	196	112	48	247	47	30	13	125	66	20	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:	110	196	112	48	247	47	30	13	125	66	20	30
Added Vol:	0	240	60	49	200	0	0	0	0	51	0	59
PasserByVol:	0	68	18	0	101	0	0	0	0	27	0	0
Initial Fut:	110	504	190	97	548	47	30	13	125	144	20	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	129	593	224	114	645	55	35	15	147	169	24	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	129	593	224	114	645	55	35	15	147	169	24	105

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.2	6.6	6.3
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	700	xxxx	xxxxx	816	xxxx	xxxxx	1928	1976	672	1945	1892	705
Potent Cap.:	906	xxxx	xxxxx	820	xxxx	xxxxx	51	63	459	48	69	432
Move Cap.:	906	xxxx	xxxxx	820	xxxx	xxxxx	19	45	459	19	50	432
Volume/Cap:	0.14	xxxx	xxxxx	0.14	xxxx	xxxxx	1.82	0.34	0.32	8.87	0.48	0.24

Level Of Service Module:

2Way95thQ:	0.5	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.6	xxxx	xxxxx	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	80	xxxxx	xxxx	31	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.7	xxxxx	xxxxx	36.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	786	xxxxx	xxxxx	4109	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx		xxxxxx					786.1			4109.3	
ApproachLOS:	*		*					F			F	

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

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

Intersection #9 SR 104 (Preston) / SR 124 (North)

Average Delay (sec/veh): 244.2 Worst Case Level Of Service: F[1397.3]

Street Name:	SR 104 (Preston)				SR 124											
Approach:	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:	71	109	67	19	133	8	5	10	66	77	16	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:	71	109	67	19	133	8	5	10	66	77	16	17
Added Vol:	0	324	95	62	300	0	0	0	0	100	0	70
PasserByVol:	0	58	13	0	35	0	0	0	0	8	0	0
Initial Fut:	71	491	175	81	468	8	5	10	66	185	16	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	80	552	197	91	526	9	6	11	74	208	18	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	80	552	197	91	526	9	6	11	74	208	18	98

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.2	6.6	6.3
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	535	xxxx	xxxxx	748	xxxx	xxxxx	1580	1620	530	1565	1526	650
Potent Cap.:	1043	xxxx	xxxxx	870	xxxx	xxxxx	89	104	553	89	116	464
Move Cap.:	1043	xxxx	xxxxx	870	xxxx	xxxxx	52	85	553	60	95	464
Volume/Cap:	0.08	xxxx	xxxxx	0.10	xxxx	xxxxx	0.11	0.13	0.13	3.47	0.19	0.21

Level Of Service Module:

2Way95thQ:	0.2	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	243	xxxxx	xxxx	84	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.6	xxxxx	xxxxx	33.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	28.4	xxxxx	xxxxx	1397	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	F	*
ApproachDel:	xxxxxx		xxxxxx					28.4			1397.3	
ApproachLOS:	*		*					D			F	

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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

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

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Average Delay (sec/veh): 466.1 Worst Case Level Of Service: F[935.0]

Average Delay (sec/veh): 221.2 Worst Case Level Of Service: F[471.4]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for Preston and Main streets.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for Preston and Main streets.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #11 SR 124 (Church) / SR 104 (Main)
Average Delay (sec/veh): 146.2 Worst Case Level Of Service: F[677.4]
Street Name: SR 124 (Church) SR 104 (Main)
Approach: North Bound South Bound 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
Volume Module:
Base Vol: 170 3 10 5 1 13 13 218 213 6 181 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: 170 3 10 5 1 13 13 218 213 6 181 6
Added Vol: 116 0 0 0 0 0 0 143 98 0 172 0
PasserByVol: 50 0 1 0 0 0 0 89 65 3 49 0
Initial Fut: 336 3 11 5 1 13 13 450 376 9 402 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: 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: 361 3 12 5 1 14 14 484 404 10 432 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 361 3 12 5 1 14 14 484 404 10 432 6
Critical Gap Module:
Critical Gp: 7.2 6.6 6.3 7.1 6.5 6.2 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx
FollowUpTim: 3.6 4.1 3.4 3.5 4.0 3.3 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx
Capacity Module:
Cnflct Vol: 1176 1172 686 1176 1371 435 439 xxxx xxxxxx 888 xxxx xxxxxx
Potent Cap.: 164 187 437 170 147 625 1132 xxxx xxxxxx 771 xxxx xxxxxx
Move Cap.: 156 183 437 160 144 625 1132 xxxx xxxxxx 771 xxxx xxxxxx
Volume/Cap: 2.32 0.02 0.03 0.03 0.01 0.02 0.01 xxxx xxxxxx 0.01 xxxx xxxxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 0.0 xxxx xxxxxx 0.0 xxxx xxxxxx
Control Del:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 8.2 xxxx xxxxxx 9.7 xxxx xxxxxx
LOS by Move: * * * * * A * * * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 159 xxxxxx xxxx 322 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxx 31.6 xxxxxx xxxxxx 0.2 xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shrd ConDel:xxxxx 677 xxxxxx xxxxxx 16.9 xxxxxx xxxxxx xxxx xxxxxx xxxx xxxx xxxxxx
Shared LOS: * F * * C * * * * *
ApproachDel: 677.4 16.9 xxxxxxxx xxxxxxxx
ApproachLOS: F C * *

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #11 SR 124 (Church) / SR 104 (Main)
Average Delay (sec/veh): 203.1 Worst Case Level Of Service: F[736.0]
Street Name: SR 124 (Church) SR 104 (Main)
Approach: North Bound South Bound 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
Volume Module:
Base Vol: 98 4 7 2 0 3 10 115 104 6 152 1
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 98 4 7 2 0 3 10 115 104 6 152 1
Added Vol: 208 0 18 0 0 0 0 187 215 21 208 0
PasserByVol: 71 0 0 0 0 0 0 43 0 0 0 0
Initial Fut: 377 4 25 2 0 3 10 302 362 27 360 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 444 5 29 2 0 4 12 355 426 32 424 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 444 5 29 2 0 4 12 355 426 32 424 1
Critical Gap Module:
Critical Gp: 7.2 6.6 6.3 7.1 6.5 6.2 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx
FollowUpTim: 3.6 4.1 3.4 3.5 4.0 3.3 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx
Capacity Module:
Cnflct Vol: 1081 1080 568 1096 1292 424 425 xxxx xxxxxx 781 xxxx xxxxxx
Potent Cap.: 190 213 511 192 164 634 1145 xxxx xxxxxx 845 xxxx xxxxxx
Move Cap.: 182 202 511 172 157 634 1145 xxxx xxxxxx 845 xxxx xxxxxx
Volume/Cap: 2.43 0.02 0.06 0.01 0.00 0.01 0.01 xxxx xxxxxx 0.04 xxxx xxxxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 0.0 xxxx xxxxxx 0.1 xxxx xxxxxx
Control Del:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 8.2 xxxx xxxxxx 9.4 xxxx xxxxxx
LOS by Move: * * * * * A * * * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 190 xxxxxx xxxx 305 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxx 40.4 xxxxxx xxxxxx 0.1 xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shrd ConDel:xxxxx 736 xxxxxx xxxxxx 17.0 xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shared LOS: * F * * C * * * * *
ApproachDel: 736.0 17.0 xxxxxxxx xxxxxxxx
ApproachLOS: F C * *

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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

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

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: B[12.5]

Average Delay (sec/veh): 5.4 Worst Case Level Of Service: B[13.3]

Table with columns for Street Name (SR 124, SR 88), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Table with columns for Street Name (SR 124, SR 88), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume for various movements.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume for various movements.

Critical Gap Module table showing Critical Gp, FollowUpTim, and Capacity Module values.

Critical Gap Module table showing Critical Gp, FollowUpTim, and Capacity Module values.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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

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

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: F[50.1]

Average Delay (sec/veh): 9.2 Worst Case Level Of Service: F[50.2]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module: Critical Gp, FollowUpTim.

Critical Gap Module: Critical Gp, FollowUpTim.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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

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

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Average Delay (sec/veh): 32.6 Worst Case Level Of Service: F[171.1]

Average Delay (sec/veh): 23.9 Worst Case Level Of Service: F[100.0]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for SR 88 and Liberty.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for SR 88 and Liberty.

Volume Module table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Volume Module table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module table with columns: Critical Gp, FollowUpTim.

Critical Gap Module table with columns: Critical Gp, FollowUpTim.

Capacity Module table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Capacity Module table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Level Of Service Module table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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 #15 SR 88 / SR 12 (east)
Cycle (sec): 70 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #15 SR 88 / SR 12 (east)
Cycle (sec): 60 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: SR 88 SR 12 (east)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 7 0 7 4 7 0 0 7 7
Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0

Street Name: SR 88 SR 12 (east)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 7 0 7 4 7 0 0 7 7
Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0

Volume Module:
Base Vol: 0 0 0 97 0 312 534 371 0 0 164 40
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 97 0 312 534 371 0 0 164 40
Added Vol: 0 0 0 2 0 25 29 0 0 0 0 3
PasserByVol: 0 0 0 0 0 102 126 0 0 0 0 0
Initial Fut: 0 0 0 99 0 439 689 371 0 0 164 43
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 0 0 0 102 0 453 710 382 0 0 169 44
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 102 0 453 710 382 0 0 169 44
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 102 0 453 710 382 0 0 169 44

Volume Module:
Base Vol: 0 0 0 45 0 303 320 244 0 0 168 49
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 45 0 303 320 244 0 0 168 49
Added Vol: 0 0 0 4 0 42 40 0 0 0 0 4
PasserByVol: 0 0 0 0 0 173 108 0 0 0 0 0
Initial Fut: 0 0 0 49 0 518 468 244 0 0 168 53
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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 52 0 551 498 260 0 0 179 56
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 52 0 551 498 260 0 0 179 56
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 52 0 551 498 260 0 0 179 56

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.89 1.00 0.79 0.89 0.94 1.00 1.00 0.91 0.91
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 0.79 0.21
Final Sat.: 0 0 0 1688 0 1510 1688 1777 0 0 1368 359

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.89 1.00 0.79 0.89 0.94 1.00 1.00 0.91 0.91
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 0.76 0.24
Final Sat.: 0 0 0 1688 0 1510 1688 1777 0 0 1307 412

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.30 0.42 0.22 0.00 0.00 0.12 0.12
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.10 0.00 0.66 0.56 0.73 0.00 0.00 0.17 0.17
Volume/Cap: 0.00 0.00 0.00 0.60 0.00 0.45 0.75 0.30 0.00 0.00 0.75 0.75
Delay/Veh: 0.0 0.0 0.0 36.3 0.0 6.0 14.8 3.4 0.0 0.0 38.2 38.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 36.3 0.0 6.0 14.8 3.4 0.0 0.0 38.2 38.2
LOS by Move: A A A D A A B A A A D D
DesignQueue: 0 0 0 4 0 6 13 4 0 0 7 7

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.03 0.00 0.36 0.30 0.15 0.00 0.00 0.14 0.14
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.12 0.00 0.58 0.46 0.68 0.00 0.00 0.22 0.22
Volume/Cap: 0.00 0.00 0.00 0.26 0.00 0.62 0.64 0.22 0.00 0.00 0.64 0.64
Delay/Veh: 0.0 0.0 0.0 24.6 0.0 9.5 14.0 3.7 0.0 0.0 25.0 25.0
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 24.6 0.0 9.5 14.0 3.7 0.0 0.0 25.0 25.0
LOS by Move: A A A C A A B A A A C C
DesignQueue: 0 0 0 2 0 8 10 3 0 0 6 6

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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 #16 Tully Rd. / SR 88
Cycle (sec): 100 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #16 Tully Rd. / SR 88
Cycle (sec): 70 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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 #17 SR 88 / Victor (SR 12 west)

Intersection #17 SR 88 / Victor (SR 12 west)

Cycle (sec): 70
Critical Vol./Cap.(X): 0.566
Loss Time (sec): 16 (Y+R=4.0 sec)
Average Delay (sec/veh): 18.9
Optimal Cycle: OPTIMIZED
Level Of Service: B

Cycle (sec): 80
Critical Vol./Cap.(X): 0.574
Loss Time (sec): 16 (Y+R=4.0 sec)
Average Delay (sec/veh): 18.0
Optimal Cycle: OPTIMIZED
Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (west).

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (west).

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
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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 #18 SR 88 / Kettleman Ln.
Cycle (sec): 90
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.685
Average Delay (sec/veh): 25.2
Level Of Service: C

Intersection #18 SR 88 / Kettleman Ln.
Cycle (sec): 80
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.601
Average Delay (sec/veh): 19.8
Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

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

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

Intersection #19 Ione / SR 16

Intersection #19 Ione / SR 16

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: C[24.1]

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[14.5]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module: Critical Gp, FollowUpTim.

Critical Gap Module: Critical Gp, FollowUpTim.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
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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 #20 Murieta South Pkwy / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Intersection #20 Murieta South Pkwy / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Murieta South Parkway SR 16
Approach: North Bound South 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 Include
Min. Green: 5 5 5 5 5 5 4 7 7 4 7 7
Lanes: 0 0 1 0 0 0 1 0 0 1 0 1 0 0 1 0

Street Name: Murieta South Parkway SR 16
Approach: North Bound South 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 Include
Min. Green: 5 5 5 5 5 5 4 7 7 4 7 7
Lanes: 0 1 0 0 0 0 1 0 0 1 0 1 0 0 1 0

Volume Module:
Base Vol: 4 3 9 1 93 146 472 9 0 282 20
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 4 3 3 9 1 93 146 472 9 0 282 20
Added Vol: 0 0 0 0 0 0 0 0 71 0 0 60 0
PasserByVol: 0 0 0 0 0 0 0 0 41 0 0 44 0
Initial Fut: 4 3 3 9 1 93 146 584 9 0 386 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 4 3 3 10 1 99 155 621 10 0 411 21
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 4 3 3 10 1 99 155 621 10 0 411 21
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 4 3 3 10 1 99 155 621 10 0 411 21

Volume Module:
Base Vol: 3 1 0 8 3 81 122 331 4 0 336 14
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 3 1 0 8 3 81 122 331 4 0 336 14
Added Vol: 0 0 0 0 0 0 0 98 0 0 103 0
PasserByVol: 0 0 0 0 0 0 62 57 78 0 0 99 0
Initial Fut: 3 1 0 8 3 143 179 507 4 0 538 14
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 3 1 0 8 3 149 186 528 4 0 560 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 3 1 0 8 3 149 186 528 4 0 560 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 3 1 0 8 3 149 186 528 4 0 560 15

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.83 0.83 0.83 0.76 0.76 0.85 0.90 0.95 0.95 1.00 0.95 0.95
Lanes: 0.40 0.30 0.30 0.90 0.10 1.00 1.00 0.98 0.02 1.00 0.95 0.05
Final Sat.: 630 473 473 1300 144 1615 1718 1778 27 1900 1708 88

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.78 0.78 1.00 0.77 0.77 0.85 0.90 0.95 0.95 1.00 0.95 0.95
Lanes: 0.75 0.25 0.00 0.73 0.27 1.00 1.00 0.99 0.01 1.00 0.97 0.03
Final Sat.: 1111 371 0 1068 401 1615 1718 1793 14 1900 1756 46

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.01 0.01 0.06 0.09 0.35 0.35 0.00 0.24 0.24
Crit Moves: ****
Green/Cycle: 0.08 0.08 0.08 0.08 0.08 0.28 0.20 0.72 0.72 0.00 0.52 0.52
Volume/Cap: 0.08 0.08 0.08 0.09 0.09 0.22 0.46 0.49 0.49 0.00 0.46 0.46
Delay/Veh: 25.6 25.6 25.6 25.7 25.7 16.9 22.3 4.0 4.0 0.0 9.4 9.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 25.6 25.6 25.6 25.7 25.7 16.9 22.3 4.0 4.0 0.0 9.4 9.4
LOS by Move: C C C C B C A A A A
DesignQueue: 0 0 0 0 0 2 4 7 7 0 7 7

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.01 0.09 0.11 0.29 0.29 0.00 0.32 0.32
Crit Moves: ****
Green/Cycle: 0.08 0.08 0.00 0.08 0.08 0.27 0.18 0.72 0.72 0.00 0.53 0.53
Volume/Cap: 0.03 0.03 0.00 0.09 0.09 0.35 0.60 0.41 0.41 0.00 0.60 0.60
Delay/Veh: 25.4 25.4 0.0 25.7 25.7 18.3 25.7 3.6 3.6 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: 25.4 25.4 0.0 25.7 25.7 18.3 25.7 3.6 3.6 0.0 10.6 10.6
LOS by Move: C C A C C B C A A A B B
DesignQueue: 0 0 0 0 0 4 5 5 5 0 10 10

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
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Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
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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 #21 Murieta Pkwy / SR 16
Cycle (sec): 65 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #21 Murieta Pkwy / SR 16
Cycle (sec): 95 Critical Vol./Cap.(X): 0.986
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 46.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #22 Stonehouse / SR 16
Average Delay (sec/veh): 14.2 Worst Case Level Of Service: F[252.6]
Street Name: Stonehouse SR 16
Approach: North Bound South Bound 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 0 0 0 1 0

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #22 Stonehouse / SR 16
Average Delay (sec/veh): 31.2 Worst Case Level Of Service: F[838.6]
Street Name: Stonehouse SR 16
Approach: North Bound South Bound 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 0 1 0 0 1 0

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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

Intersection #23 Latrobe (Sac) / SR 16

Intersection #23 Latrobe (Sac) / SR 16

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: F[73.8]

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: F[156.1]

Street Name: Latrobe (Sac) SR 16

Street Name: Latrobe (Sac) SR 16

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

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

Volume Module:

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
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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 Dillard / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 0.913
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 25.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #24 Dillard / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 0.945
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 29.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #25 Sloughhouse / SR 16
Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D[28.1]
Street Name: Sloughhouse SR 16
Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0
Volume Module:
Base Vol: 4 0 22 0 0 0 0 809 6 14 439 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 4 0 22 0 0 0 0 809 6 14 439 0
Added Vol: 0 0 0 0 0 0 0 69 0 0 59 0
PasserByVol: 0 0 0 0 0 0 0 217 0 0 131 0
Initial Fut: 4 0 22 0 0 0 0 1095 6 14 629 0
User Adj: 1.00 1.00 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: 4 0 24 0 0 0 0 1203 7 15 691 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 4 0 24 0 0 0 0 1203 7 15 691 0
Critical Gap Module:
Critical Gp: 6.4 xxxx 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 xxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx
Capacity Module:
Cnflct Vol: 1925 xxxx 1203 xxxx xxxx xxxxx xxxx xxxx xxxxx 1210 xxxx xxxxx
Potent Cap.: 74 xxxx 227 xxxx xxxx xxxxx xxxx xxxx xxxxx 566 xxxx xxxxx
Move Cap.: 73 xxxx 227 xxxx xxxx xxxxx xxxx xxxx xxxxx 566 xxxx xxxxx
Volume/Cap: 0.06 xxxx 0.11 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.03 xxxx xxxxx
Level Of Service Module:
2Way95thQ: 0.2 xxxx 0.4 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.1 xxxx xxxxx
Control Del: 57.7 xxxx 22.8 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 11.5 xxxx xxxxx
LOS by Move: F * C * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: 28.1 xxxxxx xxxxxx xxxxxx
ApproachLOS: D * * *

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #25 Sloughhouse / SR 16
Average Delay (sec/veh): 3.5 Worst Case Level Of Service: F[124.7]
Street Name: Sloughhouse SR 16
Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0
Volume Module:
Base Vol: 27 0 34 0 0 0 0 492 5 29 496 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 27 0 34 0 0 0 0 492 5 29 496 0
Added Vol: 0 0 0 0 0 0 0 96 0 0 101 0
PasserByVol: 0 0 0 0 0 0 0 522 0 0 484 0
Initial Fut: 27 0 34 0 0 0 0 1110 5 29 1081 0
User Adj: 1.00 1.00 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: 29 0 36 0 0 0 0 1181 5 31 1150 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 29 0 36 0 0 0 0 1181 5 31 1150 0
Critical Gap Module:
Critical Gp: 6.4 xxxx 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 xxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx
Capacity Module:
Cnflct Vol: 2393 xxxx 1181 xxxx xxxx xxxxx xxxx xxxx xxxxx 1186 xxxx xxxxx
Potent Cap.: 38 xxxx 234 xxxx xxxx xxxxx xxxx xxxx xxxxx 578 xxxx xxxxx
Move Cap.: 36 xxxx 234 xxxx xxxx xxxxx xxxx xxxx xxxxx 578 xxxx xxxxx
Volume/Cap: 0.79 xxxx 0.15 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.05 xxxx xxxxx
Level Of Service Module:
2Way95thQ: 2.9 xxxx 0.5 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.2 xxxx xxxxx
Control Del: 252.6 xxxx 23.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 11.6 xxxx xxxxx
LOS by Move: F * C * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: 124.7 xxxxxx xxxxxx xxxxxx
ApproachLOS: F * * *

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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 #26 Grant Line / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.229
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 126.8
Optimal Cycle: OPTIMIZED Level Of Service: F

Intersection #26 Grant Line / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 48.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with columns: Street Name, Grant Line, SR 16, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows include North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Grant Line, SR 16, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows include North Bound, South Bound, East Bound, West Bound.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
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Level Of Service Computation Report
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Sunrise / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.108
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 82.9
Optimal Cycle: OPTIMIZED Level Of Service: F

Intersection #27 Sunrise / SR 16
Cycle (sec): 95 Critical Vol./Cap.(X): 0.884
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 36.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
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Level Of Service Computation Report
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2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Excelsior / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 19.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #28 Excelsior / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

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

Intersection #29 Bradshwa / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.007
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 58.7
Optimal Cycle: OPTIMIZED Level Of Service: E

Intersection #29 Bradshwa / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

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

Intersection #30 Latrobe / White Rock
Cycle (sec): 60 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 18.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #30 Latrobe / White Rock
Cycle (sec): 60 Critical Vol./Cap.(X): 0.236
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Latrobe and White Rock.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Latrobe and White Rock.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

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

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

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[11.9]

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[11.0]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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

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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 #32 Missouri Flat / US 50 WB Ramps
Cycle (sec): 115 Critical Vol./Cap.(X): 1.064
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 66.7
Optimal Cycle: OPTIMIZED Level Of Service: E

Intersection #32 Missouri Flat / US 50 WB Ramps
Cycle (sec): 75 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 31.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Missouri Flat US 50 WB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ignore Include Ovl
Min. Green: 4 7 0 0 7 7 0 0 0 7 0 7
Lanes: 2 0 2 0 0 0 0 2 0 1 0 0 0 0 2

Street Name: Missouri Flat US 50 WB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ignore Include Ovl
Min. Green: 4 7 0 0 7 7 0 0 0 7 0 7
Lanes: 2 0 2 0 0 0 0 2 0 1 0 0 0 0 2

Volume Module:
Base Vol: 724 894 0 0 1270 366 0 0 0 1304 0 473
Growth 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
Initial Bse: 681 841 0 0 1195 344 0 0 0 1227 0 445
Added Vol: 3 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: 684 841 0 0 1195 344 0 0 0 1227 0 445
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 744 915 0 0 1299 0 0 0 0 1334 0 484
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 744 915 0 0 1299 0 0 0 0 1334 0 484
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 744 915 0 0 1299 0 0 0 0 1334 0 484

Volume Module:
Base Vol: 589 726 0 0 1020 298 0 0 0 1060 0 385
Growth 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
Initial Bse: 554 683 0 0 960 280 0 0 0 998 0 362
Added Vol: 5 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: 559 683 0 0 960 280 0 0 0 998 0 362
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 608 743 0 0 1044 0 0 0 0 1084 0 394
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 608 743 0 0 1044 0 0 0 0 1084 0 394
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 608 743 0 0 1044 0 0 0 0 1084 0 394

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.95 1.00 1.00 0.95 1.00 1.00 1.00 1.00 0.92 1.00 0.75
Lanes: 2.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.: 3502 3610 0 0 3610 1900 0 0 0 3502 0 2842

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.95 1.00 1.00 0.95 1.00 1.00 1.00 1.00 0.92 1.00 0.75
Lanes: 2.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.: 3502 3610 0 0 3610 1900 0 0 0 3502 0 2842

Capacity Analysis Module:
Vol/Sat: 0.21 0.25 0.00 0.00 0.36 0.00 0.00 0.00 0.00 0.38 0.00 0.17
Crit Moves: ****
Green/Cycle: 0.20 0.54 0.00 0.00 0.34 0.00 0.00 0.00 0.00 0.36 0.00 0.36
Volume/Cap: 1.06 0.47 0.00 0.00 1.06 0.00 0.00 0.00 0.00 1.06 0.00 0.48
Delay/Veh: 98.5 16.6 0.0 0.0 82.8 0.0 0.0 0.0 0.0 81.4 0.0 28.9
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: 98.5 16.6 0.0 0.0 82.8 0.0 0.0 0.0 0.0 81.4 0.0 28.9
LOS by Move: F B A A F A A A A F A C
DesignQueue: 21 15 0 0 32 0 0 0 0 31 0 12

Capacity Analysis Module:
Vol/Sat: 0.17 0.21 0.00 0.00 0.29 0.00 0.00 0.00 0.00 0.31 0.00 0.14
Crit Moves: ****
Green/Cycle: 0.19 0.50 0.00 0.00 0.31 0.00 0.00 0.00 0.00 0.34 0.00 0.34
Volume/Cap: 0.92 0.41 0.00 0.00 0.92 0.00 0.00 0.00 0.00 0.92 0.00 0.41
Delay/Veh: 47.9 11.8 0.0 0.0 36.7 0.0 0.0 0.0 0.0 35.4 0.0 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: 47.9 11.8 0.0 0.0 36.7 0.0 0.0 0.0 0.0 35.4 0.0 19.4
LOS by Move: D B A A D A A A A D A B
DesignQueue: 11 9 0 0 17 0 0 0 0 17 0 6

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

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

Ione Casino
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2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Missouri Flat / US 50 EB Ramps
Cycle (sec): 105 Critical Vol./Cap.(X): 1.020
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 46.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Intersection #33 Missouri Flat / US 50 EB Ramps
Cycle (sec): 65 Critical Vol./Cap.(X): 0.897
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module.

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

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

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

Ione Casino
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Level Of Service Computation Report
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Intersection #34 Missouri Flat / Motherlode
Cycle (sec): 105 Critical Vol./Cap.(X): 0.926
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #34 Missouri Flat / Motherlode
Cycle (sec): 75 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Missouri Flat Motherlode
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Ovl Include Ovl Include
Min. Green: 4 7 0 0 7 7 7 0 7 0 0 0
Lanes: 1 0 2 0 1 0 0 2 1 0 2 0 0 0 1 0 0 0 0 0 0

Street Name: Missouri Flat Motherlode
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Ovl Include Ovl Include
Min. Green: 4 7 0 0 7 7 7 0 7 0 0 0
Lanes: 1 0 2 0 1 0 0 2 1 0 2 0 0 0 1 0 0 0 0 0 0

Volume Module:
Base Vol: 108 1050 1156 0 2532 360 300 0 110 0 0 0
Growth 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
Initial Bse: 102 988 1088 0 2383 339 282 0 104 0 0 0
Added Vol: 0 3 0 0 3 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 102 991 1088 0 2386 339 282 0 104 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 110 1077 1183 0 2594 368 307 0 113 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 110 1077 1183 0 2594 368 307 0 113 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 110 1077 1183 0 2594 368 307 0 113 0 0 0

Volume Module:
Base Vol: 80 880 969 0 2122 290 250 0 90 0 0 0
Growth 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
Initial Bse: 75 828 912 0 1997 273 235 0 85 0 0 0
Added Vol: 0 5 0 0 5 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 75 833 912 0 2002 273 235 0 85 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 82 906 991 0 2176 297 256 0 92 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 82 906 991 0 2176 297 256 0 92 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 82 906 991 0 2176 297 256 0 92 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 1.00 0.89 0.89 0.92 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 0.00 2.63 0.37 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1805 3610 1615 0 4456 633 3502 0 1615 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 1.00 0.89 0.89 0.92 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 0.00 2.64 0.36 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1805 3610 1615 0 4483 611 3502 0 1615 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.06 0.30 0.73 0.00 0.58 0.58 0.09 0.00 0.07 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.08 0.79 0.79 0.00 0.72 0.72 0.09 0.00 0.17 0.00 0.00 0.00
Volume/Cap: 0.81 0.38 0.93 0.00 0.81 0.81 0.93 0.00 0.41 0.00 0.00 0.00
Delay/Veh: 77.7 3.4 20.1 0.0 11.6 11.6 78.1 0.0 39.9 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
AdjDel/Veh: 77.7 3.4 20.1 0.0 11.6 11.6 78.1 0.0 39.9 0.0 0.0 0.0
LOS by Move: E A C A B B E A D A A A
DesignQueue: 6 8 17 0 21 21 9 0 6 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.05 0.25 0.61 0.00 0.49 0.49 0.07 0.00 0.06 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.07 0.75 0.75 0.00 0.67 0.67 0.09 0.00 0.17 0.00 0.00 0.00
Volume/Cap: 0.61 0.34 0.82 0.00 0.72 0.72 0.78 0.00 0.34 0.00 0.00 0.00
Delay/Veh: 41.9 3.3 10.9 0.0 8.6 8.6 44.9 0.0 28.3 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
AdjDel/Veh: 41.9 3.3 10.9 0.0 8.6 8.6 44.9 0.0 28.3 0.0 0.0 0.0
LOS by Move: D A B A A A D A C A A A
DesignQueue: 3 5 12 0 14 14 5 0 3 0 0 0

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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 #35 Missouri Flat / Forni
Cycle (sec): 120 Critical Vol./Cap.(X): 0.915
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 36.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Intersection #35 Missouri Flat / Forni
Cycle (sec): 95 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Missouri Flat Forni
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ignore Ovl Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 2 0 1 1 0 2 0 1 2 0 1 0 1 1 0 1 0 1

Street Name: Missouri Flat Forni
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ignore Ovl Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 2 0 1 1 0 2 0 1 2 0 1 0 1 1 0 1 0 1

Volume Module:
Base Vol: 70 1516 90 155 2061 426 584 65 60 146 59 190
Growth 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
Initial Bse: 66 1427 85 146 1940 401 550 61 56 137 56 179
Added Vol: 0 3 0 0 3 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 66 1430 85 146 1943 401 550 61 56 137 56 179
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: 0.96 0.96 0.00 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 69 1489 0 152 2024 418 573 64 59 143 58 186
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 69 1489 0 152 2024 418 573 64 59 143 58 186
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 69 1489 0 152 2024 418 573 64 59 143 58 186

Volume Module:
Base Vol: 59 1281 35 127 1719 357 489 37 50 123 34 159
Growth 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
Initial Bse: 56 1206 33 120 1618 336 460 35 47 116 32 150
Added Vol: 0 5 0 0 5 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 56 1211 33 120 1623 336 460 35 47 116 32 150
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: 0.94 0.94 0.00 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 59 1288 0 127 1727 357 490 37 50 123 34 159
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 59 1288 0 127 1727 357 490 37 50 123 34 159
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 59 1288 0 127 1727 357 490 37 50 123 34 159

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 0.95 0.95 0.85 0.92 1.00 0.85 0.95 1.00 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 3610 1900 1805 3610 1615 3502 1900 1615 1805 1900 1615

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 0.95 0.95 0.85 0.92 1.00 0.85 0.95 1.00 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 3610 1900 1805 3610 1615 3502 1900 1615 1805 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.04 0.41 0.00 0.08 0.56 0.26 0.16 0.03 0.04 0.08 0.03 0.12
Crit Moves: ****
Green/Cycle: 0.04 0.53 0.00 0.11 0.59 0.77 0.17 0.10 0.14 0.13 0.06 0.17
Volume/Cap: 0.94 0.78 0.00 0.78 0.94 0.34 0.94 0.34 0.26 0.59 0.52 0.70
Delay/Veh: 143.1 25.0 0.0 70.6 31.7 4.5 72.3 51.6 46.8 52.9 59.3 54.9
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: 143.1 25.0 0.0 70.6 31.7 4.5 72.3 51.6 46.8 52.9 59.3 54.9
LOS by Move: F C A E C A E D D D E D
DesignQueue: 4 28 0 9 34 7 17 4 3 8 4 11

Capacity Analysis Module:
Vol/Sat: 0.03 0.36 0.00 0.07 0.48 0.22 0.14 0.02 0.03 0.07 0.02 0.10
Crit Moves: ****
Green/Cycle: 0.04 0.50 0.00 0.10 0.55 0.72 0.16 0.12 0.16 0.11 0.07 0.17
Volume/Cap: 0.78 0.72 0.00 0.72 0.86 0.31 0.86 0.16 0.19 0.60 0.24 0.57
Delay/Veh: 83.7 20.0 0.0 54.7 22.3 5.1 51.7 37.6 34.6 45.1 42.4 39.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 83.7 20.0 0.0 54.7 22.3 5.1 51.7 37.6 34.6 45.1 42.4 39.0
LOS by Move: F C A D C A D D C D D D
DesignQueue: 3 20 0 6 24 6 12 2 2 6 2 7

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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 #36 Missouri Flat / Pleasant Valley

Intersection #36 Missouri Flat / Pleasant Valley

Cycle (sec): 65 Critical Vol./Cap.(X): 0.828
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Cycle (sec): 60 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Missouri Flat and Pleasant Valley.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Missouri Flat and Pleasant Valley.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for Saturation Flow Module.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for Saturation Flow Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

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

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #37 Forni / Pleasant Valley
Average Delay (sec/veh): 6.1 Worst Case Level Of Service: D[27.7]
Street Name: Forni Pleasant Valley
Approach: North Bound South Bound 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 0 0 1 0
Volume Module:
Base Vol: 0 0 0 49 0 208 163 510 0 0 377 33
Growth 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
Initial Bse: 0 0 0 46 0 196 153 480 0 0 355 31
Added Vol: 0 0 0 0 0 0 0 30 0 0 35 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 46 0 196 153 510 0 0 390 31
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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 49 0 206 161 537 0 0 410 33
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 49 0 206 161 537 0 0 410 33
Critical Gap Module:
Critical Gp:xxxxx xxxxx xxxxx 6.4 6.5 6.2 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim:xxxxx xxxxx xxxxx 3.5 4.0 3.3 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: xxxxx xxxxx xxxxx 1287 1287 427 443 xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: xxxxx xxxxx xxxxx 183 166 632 1128 xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: xxxxx xxxxx xxxxx 161 140 632 1128 xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: xxxxx xxxxx xxxxx 0.30 0.00 0.33 0.14 xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.5 xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 8.7 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 406 xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx 0.5 xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxxx xxxxx xxxxx 27.7 xxxxx 8.7 xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * D * A * * * * *
ApproachDel: xxxxxx 27.7 xxxxxx xxxxxx
ApproachLOS: * D * * *

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #37 Forni / Pleasant Valley
Average Delay (sec/veh): 3.0 Worst Case Level Of Service: B[12.9]
Street Name: Forni Pleasant Valley
Approach: North Bound South Bound 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 0 0 1 0
Volume Module:
Base Vol: 0 0 0 24 0 128 100 310 0 0 232 15
Growth 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
Initial Bse: 0 0 0 23 0 120 94 292 0 0 218 14
Added Vol: 0 0 0 0 0 0 0 51 0 0 49 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 23 0 120 94 343 0 0 267 14
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 0 0 0 24 0 130 101 369 0 0 287 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 24 0 130 101 369 0 0 287 15
Critical Gap Module:
Critical Gp:xxxxx xxxxx xxxxx 6.4 6.5 6.2 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim:xxxxx xxxxx xxxxx 3.5 4.0 3.3 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Cnflct Vol: xxxxx xxxxx xxxxx 866 866 295 303 xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: xxxxx xxxxx xxxxx 326 293 749 1270 xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: xxxxx xxxxx xxxxx 305 269 749 1270 xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: xxxxx xxxxx xxxxx 0.08 0.00 0.17 0.08 xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.3 xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 8.1 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 609 xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxxx xxxxx xxxxx 1.0 xxxxx 0.3 xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxxx xxxxx xxxxx 12.9 xxxxx 8.1 xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * B * A * * * * *
ApproachDel: xxxxxx 12.9 xxxxxx xxxxxx
ApproachLOS: * B * * *

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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

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

Intersection #38 SR 49 / Pleasant Valley
Cycle (sec): 100 Critical Vol./Cap.(X): 0.984
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 36.6
Optimal Cycle: 0 Level Of Service: E

Intersection #38 SR 49 / Pleasant Valley
Cycle (sec): 100 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 0 Level Of Service: C

Street Name: SR 49 Pleasant Valley
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 0 0 1 0 1 0 1 0 0

Street Name: SR 49 Pleasant Valley
Approach: North Bound 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 1 0 1 0 0

Volume Module:
Base Vol: 191 0 180 0 0 0 0 354 240 290 426 0
Growth 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
Initial Bse: 180 0 169 0 0 0 0 333 226 273 401 0
Added Vol: 3 0 30 0 0 0 0 0 4 35 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 183 0 199 0 0 0 0 333 230 308 401 0
User Adj: 1.00 1.00 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: 190 0 208 0 0 0 0 347 239 321 418 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 190 0 208 0 0 0 0 347 239 321 418 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 190 0 208 0 0 0 0 347 239 321 418 0

Volume Module:
Base Vol: 117 0 159 0 0 0 0 217 140 150 262 0
Growth 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
Initial Bse: 110 0 150 0 0 0 0 204 132 141 247 0
Added Vol: 6 0 51 0 0 0 0 0 6 49 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 116 0 201 0 0 0 0 204 138 190 247 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 132 0 228 0 0 0 0 232 157 216 280 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 132 0 228 0 0 0 0 232 157 216 280 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 132 0 228 0 0 0 0 232 157 216 280 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: 0.48 0.00 0.52 0.00 0.00 0.00 0.00 0.59 0.41 1.00 1.00 0.00
Final Sat.: 260 0 283 0 0 0 0 353 243 493 529 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: 0.37 0.00 0.63 0.00 0.00 0.00 0.00 0.60 0.40 1.00 1.00 0.00
Final Sat.: 221 0 383 0 0 0 0 382 258 538 581 0

Capacity Analysis Module:
Vol/Sat: 0.73 xxxx 0.73 xxxx xxxx xxxx 0.98 0.98 0.65 0.79 xxxx
Crit Moves: ****
Delay/Veh: 25.1 0.0 25.1 0.0 0.0 0.0 0.0 57.1 57.1 22.3 29.7 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 25.1 0.0 25.1 0.0 0.0 0.0 0.0 57.1 57.1 22.3 29.7 0.0
LOS by Move: D * D * * * * F F C D *
ApproachDel: 25.1 xxxxxx 57.1 26.5
Delay Adj: 1.00 xxxxxx 1.00 1.00
ApprAdjDel: 25.1 xxxxxx 57.1 26.5
LOS by Appr: D * * F D
AllWayAvgQ: 2.3 2.3 2.3 0.0 0.0 0.0 8.0 8.0 8.0 1.7 3.0 0.0

Capacity Analysis Module:
Vol/Sat: 0.60 xxxx 0.60 xxxx xxxx xxxx 0.61 0.61 0.40 0.48 xxxx
Crit Moves: ****
Delay/Veh: 16.1 0.0 16.1 0.0 0.0 0.0 0.0 16.1 16.1 13.4 14.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 16.1 0.0 16.1 0.0 0.0 0.0 0.0 16.1 16.1 13.4 14.0 0.0
LOS by Move: C * C * * * * C C B B *
ApproachDel: 16.1 xxxxxx 16.1 13.8
Delay Adj: 1.00 xxxxxx 1.00 1.00
ApprAdjDel: 16.1 xxxxxx 16.1 13.8
LOS by Appr: C * C B
AllWayAvgQ: 1.2 1.2 1.2 0.0 0.0 0.0 1.3 1.3 1.3 0.6 0.9 0.0

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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

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

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: D[34.3]

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: E[41.4]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for SR 49 and Project Service Access.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for SR 49 and Project Service Access.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module: Critical Gp, FollowUpTim.

Critical Gap Module: Critical Gp, FollowUpTim.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

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



APPENDIX A

Intersection Operations Level of Service Calculation Worksheets 2010 EPAP Plus Alternative B Phase 1 with Mitigation Measures

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Scenario: Ex + Ap + Alt B (Ph I) Friday

Command: Ex + Ap + Alt B (Ph I) Friday

Volume: 2006 Ex + Ap Friday

Geometry: EPAP Plus Project

Impact Fee: Existing

Trip Generation: Alt B (Ph I) Friday

Trip Distribution: Existing

Paths: 2006 (Amador Bypass)

Routes: Existing

Configuration: Existing

Scenario: Ex + Ap + Alt B (Ph I) Saturday

Command: Ex + Ap + Alt B (Ph I) Saturday

Volume: 2006 Ex + Ap Saturday

Geometry: EPAP Plus Project

Impact Fee: Existing

Trip Generation: Alt B (Ph I) Saturday

Trip Distribution: Existing

Paths: 2006 (Amador Bypass)

Routes: Existing

Configuration: Existing

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Trip Generation Report

Trip Generation Report

Forecast for EPAP NP Fri

Forecast for Alt B (Ph I) Saturday

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total	Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total	
7	Castle Oaks	1.00	Home	275.00	161.00	275	161	436	30.8	1	Ione Casino-	1.00	Ione Casino	278.00	290.00	278	290	568	19.1	
7	Castle Oaks	1.00	Hotel	25.00	22.00	25	22	47	3.3		Zone 1 Subtotal					278	290	568	19.1	
7	Castle Oaks	1.00	Retail	271.00	292.00	271	292	563	39.7											
	Zone 7 Subtotal					571	475	1046	73.8											
TOTAL										TOTAL										
TOTAL						571	475	1046	73.8											

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Trip Generation Report

Trip Generation Report

Forecast for Alt B (Ph I) Friday

Forecast for EPAP NP Sat

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Ione Casino-	1.00	Ione Casino	200.00	171.00	200	171	371	26.2
	Zone 1 Subtotal					200	171	371	26.2
TOTAL						200	171	371	26.2

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Cottage Knol	1.00	Residential	152.00	130.00	152	130	282	9.5
	Zone 2 Subtotal					152	130	282	9.5
3	Shenandoah R	1.00	Residential	76.00	65.00	76	65	141	4.7
	Zone 3 Subtotal					76	65	141	4.7
4	Arroyo Woods	1.00	Residential	66.00	56.00	66	56	122	4.1
	Zone 4 Subtotal					66	56	122	4.1
5	Zinfandel	1.00	Residential	178.00	151.00	178	151	329	11.1
	Zone 5 Subtotal					178	151	329	11.1
6	Wildflower	1.00	Residential	139.00	118.00	139	118	257	8.7
	Zone 6 Subtotal					139	118	257	8.7
7	Castle Oaks	1.00	Home	234.00	200.00	234	200	434	14.6
7	Castle Oaks	1.00	Hotel	34.00	26.00	34	26	60	2.0
7	Castle Oaks	1.00	Retail	405.00	373.00	405	373	778	26.2
	Zone 7 Subtotal					673	599	1272	42.8
TOTAL						1284	1119	2403	80.9

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Trip Distribution Report

Percent Of Trips Existing

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	16.0	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
7	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	12	13	14	15	16	17	18	19	20	22	23
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	9.6	13.1	0.1	0.1
7	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

Zone	To Gates								
	24	25	26	28	29	36	38	39	40
1	0.8	1.4	1.6	4.8	0.1	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	10.0	10.0	2.0	5.0

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Trip Distribution Report

Percent Of Trips Existing

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	16.0	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0

Zone	To Gates										
	12	13	14	15	16	17	18	19	20	22	23
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	9.6	13.1	0.1	0.1
2	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0

Zone	To Gates										
	24	25	26	28	29	31	32	33	34	35	36
1	0.8	1.4	1.6	4.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0
4	0.0	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	10.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0

Zone	To Gates			
	37	38	39	40
1	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0
6	10.0	20.0	10.0	15.0
7	0.0	10.0	2.0	5.0

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Turning Movement Report
EPAP NP Fri + Alt B (Ph I) Friday

Turning Movement Report
Alt B (Ph I) Saturday + EPAP NP Sat

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 SR 49 / Miller Way														#1 SR 49 / Miller Way													
Base	30	105	0	0	94	1	1	0	22	0	0	0	253	Base	12	81	0	0	76	1	1	0	12	0	0	0	183
Added	0	34	0	0	40	0	0	0	0	0	0	0	74	Added	57	117	42	29	125	19	16	0	49	36	0	24	514
PassBy	123	53	68	43	82	41	24	0	72	54	0	19	579	Total	69	198	42	29	201	20	17	0	61	36	0	24	697
Total	153	192	68	43	216	42	25	0	94	54	0	19	906	#2 SR 49 / Main													
#2 SR 49 / Main														#2 SR 49 / Main													
Base	45	107	201	7	92	18	14	40	39	109	53	12	737	Base	39	61	129	15	78	4	12	30	29	169	64	16	646
Added	7	34	1	0	40	0	0	0	8	1	0	0	91	Added	97	111	28	23	101	87	82	57	83	24	62	23	778
PassBy	16	128	39	35	102	70	80	29	15	44	36	55	649	Total	136	172	157	38	179	91	94	87	112	193	126	39	1424
Total	68	269	241	42	234	88	94	69	62	154	89	67	1477	#3 SR 49 / Poplar													
#3 SR 49 / Poplar														#3 SR 49 / Poplar													
Base	35	345	0	0	237	4	2	0	30	0	0	0	653	Base	13	239	0	0	269	0	1	0	9	0	0	0	531
Added	3	41	0	0	48	0	0	0	3	0	0	0	95	Added	4	235	0	0	208	0	0	0	4	0	0	0	451
PassBy	0	183	0	0	161	0	0	0	0	0	0	0	344	Total	17	474	0	0	477	0	1	0	13	0	0	0	982
Total	38	569	0	0	446	4	2	0	33	0	0	0	1092	#4 SR 49 / Empire													
#4 SR 49 / Empire														#4 SR 49 / Empire													
Base	32	352	2	9	240	10	13	2	28	7	5	4	704	Base	30	239	1	0	276	0	1	0	26	5	0	2	580
Added	5	44	0	0	51	0	0	0	6	0	0	0	106	Added	9	240	0	0	212	0	0	0	8	0	0	0	469
PassBy	0	183	0	0	161	0	0	0	0	0	0	0	344	Total	39	479	1	0	488	0	1	0	34	5	0	2	1049
Total	37	579	2	9	452	10	13	2	34	7	5	4	1154	#5 SR 49 / Randolph Dr.													
#5 SR 49 / Randolph Dr.														#5 SR 49 / Randolph Dr.													
Base	8	366	0	0	248	19	14	0	8	0	0	0	663	Base	4	271	0	0	249	7	4	0	4	0	0	0	539
Added	0	15	85	40	18	0	0	0	0	73	0	34	265	Added	0	191	119	56	165	0	0	0	0	124	0	58	713
PassBy	0	232	0	0	135	0	0	0	0	0	0	0	367	Total	4	462	119	56	414	7	4	0	4	124	0	58	1252
Total	8	613	85	40	401	19	14	0	8	73	0	34	1295	#6 SR 49 / SR 16													
#6 SR 49 / SR 16														#6 SR 49 / SR 16													
Base	240	0	206	0	0	0	0	183	358	163	92	0	1242	Base	217	0	146	0	0	0	0	111	281	131	149	0	1035
Added	0	0	10	0	0	0	0	132	0	9	113	0	264	Added	0	0	109	0	0	0	0	255	0	95	252	0	711
PassBy	0	0	133	0	0	0	0	99	0	77	58	0	367	Total	217	0	255	0	0	0	0	366	281	226	401	0	1746
Total	240	0	349	0	0	0	0	414	358	249	263	0	1873	#7 SR 124 / SR 16													
#7 SR 124 / SR 16														#7 SR 124 / SR 16													
Base	12	0	79	0	0	0	0	465	20	55	268	0	899	Base	8	0	54	0	0	0	0	325	13	49	314	0	763
Added	0	0	61	0	0	0	0	71	0	52	61	0	245	Added	0	0	85	0	0	0	0	169	0	89	163	0	506
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	Total	8	0	139	0	0	0	0	494	13	138	477	0	1269
Total	12	0	140	0	0	0	0	635	20	107	387	0	1301	#8 Latrobe (Amador) / SR 16													
#8 Latrobe (Amador) / SR 16														#8 Latrobe (Amador) / SR 16													
Base	12	0	140	0	0	0	0	635	20	107	387	0	1301	Base	0	0	0	97	0	0	3	227	0	0	228	89	644
Added	0	0	61	0	0	0	0	71	0	52	61	0	245	Added	0	0	0	0	0	0	0	169	0	0	163	0	332
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	Total	0	0	0	97	0	0	3	396	0	0	391	89	976
Total	12	0	140	0	0	0	0	635	20	107	387	0	1301	#9 SR 104 (Preston) / SR 124 (North)													
#9 SR 104 (Preston) / SR 124 (North)														#9 SR 104 (Preston) / SR 124 (North)													
Base	12	0	140	0	0	0	0	635	20	107	387	0	1301	Base	71	109	67	19	133	8	5	10	66	77	16	17	598
Added	0	0	61	0	0	0	0	71	0	52	61	0	245	Added	0	324	95	62	300	0	0	0	0	100	0	70	951
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	PassBy	0	58	13	0	35	0	0	0	0	8	0	0	114
Total	12	0	140	0	0	0	0	635	20	107	387	0	1301	Total	71	491	175	81	468	8	5	10	66	185	16	87	1663

Ione Casino Existing Plus Approved Plus Project B Phase I - Friday PM Peak Hour													Ione Casino Existing Plus Approved Plus Project B Phase I - Saturday PM Peak Hour														
Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#8 Latrobe (Amador) / SR 16													#10 Preston Ave. / Main St.														
Base	0	0	0	131	0	7	4	352	0	0	208	115	817	Base	0	0	0	238	0	57	68	14	0	0	9	231	617
Added	0	0	0	0	0	0	0	71	0	0	61	0	132	Added	0	0	0	388	0	12	14	14	0	0	12	405	845
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	PassBy	0	0	0	43	0	0	0	0	0	0	0	71	114
Total	0	0	0	131	0	7	4	522	0	0	327	115	1106	Total	0	0	0	669	0	69	82	28	0	0	21	707	1576
#9 SR 104 (Preston) / SR 124 (North)													#11 SR 124 (Church) / SR 104 (Main)														
Base	110	196	112	48	247	47	30	13	125	66	20	30	1044	Base	98	4	7	2	0	3	10	115	104	6	152	1	502
Added	0	240	60	49	200	0	0	0	0	51	0	59	659	Added	208	0	18	0	0	0	0	187	215	21	208	0	857
PassBy	0	68	18	0	101	0	0	0	0	27	0	0	214	PassBy	71	0	0	0	0	0	0	0	43	0	0	0	114
Total	110	504	190	97	548	47	30	13	125	144	20	89	1917	Total	377	4	25	2	0	3	10	302	362	27	360	1	1473
#10 Preston Ave. / Main St.													#12 SR 124 / SR 88														
Base	0	0	0	383	0	113	102	28	0	0	20	353	999	Base	0	0	0	9	0	65	53	234	0	0	250	4	615
Added	0	0	0	241	0	10	12	0	0	0	0	288	551	Added	0	0	0	12	0	164	173	4	0	0	4	14	371
PassBy	0	0	0	151	0	0	0	3	0	0	2	98	254	Total	0	0	0	21	0	229	226	238	0	0	254	18	986
Total	0	0	0	775	0	123	114	31	0	0	22	739	1804	#13 Jackson Valley / SR 88													
#11 SR 124 (Church) / SR 104 (Main)													Base 7 3 1 7 1 1 1 283 2 3 308 4 621														
Base	170	3	10	5	1	13	13	218	213	6	181	6	839	Added	0	1	0	0	1	0	0	81	0	0	85	0	168
Added	116	0	0	0	0	0	0	143	98	0	172	0	529	PassBy	184	0	0	0	0	0	0	0	114	0	0	0	298
PassBy	50	0	1	0	0	0	0	89	65	3	49	0	257	Total	191	4	1	7	2	1	1	364	116	3	393	4	1087
Total	336	3	11	5	1	13	13	450	376	9	402	6	1625	#14 SR 88 / Liberty Rd.													
#12 SR 124 / SR 88													Base 52 269 45 2 265 45 37 29 57 30 29 10 870														
Base	0	0	0	2	0	102	116	396	0	0	266	1	883	Added	0	0	44	0	0	0	0	37	0	46	39	0	166
Added	0	0	0	0	0	95	113	3	0	0	2	0	213	PassBy	0	98	10	0	157	27	16	21	0	16	34	0	379
PassBy	0	0	0	1	0	13	24	10	0	0	6	2	56	Total	52	367	99	2	422	72	53	87	57	92	102	10	1415
Total	0	0	0	3	0	210	253	409	0	0	274	3	1152	#15 SR 88 / SR 12 (east)													
#13 Jackson Valley / SR 88													Base 0 0 0 45 0 303 320 244 0 0 168 49 1129														
Base	7	12	5	2	23	8	6	508	34	2	348	3	958	Added	0	0	0	4	0	42	40	0	0	0	0	4	90
Added	0	1	0	0	1	0	0	58	0	0	50	0	110	PassBy	0	0	0	0	0	173	108	0	0	0	0	0	281
PassBy	108	0	0	0	0	0	0	0	133	0	0	0	241	Total	0	0	0	49	0	518	468	244	0	0	168	53	1500
Total	115	13	5	2	24	8	6	566	167	2	398	3	1309	#16 Tully Rd. / SR 88													
#14 SR 88 / Liberty Rd.													Base 32 34 68 47 28 29 12 485 30 59 577 39 1440														
Base	26	485	48	14	377	39	53	25	76	18	5	10	1176	Added	0	0	0	0	0	0	0	40	0	0	42	0	82
Added	0	0	31	0	0	0	0	27	0	27	23	0	108	PassBy	0	0	0	0	0	0	0	108	0	0	173	0	281
PassBy	0	114	12	0	92	16	19	24	0	10	20	0	307	Total	32	34	68	47	28	29	12	633	30	59	792	39	1803
Total	26	599	91	14	469	55	72	76	76	55	48	10	1591	#17 SR 88 / Victor (SR 12 west)													
#15 SR 88 / SR 12 (east)													Base 22 418 0 6 348 203 264 1 17 3 4 4 1290														
Base	0	0	0	97	0	312	534	371	0	0	164	40	1518	Added	0	37	0	0	39	3	3	0	0	0	0	0	82
Added	0	0	0	2	0	25	29	0	0	0	0	3	59	PassBy	0	108	0	0	173	0	0	0	0	0	0	0	281
PassBy	0	0	0	0	0	102	126	0	0	0	0	0	228	Total	22	563	0	6	560	206	267	1	17	3	4	4	1653
Total	0	0	0	99	0	439	689	371	0	0	164	43	1805														

Ione Casino												Ione Casino															
Existing Plus Approved Plus Project B Phase I - Friday												Existing Plus Approved Plus Project B Phase I - Saturday															
PM Peak Hour												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	Volume	Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#16 Tully Rd. / SR 88												#18 SR 88 / Kettleman Ln.															
Base	49	37	61	54	37	37	21	583	35	50	834	50	1848	Base	14	282	6	7	296	66	102	44	6	7	35	9	874
Added	0	0	0	0	0	0	0	29	0	0	25	0	54	Added	0	31	0	0	33	6	6	0	0	0	0	0	76
PassBy	0	0	0	0	0	0	0	126	0	0	102	0	228	PassBy	0	108	0	0	173	0	0	0	0	0	0	0	281
Total	49	37	61	54	37	37	21	738	35	50	961	50	2130	Total	14	421	6	7	502	72	108	44	6	7	35	9	1231
#17 SR 88 / Victor (SR 12 west)												#19 Ione / SR 16															
Base	19	675	1	10	393	220	364	13	24	4	4	15	1742	Base	60	0	1	0	0	0	0	240	54	0	249	0	604
Added	0	27	0	0	23	2	2	0	0	0	0	0	54	Added	0	0	0	0	0	0	0	99	0	0	103	0	202
PassBy	0	126	0	0	102	0	0	0	0	0	0	0	228	PassBy	37	0	0	0	0	0	0	55	23	0	62	0	177
Total	19	828	1	10	518	222	366	13	24	4	4	15	2024	Total	97	0	1	0	0	0	0	394	77	0	414	0	983
#18 SR 88 / Kettleman Ln.												#20 Murieta South Pkwy / SR 16															
Base	17	476	5	6	325	75	159	56	22	8	57	6	1212	Base	3	1	0	8	3	81	122	331	4	0	336	14	903
Added	0	23	0	0	19	4	4	0	0	0	0	0	50	Added	0	0	0	0	0	0	0	98	0	0	103	0	201
PassBy	0	126	0	0	102	0	0	0	0	0	0	0	228	PassBy	0	0	0	0	0	62	57	78	0	0	99	0	296
Total	17	625	5	6	446	79	163	56	22	8	57	6	1490	Total	3	1	0	8	3	143	179	507	4	0	538	14	1400
#19 Ione / SR 16												#21 Murieta Pkwy / SR 16															
Base	122	0	13	0	0	0	0	398	134	17	224	0	908	Base	75	89	39	15	119	82	115	375	71	44	377	16	1417
Added	0	0	0	0	0	0	0	71	0	0	61	0	132	Added	0	0	0	0	0	0	0	98	0	0	102	0	200
PassBy	22	0	0	0	0	0	0	14	27	0	22	0	85	PassBy	92	50	32	62	54	133	156	289	102	35	279	61	1345
Total	144	0	13	0	0	0	0	483	161	17	307	0	1125	Total	167	139	71	77	173	215	271	762	173	79	758	77	2962
#20 Murieta South Pkwy / SR 16												#22 Stonehouse / SR 16															
Base	4	3	3	9	1	93	146	472	9	0	282	20	1042	Base	0	0	0	69	0	5	11	484	0	0	503	46	1118
Added	0	0	0	0	0	0	0	71	0	0	60	0	131	Added	0	0	0	0	0	0	0	98	0	0	102	0	200
PassBy	0	0	0	0	0	0	0	41	0	0	44	0	85	PassBy	0	0	0	14	0	0	0	532	0	0	493	12	1051
Total	4	3	3	9	1	93	146	584	9	0	386	20	1258	Total	0	0	0	83	0	5	11	1114	0	0	1098	58	2369
#21 Murieta Pkwy / SR 16												#23 Latrobe (Sac) / SR 16															
Base	99	119	99	34	100	104	202	521	127	31	266	39	1741	Base	2	2	2	5	1	15	19	504	3	2	489	18	1062
Added	0	0	0	0	0	0	0	70	0	0	60	0	130	Added	0	0	0	0	0	0	0	98	0	0	102	0	200
PassBy	0	7	0	13	4	115	195	28	0	0	22	22	406	PassBy	0	0	0	0	0	0	0	570	0	0	527	0	1097
Total	99	126	99	47	104	219	397	619	127	31	348	61	2277	Total	2	2	2	5	1	15	19	1172	3	2	1118	18	2359
#22 Stonehouse / SR 16												#24 Dillard / SR 16															
Base	0	0	0	80	0	5	5	753	0	0	435	71	1349	Base	56	0	55	0	0	0	0	462	76	58	465	0	1172
Added	0	0	0	0	0	0	0	70	0	0	60	0	130	Added	0	0	1	0	0	0	0	96	0	1	101	0	199
PassBy	0	0	0	18	0	0	0	205	0	0	126	11	360	PassBy	0	0	49	0	0	0	0	522	0	44	482	0	1097
Total	0	0	0	98	0	5	5	1028	0	0	621	82	1839	Total	56	0	105	0	0	0	0	1080	76	103	1048	0	2468
#23 Latrobe (Sac) / SR 16												#25 Sloughhouse / SR 16															
Base	8	1	3	7	1	17	21	756	9	2	445	10	1280	Base	27	0	34	0	0	0	0	492	5	29	496	0	1083
Added	0	0	0	0	0	0	0	70	0	0	60	0	130	Added	0	0	0	0	0	0	0	96	0	0	101	0	197
PassBy	0	0	0	0	0	0	0	205	0	0	126	0	331	PassBy	0	0	0	0	0	0	0	522	0	0	484	0	1006
Total	8	1	3	7	1	17	21	1031	9	2	631	10	1741	Total	27	0	34	0	0	0	0	1110	5	29	1081	0	2286

Ione Casino Existing Plus Approved Plus Project B Phase I - Friday PM Peak Hour												Ione Casino Existing Plus Approved Plus Project B Phase I - Saturday PM Peak Hour															
Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#24 Dillard / SR 16														#26 Grant Line / SR 16													
Base	46	0	57	0	0	0	0	725	114	77	339	0	1358	Base	0	104	44	26	91	16	9	470	6	61	460	27	1314
Added	0	0	1	0	0	0	0	69	0	1	59	0	130	Added	0	0	10	0	0	0	0	87	0	10	90	0	197
PassBy	0	0	4	0	0	0	0	200	0	3	124	0	331	PassBy	0	0	20	16	0	0	0	486	0	18	451	15	1006
Total	46	0	62	0	0	0	0	994	114	81	522	0	1819	Total	0	104	74	42	91	16	9	1043	6	89	1001	42	2517
#25 Sloughhouse / SR 16														#27 Sunrise / SR 16													
Base	4	0	22	0	0	0	0	809	6	14	439	0	1294	Base	6	176	18	191	228	41	25	240	12	27	235	213	1412
Added	0	0	0	0	0	0	0	69	0	0	59	0	128	Added	0	0	5	16	0	0	0	66	0	5	69	17	178
PassBy	0	0	0	0	0	0	0	217	0	0	131	0	348	PassBy	0	0	9	61	0	0	0	416	0	7	389	53	935
Total	4	0	22	0	0	0	0	1095	6	14	629	0	1770	Total	6	176	32	268	228	41	25	722	12	39	693	283	2525
#26 Grant Line / SR 16														#28 Excelsior / SR 16													
Base	2	212	56	40	256	23	39	732	1	59	359	32	1811	Base	14	46	26	8	44	62	99	250	22	23	261	8	863
Added	0	0	7	0	0	0	0	62	0	6	53	0	128	Added	0	0	2	3	0	0	0	61	0	3	63	3	135
PassBy	3	17	13	3	28	3	0	201	9	12	118	1	408	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60
Total	5	229	76	43	284	26	39	995	10	77	530	33	2347	Total	14	46	28	11	44	62	99	334	22	26	361	11	1058
#27 Sunrise / SR 16														#29 Bradshwa / SR 16													
Base	7	267	40	227	847	63	79	471	10	23	205	117	2356	Base	31	316	24	123	381	38	74	237	31	41	197	112	1605
Added	0	0	4	12	0	0	0	47	0	3	40	10	116	Added	0	0	2	12	0	0	0	47	0	3	49	12	125
PassBy	5	8	10	52	126	0	4	153	4	4	98	27	491	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60
Total	12	275	54	291	973	63	83	671	14	30	343	154	2963	Total	31	316	26	135	381	38	74	307	31	44	283	124	1790
#28 Excelsior / SR 16														#30 Latrobe / White Rock													
Base	26	50	42	7	212	47	88	514	76	47	250	11	1370	Base	47	535	109	132	315	126	104	85	14	47	51	75	1640
Added	0	0	2	2	0	0	0	44	0	1	37	2	88	Added	0	5	0	0	5	0	0	0	0	0	0	0	10
PassBy	0	0	0	0	0	0	0	188	0	0	126	0	314	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60
Total	26	50	44	9	212	47	88	746	76	48	413	13	1772	Total	47	540	109	132	320	126	104	85	14	47	51	75	1650
#29 Bradshwa / SR 16														#31 Latrobe / S. Shingle													
Base	41	578	22	221	1396	235	210	451	89	40	202	66	3551	Base	7	116	4	4	130	27	16	3	3	5	4	0	320
Added	0	0	2	8	0	0	0	34	0	1	29	7	81	Added	0	5	0	0	5	0	0	0	0	0	0	0	10
PassBy	0	0	0	0	0	0	0	188	0	0	126	0	314	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60
Total	41	578	24	229	1396	235	210	673	89	41	357	73	3946	Total	7	121	4	4	135	27	16	3	3	5	4	0	330
#30 Latrobe / White Rock														#32 Missouri Flat / US 50 WB Ramps													
Base	99	1223	248	302	721	288	236	188	28	90	104	160	3688	Base	554	683	0	0	960	280	0	0	0	998	0	362	3838
Added	0	3	0	0	3	0	0	0	0	0	0	0	6	Added	5	0	0	0	0	0	0	0	0	0	0	5	
Total	99	1226	248	302	724	288	236	188	28	90	104	160	3694	Total	559	683	0	0	960	280	0	0	0	998	0	362	3843
#31 Latrobe / S. Shingle														#33 Missouri Flat / US 50 EB Ramps													
Base	16	194	11	4	128	31	22	3	3	2	10	3	427	Base	0	1013	48	348	1589	0	206	0	681	0	0	0	3885
Added	0	3	0	0	3	0	0	0	0	0	0	0	6	Added	0	5	0	0	0	0	0	4	0	0	0	9	
Total	16	197	11	4	131	31	22	3	3	2	10	3	433	Total	0	1018	48	348	1589	0	206	0	685	0	0	0	3894
#34 Missouri Flat / Motherlode														#34 Missouri Flat / Motherlode													
Base	75	828	912	0	1997	273	235	0	85	0	0	0	4406	Base	75	828	912	0	1997	273	235	0	85	0	0	0	4406
Added	0	5	0	0	5	0	0	0	0	0	0	10	Added	0	5	0	0	5	0	0	0	0	0	0	0	10	
Total	75	833	912	0	2002	273	235	0	85	0	0	0	4416	Total	75	833	912	0	2002	273	235	0	85	0	0	0	4416

Ione Casino Existing Plus Approved Plus Project B Phase I - Friday PM Peak Hour												Ione Casino Existing Plus Approved Plus Project B Phase I - Saturday PM Peak Hour															
Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#32 Missouri Flat / US 50 WB Ramps												#35 Missouri Flat / Forni															
Base	681	841	0	0	1195	344	0	0	0	1227	0	445	4735	Base	56	1206	33	120	1618	336	460	35	47	116	32	150	4207
Added	3	0	0	0	0	0	0	0	0	0	0	0	3	Added	0	5	0	0	5	0	0	0	0	0	0	0	10
Total	684	841	0	0	1195	344	0	0	0	1227	0	445	4738	Total	56	1211	33	120	1623	336	460	35	47	116	32	150	4217
#33 Missouri Flat / US 50 EB Ramps												#36 Missouri Flat / Pleasant Valley															
Base	0	1246	59	428	1968	0	253	0	838	0	0	0	4793	Base	0	0	0	571	0	269	186	246	0	0	218	292	1783
Added	0	3	0	0	0	0	0	0	3	0	0	0	6	Added	0	0	0	0	0	5	5	46	0	0	44	0	100
Total	0	1249	59	428	1968	0	253	0	841	0	0	0	4799	Total	0	0	0	571	0	274	191	292	0	0	262	292	1883
#34 Missouri Flat / Motherlode												#37 Forni / Pleasant Valley															
Base	102	988	1088	0	2383	339	282	0	104	0	0	0	5286	Base	0	0	0	23	0	120	94	292	0	0	218	14	761
Added	0	3	0	0	3	0	0	0	0	0	0	0	6	Added	0	0	0	0	0	0	0	51	0	0	49	0	100
Total	102	991	1088	0	2386	339	282	0	104	0	0	0	5292	Total	0	0	0	23	0	120	94	343	0	0	267	14	861
#35 Missouri Flat / Forni												#38 SR 49 / Pleasant Valley															
Base	66	1427	85	146	1940	401	550	61	56	137	56	179	5103	Base	110	0	150	0	0	0	0	204	132	141	247	0	984
Added	0	3	0	0	3	0	0	0	0	0	0	0	6	Added	6	0	51	0	0	0	0	0	6	49	0	0	112
Total	66	1430	85	146	1943	401	550	61	56	137	56	179	5109	Total	116	0	201	0	0	0	0	204	138	190	247	0	1096
#36 Missouri Flat / Pleasant Valley												#100 SR 49 / Project Service Access															
Base	0	0	0	740	0	349	242	411	0	0	301	328	2371	Base	0	275	0	0	253	0	0	0	0	0	0	0	528
Added	0	0	0	0	0	3	3	27	0	0	32	0	65	Added	0	284	79	24	265	0	0	0	0	83	0	25	760
Total	0	0	0	740	0	352	245	438	0	0	333	328	2436	Total	0	559	79	24	518	0	0	0	0	83	0	25	1288
#37 Forni / Pleasant Valley												#176 Internal Project Intersection															
Base	0	0	0	46	0	196	153	480	0	0	355	31	1261	Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	30	0	0	35	0	65	Added	0	0	104	0	0	0	0	174	0	108	182	0	568
Total	0	0	0	46	0	196	153	510	0	0	390	31	1326	Total	0	0	104	0	0	0	0	174	0	108	182	0	568
#38 SR 49 / Pleasant Valley												#310 Latrobe / Old Sacramento															
Base	180	0	169	0	0	0	0	333	226	273	401	0	1582	Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	3	0	30	0	0	0	0	0	4	35	0	0	72	Added	0	0	0	88	0	0	0	0	0	0	0	78	166
Total	183	0	199	0	0	0	0	333	230	308	401	0	1654	Total	0	0	0	88	0	0	0	0	0	0	0	78	166
#100 SR 49 / Project Service Access												#322 Main / Sherwood															
Base	0	374	0	0	256	0	0	0	0	0	0	0	630	Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	85	57	18	73	0	0	0	0	49	0	15	297	Added	4	0	0	0	0	0	0	85	3	0	75	0	167
PassBy	0	232	0	0	135	0	0	0	0	0	0	0	367	Total	4	0	0	0	0	0	0	85	3	0	75	0	167
Total	0	691	57	18	464	0	0	0	0	49	0	15	1294	Total	4	0	0	0	0	0	0	85	3	0	75	0	167
#176 Internal Project Intersection												#323 Main / Empire															
Base	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	74	0	0	0	0	126	0	64	107	0	371	Added	3	0	0	0	0	0	0	82	3	0	72	0	160
Total	0	0	74	0	0	0	0	126	0	64	107	0	371	Total	3	0	0	0	0	0	0	82	3	0	72	0	160

Ione Casino Existing Plus Approved Plus Project B Phase I - Friday PM Peak Hour													Ione Casino Existing Plus Approved Plus Project B Phase I - Saturday PM Peak Hour														
Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#310 Latrobe / Old Sacramento													#324 Main / Poplar														
Base	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
Added	0	0	0	12	0	0	0	0	0	0	0	11	23	Added	27	0	121	0	0	0	0	56	31	142	50	0	427
Total	0	0	0	12	0	0	0	0	0	0	0	11	23	Total	27	0	121	0	0	0	0	56	31	142	50	0	427
#322 Main / Sherwood													#325 Main / Mill														
Base	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	
Added	2	0	0	0	0	0	0	10	2	0	8	0	22	Added	10	0	56	0	0	0	0	165	11	63	182	0	487
Total	2	0	0	0	0	0	0	10	2	0	8	0	22	Total	10	0	56	0	0	0	0	165	11	63	182	0	487
#323 Main / Empire													#326 SR-49 / Main (Drytown)														
Base	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	
Added	2	0	0	0	0	0	0	8	2	0	7	0	19	Added	0	14	0	0	15	0	0	0	0	0	0	0	29
Total	2	0	0	0	0	0	0	8	2	0	7	0	19	Total	0	14	0	0	15	0	0	0	0	0	0	0	29
#324 Main / Poplar													#327 SR-49 / Water-Amador Creek														
Base	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	
Added	2	0	0	0	0	0	0	8	3	0	7	0	20	Added	4	0	0	0	0	0	0	0	4	0	0	0	8
Total	2	0	0	0	0	0	0	8	3	0	7	0	20	Total	4	0	0	0	0	0	0	0	4	0	0	0	8
#325 Main / Mill													#328 SR-49 / Gopher Flat														
Base	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	
Added	1	0	0	0	0	0	0	7	1	0	6	0	15	Added	3	0	0	0	0	0	0	0	4	0	0	0	7
Total	1	0	0	0	0	0	0	7	1	0	6	0	15	Total	3	0	0	0	0	0	0	0	4	0	0	0	7
#326 SR-49 / Main (Drytown)													#329 SR-49 / Eureka														
Base	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	
Added	0	10	0	0	9	0	0	0	0	0	0	0	19	Added	0	3	0	0	4	0	0	0	0	0	0	0	7
Total	0	10	0	0	9	0	0	0	0	0	0	0	19	Total	0	3	0	0	4	0	0	0	0	0	0	0	7
#327 SR-49 / Water-Amador Creek													#330 SR-49 / Church														
Base	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	
Added	3	0	0	0	0	0	0	0	3	0	0	0	6	Added	0	3	0	0	4	0	0	0	0	0	0	0	7
Total	3	0	0	0	0	0	0	0	3	0	0	0	6	Total	0	3	0	0	4	0	0	0	0	0	0	0	7
#328 SR-49 / Gopher Flat													#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]														
Base	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	
Added	2	0	0	0	0	0	0	2	0	0	0	0	4	Added	0	7	0	0	8	4	4	0	0	0	0	0	23
Total	2	0	0	0	0	0	0	2	0	0	0	0	4	Total	0	7	0	0	8	4	4	0	0	0	0	0	23
#329 SR-49 / Eureka													#332 SR-49 / Jackson Gate-Ione Martell														
Base	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	
Added	0	2	0	0	2	0	0	0	0	0	0	0	4	Added	0	7	0	0	7	0	0	0	0	0	0	0	14
Total	0	2	0	0	2	0	0	0	0	0	0	0	4	Total	0	7	0	0	7	0	0	0	0	0	0	0	14

Ione Casino Existing Plus Approved Plus Project B Phase I - Friday PM Peak Hour												Ione Casino Existing Plus Approved Plus Project B Phase I - Saturday PM Peak Hour															
Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#330 SR-49 / Church													#333 SR-49 / SR-88 (North)														
Base	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	
Added	0	2	0	0	2	0	0	0	0	0	0	0	0	4	0	0	7	0	0	0	0	0	0	0	0	7	
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	4	0	0	7	0	0	0	0	0	0	0	0	7	
#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]													#334 SR-49 / Sutter														
Base	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	
Added	0	5	0	0	5	2	3	0	0	0	0	0	0	15	0	7	0	0	7	0	0	0	0	0	0	14	
Total	0	5	0	0	5	2	3	0	0	0	0	0	0	15	0	7	0	0	7	0	0	0	0	0	0	14	
#332 SR-49 / Jackson Gate-Ione Martell													#335 SR-49 / Hoffman														
Base	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	
Added	0	5	0	0	4	0	0	0	0	0	0	0	0	9	0	6	0	0	7	0	0	0	0	0	0	13	
Total	0	5	0	0	4	0	0	0	0	0	0	0	0	9	0	6	0	0	7	0	0	0	0	0	0	13	
#333 SR-49 / SR-88 (North)													#336 SR-49 / Main (Jackson)														
Base	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	
Added	0	0	0	4	0	0	0	0	0	0	0	0	5	9	0	6	0	1	6	0	0	0	0	0	0	14	
Total	0	0	0	4	0	0	0	0	0	0	0	0	5	9	0	6	0	1	6	0	0	0	0	0	0	14	
#334 SR-49 / Sutter													#337 SR-49 / SR-88 (South)														
Base	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	
Added	0	5	0	0	4	0	0	0	0	0	0	0	0	9	0	5	0	0	5	0	0	0	0	0	0	10	
Total	0	5	0	0	4	0	0	0	0	0	0	0	0	9	0	5	0	0	5	0	0	0	0	0	0	10	
#335 SR-49 / Hoffman													#341 SR 104 / SR 88														
Base	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	
Added	0	5	0	0	4	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	15	0	0	18	33	
Total	0	5	0	0	4	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	15	0	0	18	33	
#336 SR-49 / Main (Jackson)													#345 SR-12 / SR-99 SB Ramps														
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	4	0	0	4	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	3	0	0	3	6	
Total	0	4	0	0	4	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	3	0	0	3	6	
#337 SR-49 / SR-88 (South)													#346 SR-12 / SR-99 NB Ramps														
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	4	0	0	3	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	3	0	0	3	6	
Total	0	4	0	0	3	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	3	0	0	3	6	
#341 SR 104 / SR 88													#347 Kettleman / SR-99 SB Ramps														
Base	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	
Added	0	0	0	0	0	0	0	3	0	0	0	2	0	5	0	0	0	0	0	0	0	6	0	0	6	12	
Total	0	0	0	0	0	0	0	3	0	0	0	2	0	5	0	0	0	0	0	0	0	6	0	0	6	12	

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#345 SR-12 / SR-99 SB Ramps													#348 Kettleman / SR-99 NB Ramps														
Base	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	2	0	0	2	4	Added	0	0	0	0	0	0	0	0	6	0	0	6	12
Total	0	0	0	0	0	0	0	0	2	0	0	2	4	Total	0	0	0	0	0	0	0	0	6	0	0	6	12
#346 SR-12 / SR-99 NB Ramps													#381														
Base	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	2	0	0	2	4	Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	0	0	2	4	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#347 Kettleman / SR-99 SB Ramps																											
Base	0	0	0	0	0	0	0	0	0	0	0	0	0														
Added	0	0	0	0	0	0	0	0	4	0	0	4	8														
Total	0	0	0	0	0	0	0	0	4	0	0	4	8														
#348 Kettleman / SR-99 NB Ramps																											
Base	0	0	0	0	0	0	0	0	0	0	0	0	0														
Added	0	0	0	0	0	0	0	0	4	0	0	4	8														
Total	0	0	0	0	0	0	0	0	4	0	0	4	8														
#381																											
Base	0	0	0	0	0	0	0	0	0	0	0	0	0														
Added	0	0	0	0	0	0	0	0	0	0	0	0	0														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0														

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Impact Analysis Report
Level Of Service

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in	Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C			LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 1 SR 49 / Miller Way	A	8.8	0.000	E	44.7	0.000	+35.940 D/V	# 1 SR 49 / Miller Way	A	8.4	0.000	C	16.3	0.000	+ 7.819 D/V
# 2 SR 49 / Main	C	17.7	0.000	F	389.2	0.000	+371.493 D/V	# 2 SR 49 / Main	C	20.0	0.000	F	OVRFL	0.000	+1161.264 D/V
# 3 SR 49 / Poplar	B	10.1	0.000	B	12.2	0.000	+ 2.135 D/V	# 3 SR 49 / Poplar	B	10.3	0.000	B	12.6	0.000	+ 2.308 D/V
# 4 SR 49 / Empire	B	14.9	0.000	D	25.3	0.000	+10.428 D/V	# 4 SR 49 / Empire	B	13.7	0.000	D	25.1	0.000	+11.369 D/V
# 5 SR 49 / Randolph Dr.	B	12.4	0.000	E	42.4	0.000	+29.954 D/V	# 5 SR 49 / Randolph Dr.	B	11.3	0.000	F	81.8	0.000	+70.439 D/V
# 6 SR 49 / SR 16	B	14.2	0.474	B	17.8	0.725	+ 3.584 D/V	# 6 SR 49 / SR 16	B	13.3	0.381	B	15.7	0.664	+ 2.382 D/V
# 7 SR 124 / SR 16	B	13.1	0.000	C	17.9	0.000	+ 4.860 D/V	# 7 SR 124 / SR 16	B	11.5	0.000	C	15.5	0.000	+ 4.021 D/V
# 8 Latrobe (Amador) / SR 16	B	12.1	0.000	C	17.5	0.000	+ 5.363 D/V	# 8 Latrobe (Amador) / SR 16	B	14.3	0.000	C	23.3	0.000	+ 8.991 D/V
# 9 SR 104 (Preston) / SR 124 (Nor	F	70.7	0.000	F	OVRFL	0.000	+4038.568 D/V	# 9 SR 104 (Preston) / SR 124 (Nor	C	17.4	0.000	F	OVRFL	0.000	+1379.944 D/V
# 10 Preston Ave. / Main St.	F	86.7	0.000	F	935.0	0.000	+848.391 D/V	# 10 Preston Ave. / Main St.	B	14.8	0.000	F	471.4	0.000	+456.518 D/V
# 11 SR 124 (Church) / SR 104 (Main	C	22.1	0.000	F	677.4	0.000	+655.288 D/V	# 11 SR 124 (Church) / SR 104 (Main	B	13.7	0.000	F	736.0	0.000	+722.292 D/V
# 12 SR 124 / SR 88	B	10.9	0.000	B	12.5	0.000	+ 1.544 D/V	# 12 SR 124 / SR 88	B	10.7	0.000	B	13.3	0.000	+ 2.576 D/V
# 13 Jackson Valley / SR 88	B	11.3	0.000	F	50.1	0.000	+38.733 D/V	# 13 Jackson Valley / SR 88	A	9.6	0.000	F	50.2	0.000	+40.626 D/V
# 14 SR 88 / Liberty Rd.	C	22.9	0.000	F	171.1	0.000	+148.222 D/V	# 14 SR 88 / Liberty Rd.	B	14.9	0.000	F	100.0	0.000	+85.061 D/V
# 15 SR 88 / SR 12 (east	B	12.8	0.612	B	14.2	0.730	+ 1.420 D/V	# 15 SR 88 / SR 12 (east	B	11.7	0.455	B	12.7	0.578	+ 1.065 D/V
# 16 Tully Rd. / SR 88	B	18.5	0.714	C	21.0	0.799	+ 2.498 D/V	# 16 Tully Rd. / SR 88	B	13.7	0.547	B	15.5	0.700	+ 1.865 D/V
# 17 SR 88 / Victor (SR 12 west)	B	18.5	0.472	B	18.9	0.566	+ 0.477 D/V	# 17 SR 88 / Victor (SR 12 west)	B	18.0	0.407	B	18.0	0.574	-0.007 D/V
# 18 SR 88 / Kettleman Ln.	C	24.0	0.573	C	25.2	0.685	+ 1.226 D/V	# 18 SR 88 / Kettleman Ln.	B	19.9	0.437	B	19.8	0.601	-0.162 D/V
# 19 Ione / SR 16	B	14.2	0.000	C	24.1	0.000	+ 9.896 D/V	# 19 Ione / SR 16	A	8.9	0.000	B	14.5	0.000	+ 5.625 D/V
# 20 Murieta South Pkwy / SR 16	A	9.2	0.364	A	9.2	0.446	-0.021 D/V	# 20 Murieta South Pkwy / SR 16	A	9.4	0.356	B	10.9	0.544	+ 1.478 D/V
# 21 Murieta Pkwy / SR 16	B	17.7	0.534	C	21.8	0.738	+ 4.082 D/V	# 21 Murieta Pkwy / SR 16	C	23.3	0.475	D	46.6	0.986	+23.230 D/V
# 22 Stonehouse / SR 16	E	43.0	0.000	F	252.6	0.000	+209.526 D/V	# 22 Stonehouse / SR 16	D	26.0	0.000	F	838.6	0.000	+812.552 D/V
# 23 Latrobe (Sac) / SR 16	D	32.8	0.000	F	73.8	0.000	+41.057 D/V	# 23 Latrobe (Sac) / SR 16	C	20.5	0.000	F	156.1	0.000	+135.645 D/V

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Intersection	Base			Future			Change in	Intersection	Base			Future			Change in
	Del/ LOS	V/ Veh	C	Del/ LOS	V/ Veh	C			Del/ LOS	V/ Veh	C	Del/ LOS	V/ Veh	C	
# 24 Dillard / SR 16	B	16.7	0.720	C	25.1	0.913	+ 8.317 D/V	# 24 Dillard / SR 16	B	13.7	0.474	C	29.1	0.945	+15.408 D/V
# 25 Sloughhouse / SR 16	C	18.2	0.000	D	28.1	0.000	+ 9.926 D/V	# 25 Sloughhouse / SR 16	C	16.9	0.000	F	124.7	0.000	+107.869 D/V
# 26 Grant Line / SR 16	E	63.2	0.970	F	126.8	1.229	+63.610 D/V	# 26 Grant Line / SR 16	C	28.2	0.506	D	48.4	0.956	+20.283 D/V
# 27 Sunrise / SR 16	D	42.8	0.882	F	82.9	1.108	+40.125 D/V	# 27 Sunrise / SR 16	C	25.5	0.455	D	36.5	0.884	+10.988 D/V
# 28 Excelsior / SR 16	B	19.3	0.529	B	19.8	0.632	+ 0.436 D/V	# 28 Excelsior / SR 16	B	18.8	0.296	B	18.1	0.340	-0.634 D/V
# 29 Bradshwa / SR 16	D	38.5	0.850	E	58.7	1.007	+20.164 D/V	# 29 Bradshwa / SR 16	C	20.1	0.475	C	20.7	0.547	+ 0.630 D/V
# 30 Latrobe / White Rock	B	18.7	0.532	B	18.7	0.533	-0.005 D/V	# 30 Latrobe / White Rock	B	17.2	0.235	B	17.2	0.236	-0.021 D/V
# 31 Latrobe / S. Shingle	B	11.8	0.000	B	11.9	0.000	+ 0.067 D/V	# 31 Latrobe / S. Shingle	B	10.9	0.000	B	11.0	0.000	+ 0.094 D/V
# 32 Missouri Flat / US 50 WB Ramps	E	66.5	1.063	E	66.7	1.064	+ 0.272 D/V	# 32 Missouri Flat / US 50 WB Ramps	C	31.4	0.918	C	31.6	0.919	+ 0.196 D/V
# 33 Missouri Flat / US 50 EB Ramps	D	46.5	1.019	D	46.8	1.020	+ 0.281 D/V	# 33 Missouri Flat / US 50 EB Ramps	C	23.0	0.896	C	23.2	0.897	+ 0.155 D/V
# 34 Missouri Flat / Motherlode	B	17.2	0.926	B	17.2	0.926	+ 0.004 D/V	# 34 Missouri Flat / Motherlode	B	10.9	0.818	B	10.9	0.818	+ 0.001 D/V
# 35 Missouri Flat / Forni	D	36.7	0.914	D	36.8	0.915	+ 0.088 D/V	# 35 Missouri Flat / Forni	C	26.8	0.802	C	26.9	0.804	+ 0.068 D/V
# 36 Missouri Flat / Pleasant Valle	C	20.8	0.806	C	22.1	0.828	+ 1.310 D/V	# 36 Missouri Flat / Pleasant Valle	B	14.3	0.644	B	15.4	0.677	+ 1.079 D/V
# 37 Forni / Pleasant Valley	C	24.2	0.000	D	27.7	0.000	+ 3.484 D/V	# 37 Forni / Pleasant Valley	B	12.0	0.000	B	12.9	0.000	+ 0.903 D/V
# 38 SR 49 / Pleasant Valley	D	32.0	0.952	E	36.6	0.984	+ 0.032 V/C	# 38 SR 49 / Pleasant Valley	B	13.3	0.564	C	15.2	0.607	+ 0.043 V/C
#100 SR 49 / Project Service Access	A	0.0	0.000	D	34.3	0.000	+34.333 D/V	#100 SR 49 / Project Service Access	A	0.0	0.000	E	41.4	0.000	+41.436 D/V

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
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Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	???	???	No / No
# 2 SR 49 / Main	???	???	Yes / Yes
# 3 SR 49 / Poplar	???	???	No / No
# 4 SR 49 / Empire	???	???	No / No
# 5 SR 49 / Randolph Dr.	???	???	No / No
# 7 SR 124 / SR 16	???	???	No / Yes
# 8 Latrobe (Amador) / SR 16	???	???	No / Yes
# 9 SR 104 (Preston) / SR 124 (North)	???	???	Yes / Yes
# 10 Preston Ave. / Main St.	???	???	Yes / Yes
# 11 SR 124 (Church) / SR 104 (Main)	???	???	Yes / Yes
# 12 SR 124 / SR 88	???	???	No / Yes
# 13 Jackson Valley / SR 88	???	???	No / Yes
# 14 SR 88 / Liberty Rd.	???	???	Yes / Yes
# 19 Ione / SR 16	???	???	No / Yes
# 22 Stonehouse / SR 16	???	???	No / No
# 23 Latrobe (Sac) / SR 16	???	???	No / No
# 25 Sloughhouse / SR 16	???	???	No / No
# 31 Latrobe / S. Shingle	???	???	No / No
# 37 Forni / Pleasant Valley	???	???	No / Yes
# 38 SR 49 / Pleasant Valley	???	???	Yes
#100 SR 49 / Project Service Access	???	???	No / No

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	???	???	No / No
# 2 SR 49 / Main	???	???	Yes / Yes
# 3 SR 49 / Poplar	???	???	No / No
# 4 SR 49 / Empire	???	???	No / No
# 5 SR 49 / Randolph Dr.	???	???	No / Yes
# 7 SR 124 / SR 16	???	???	No / Yes
# 8 Latrobe (Amador) / SR 16	???	???	No / No
# 9 SR 104 (Preston) / SR 124 (North)	???	???	Yes / Yes
# 10 Preston Ave. / Main St.	???	???	Yes / Yes
# 11 SR 124 (Church) / SR 104 (Main)	???	???	Yes / Yes
# 12 SR 124 / SR 88	???	???	No / Yes
# 13 Jackson Valley / SR 88	???	???	No / Yes
# 14 SR 88 / Liberty Rd.	???	???	Yes / Yes
# 19 Ione / SR 16	???	???	No / No
# 22 Stonehouse / SR 16	???	???	No / No
# 23 Latrobe (Sac) / SR 16	???	???	No / No
# 25 Sloughhouse / SR 16	???	???	No / No
# 31 Latrobe / S. Shingle	???	???	No / No
# 37 Forni / Pleasant Valley	???	???	No / No
# 38 SR 49 / Pleasant Valley	???	???	No
#100 SR 49 / Project Service Access	???	???	No / Yes

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
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Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, and West bounds.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, and West bounds.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=119]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=906]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=78]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=697]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.9]
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=4][total volume=906]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=60]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=697]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
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Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
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Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

 Intersection #1 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 0 1 0 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0
 Initial Vol: 153 192 68 43 216 42 25 0 94 54 0 19
 -----|-----|-----|-----|-----|
 Major Street Volume: 714
 Minor Approach Volume: 119
 Minor Approach Volume Threshold: 199

 Intersection #1 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 0 1 0 1 0 0 1 0 0 0 0 1! 0 0 0 0 1! 0 0
 Initial Vol: 69 198 42 29 201 20 17 0 61 36 0 24
 -----|-----|-----|-----|-----|
 Major Street Volume: 559
 Minor Approach Volume: 78
 Minor Approach Volume Threshold: 256

SIGNAL WARRANT DISCLAIMER
 This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

SIGNAL WARRANT DISCLAIMER
 This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #2 SR 49 / Main

Intersection #2 SR 49 / Main

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=8.8]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=225]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1477]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=31.1]
SUCCEED - Vehicle-hours >= 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=4][total volume=1424]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
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=310]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1477]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=117.5]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=358]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1424]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

 Intersection #2 SR 49 / Main

 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
 Initial Vol: 68 269 241 42 234 88 94 69 62 154 89 67
 -----|-----|-----|-----|-----|
 Major Street Volume: 942
 Minor Approach Volume: 310
 Minor Approach Volume Threshold: 104

 Intersection #2 SR 49 / Main

 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
 Initial Vol: 136 172 157 38 179 91 94 87 112 193 126 39
 -----|-----|-----|-----|-----|
 Major Street Volume: 773
 Minor Approach Volume: 358
 Minor Approach Volume Threshold: 137

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #3 SR 49 / Poplar

Intersection #3 SR 49 / Poplar

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=35]
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.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=14]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=982]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #3 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
 Initial Vol: 38 569 0 0 446 4 2 0 33 0 0 0 0
 -----|-----|-----|-----|-----|
 Major Street Volume: 1057
 Minor Approach Volume: 35
 Minor Approach Volume Threshold: 205

 Intersection #3 SR 49 / Poplar

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0
 Initial Vol: 17 474 0 0 477 0 1 0 13 0 0 0 0
 -----|-----|-----|-----|-----|
 Major Street Volume: 968
 Minor Approach Volume: 14
 Minor Approach Volume Threshold: 228

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #4 SR 49 / Empire

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=49]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1154]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=35]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1049]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=16]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1154]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
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=4][total volume=1049]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #4 SR 49 / Empire

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1 0 0 1! 0 0
 Initial Vol: 37 579 2 9 452 10 13 2 34 7 5 4
 -----|-----|-----|-----|-----|
 Major Street Volume: 1089
 Minor Approach Volume: 49
 Minor Approach Volume Threshold: 266

 Intersection #4 SR 49 / Empire

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1 0 0 1! 0 0
 Initial Vol: 39 479 1 0 488 0 1 0 34 5 0 2
 -----|-----|-----|-----|-----|
 Major Street Volume: 1007
 Minor Approach Volume: 35
 Minor Approach Volume Threshold: 290

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #5 SR 49 / Randolph Dr.

Intersection #5 SR 49 / Randolph Dr.

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

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

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

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=22]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1295]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1252]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]
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=107]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1295]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=4.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=182]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1252]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #5 SR 49 / Randolph Dr.

Intersection #5 SR 49 / Randolph Dr.

Future Volume Alternative: Peak Hour Warrant NOT Met

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:	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	8	613	85	40	401	19	14	0	8	73	0	34
Major Street Volume:	1166											
Minor Approach Volume:	107											
Minor Approach Volume Threshold:	111											

Approach:	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	0	1	0	0	1	0	0	1	0	0
Initial Vol:	4	462	119	56	414	7	4	0	4	124	0	58
Major Street Volume:	1062											
Minor Approach Volume:	182											
Minor Approach Volume Threshold:	139											

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
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=152]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1301]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=147]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1269]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

 Intersection #7 SR 124 / 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	1	0	0	0	0	0	0	1	0	1	1	0	1	0	0		
Initial Vol:	12	0	140		0	0	0	0	0	635	20		107	387	0					

Major Street Volume: 1149
 Minor Approach Volume: 152
 Minor Approach Volume Threshold: 115

 Intersection #7 SR 124 / 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	1	0	0	0	0	0	0	1	0	1	1	0	1	0	0		
Initial Vol:	8	0	139		0	0	0	0	0	494	13		138	477	0					

Major Street Volume: 1122
 Minor Approach Volume: 147
 Minor Approach Volume Threshold: 122

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #8 Latrobe (Amador) / SR 16

Intersection #8 Latrobe (Amador) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=138]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1106]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=97]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=976]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

 Intersection #8 Latrobe (Amador) / 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:	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		131	0	7		4	522	0		0	327	115	

Major Street Volume: 968
 Minor Approach Volume: 138
 Minor Approach Volume Threshold: 100

 Intersection #8 Latrobe (Amador) / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		97	0	0		3	396	0		0	391	89	

Major Street Volume: 879
 Minor Approach Volume: 97
 Minor Approach Volume Threshold: 116

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=36.7]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=288.8]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=111.8]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	1
Initial Vol:	110	504	190	97	548	47	30	13	125	144	20	89
Major Street Volume:	1496											
Minor Approach Volume:	253											
Minor Approach Volume Threshold:	27 [less than minimum of 75]											

Approach:	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	1	0	0	1
Initial Vol:	71	491	175	81	468	8	5	10	66	185	16	87
Major Street Volume:	1294											
Minor Approach Volume:	288											
Minor Approach Volume Threshold:	52 [less than minimum of 75]											

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=233.2]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=898]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1804]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=96.6]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=738]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1576]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	0	0	0	1
Initial Vol:	0	0	0		775	0	123		114	31	0		0	22	739	
Major Street Volume:	906															
Minor Approach Volume:	898															
Minor Approach Volume Threshold:	111															

Approach:	North Bound				South Bound				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	1	0	0	0	0	0	1
Initial Vol:	0	0	0		669	0	69		82	28	0		0	21	707	
Major Street Volume:	838															
Minor Approach Volume:	738															
Minor Approach Volume Threshold:	124															

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #11 SR 124 (Church) / SR 104 (Main)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=65.9]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=350]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1625]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=83.0]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=406]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1473]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=19]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1625]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=5]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1473]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 SR 124 (Church) / SR 104 (Main)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Future Volume Alternative: Peak Hour Warrant Met

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
Initial Vol:	336	3	11	5	1	13	13	450	376	9	402	6
Major Street Volume:	1256											
Minor Approach Volume:	350											
Minor Approach Volume Threshold:	159											

Approach:	North Bound			South Bound			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
Initial Vol:	377	4	25	2	0	3	10	302	362	27	360	1
Major Street Volume:	1062											
Minor Approach Volume:	406											
Minor Approach Volume Threshold:	203											

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=2][control=Stop Sign]
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=213]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1152]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]
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=250]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=986]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #12 SR 124 / SR 88

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	1	0	0	0	1	0	1	0	0	0	0	1
Initial Vol:	0	0	0	0	3	0	210		253	409	0		0	274	3	

Major Street Volume: 939
Minor Approach Volume: 213
Minor Approach Volume Threshold: 176

Intersection #12 SR 124 / SR 88

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	1	0	0	0	1	0	1	0	0	0	0	1
Initial Vol:	0	0	0	0	21	0	229		226	238	0		0	254	18	

Major Street Volume: 736
Minor Approach Volume: 250
Minor Approach Volume Threshold: 249

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.8]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=133]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1309]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=196]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1087]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=34]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1309]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=10]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1087]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

 Intersection #13 Jackson Valley / SR 88

 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	1	0	0	1	0	1	0
Initial Vol:	115	13	5	2	24	8	6	566	167	2	398	3

Major Street Volume: 1142
 Minor Approach Volume: 133
 Minor Approach Volume Threshold: 91

 Intersection #13 Jackson Valley / SR 88

 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	1	0	0	1	0	1	0
Initial Vol:	191	4	1	7	2	1	1	364	116	3	393	4

Major Street Volume: 881
 Minor Approach Volume: 196
 Minor Approach Volume Threshold: 151

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=10.6]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=224]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1591]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=197]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1415]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.7]
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=4][total volume=1591]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=5.7]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=204]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1415]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Future Volume Alternative: Peak Hour Warrant Met

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:	1	0	1	0	1	0	1	0	0	1	0	0
Initial Vol:	26	599	91	14	469	55	72	76	76	55	48	10
Major Street Volume:	1254											
Minor Approach Volume:	224											
Minor Approach Volume Threshold:	89 [less than minimum of 100]											

Approach:	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	1	0	1	0	1	0	1	0	0
Initial Vol:	52	367	99	2	422	72	53	87	57	92	102	10
Major Street Volume:	1014											
Minor Approach Volume:	204											
Minor Approach Volume Threshold:	119											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #19 Ione / SR 16

Intersection #19 Ione / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=157]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1125]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=98]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=983]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

 Intersection #19 Ione / 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: 0 0 1! 0 0 0 0 0 0 0 0 0 0 1 0 1 0 1 0 0
 Initial Vol: 144 0 13 0 0 0 0 0 483 161 17 307 0
 -----|-----|-----|-----|-----|
 Major Street Volume: 968
 Minor Approach Volume: 157
 Minor Approach Volume Threshold: 129

 Intersection #19 Ione / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 0 0 1! 0 0 0 0 0 0 0 0 0 0 1 0 1 0 1 0 0
 Initial Vol: 97 0 1 0 0 0 0 0 394 77 0 414 0
 -----|-----|-----|-----|-----|
 Major Street Volume: 885
 Minor Approach Volume: 98
 Minor Approach Volume Threshold: 150

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #22 Stonehouse / SR 16

Intersection #22 Stonehouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=7.2]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=103]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1839]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=20.5]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=88]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2369]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #22 Stonehouse / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
 Initial Vol: 0 0 0 0 98 0 5 5 1028 0 0 621 82
 -----|-----|-----|-----|-----|
 Major Street Volume: 1736
 Minor Approach Volume: 103
 Minor Approach Volume Threshold: 137 [less than minimum of 150]

 Intersection #22 Stonehouse / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
 Initial Vol: 0 0 0 0 83 0 5 11 1114 0 0 1098 58
 -----|-----|-----|-----|-----|
 Major Street Volume: 2281
 Minor Approach Volume: 88
 Minor Approach Volume Threshold: 19 [less than minimum of 150]

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #23 Latrobe (Sac) / SR 16

Intersection #23 Latrobe (Sac) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North Bound and West Bound.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North Bound and West Bound.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=12]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1741]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=6]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2359]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=25]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1741]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=21]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2359]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #23 Latrobe (Sac) / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 0 1 0 1 0 0 1 0
 Initial Vol: 8 1 3 7 1 17 21 1031 9 2 631 10
 -----|-----|-----|-----|-----|
 Major Street Volume: 1704
 Minor Approach Volume: 25
 Minor Approach Volume Threshold: 145 [less than minimum of 150]

 Intersection #23 Latrobe (Sac) / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 0 1 0 1 0 0 1 0
 Initial Vol: 2 2 2 5 1 15 19 1172 3 2 1118 18
 -----|-----|-----|-----|-----|
 Major Street Volume: 2332
 Minor Approach Volume: 21
 Minor Approach Volume Threshold: 10 [less than minimum of 150]

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #25 Sloughhouse / SR 16

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=26]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1770]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=2][control=Stop Sign]
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=61]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2286]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #25 Sloughhouse / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0
 Initial Vol: 4 0 22 0 0 0 0 0 1095 6 14 629 0
 -----|-----|-----|-----|-----|
 Major Street Volume: 1744
 Minor Approach Volume: 26
 Minor Approach Volume Threshold: 135 [less than minimum of 150]

 Intersection #25 Sloughhouse / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0
 Initial Vol: 27 0 34 0 0 0 0 0 1110 5 29 1081 0
 -----|-----|-----|-----|-----|
 Major Street Volume: 2225
 Minor Approach Volume: 61
 Minor Approach Volume Threshold: 30 [less than minimum of 150]

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	16	197	11	4	131	31	22	3	3	2	10	3
Major Street Volume:	390											
Minor Approach Volume:	28											
Minor Approach Volume Threshold:	251											

Approach:	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	1	0	1	0
Initial Vol:	7	121	4	4	135	27	16	3	3	5	4	0
Major Street Volume:	299											
Minor Approach Volume:	22											
Minor Approach Volume Threshold:	295											

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.9]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=242]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1326]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=143]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=861]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		46	0	196		153	510	0		0	390	31	
Major Street Volume:	1084															
Minor Approach Volume:	242															
Minor Approach Volume Threshold:	81															

Approach:	North Bound				South Bound				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	1	0	0	0	0	0	1
Initial Vol:	0	0	0		23	0	120		94	343	0		0	267	14	
Major Street Volume:	718															
Minor Approach Volume:	143															
Minor Approach Volume Threshold:	149															

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SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #38 SR 49 / Pleasant Valley

Intersection #38 SR 49 / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant Met

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			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	183	0	199	0	0	0	0	333	230	308	401	0
Major Street Volume:	1272											
Minor Approach Volume:	382											
Minor Approach Volume Threshold:	202											

Approach:	North Bound			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		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	116	0	201	0	0	0	0	204	138	190	247	0
Major Street Volume:	779											
Minor Approach Volume:	317											
Minor Approach Volume Threshold:	371											

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=64]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1294]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[westbound][lanes=2][control=Stop Sign]
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=108]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1288]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Future Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	0	0	1	0	0
Initial Vol:	0	691	57	18	464	0	0	0	0	49	0	15
Major Street Volume:	1230											
Minor Approach Volume:	64											
Minor Approach Volume Threshold:	94 [less than minimum of 100]											

Approach:	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	1	0	0	0	1	0	0
Initial Vol:	0	559	79	24	518	0	0	0	0	83	0	25
Major Street Volume:	1180											
Minor Approach Volume:	108											
Minor Approach Volume Threshold:	107											

SIGNAL WARRANT DISCLAIMER

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Ione Casino Existing Plus Approved Plus Project B Phase I - Friday PM Peak Hour

Ione Casino Existing Plus Approved Plus Project B Phase I - Saturday PM Peak Hour

Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative) Intersection #1 SR 49 / Miller Way Average Delay (sec/veh): 6.7 Worst Case Level Of Service: E[44.7] Street Name: SR 49 Miller Way Approach: 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 1 0 1 0 0 1 0 0 0 0 1! 0 0 0 0 1! 0 0 Volume Module: Base Vol: 30 105 0 0 94 1 1 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: 30 105 0 0 94 1 1 0 22 0 0 0 Added Vol: 0 34 0 0 40 0 0 0 0 0 0 0 PasserByVol: 123 53 68 43 82 41 24 0 72 54 0 19 Initial Fut: 153 192 68 43 216 42 25 0 94 54 0 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: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 PHF Volume: 187 234 83 52 263 51 30 0 115 66 0 23 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 FinalVolume: 187 234 83 52 263 51 30 0 115 66 0 23 Critical Gap Module: Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2 FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3 Capacity Module: Cnflct Vol: 315 xxxx xxxxx 317 xxxx xxxxx 1054 1084 289 1100 1068 276 Potent Cap.: 1212 xxxx xxxxx 1210 xxxx xxxxx 206 219 755 191 223 768 Move Cap.: 1212 xxxx xxxxx 1210 xxxx xxxxx 170 177 755 138 181 768 Volume/Cap: 0.15 xxxx xxxxx 0.04 xxxx xxxxx 0.18 0.00 0.15 0.48 0.00 0.03 Level Of Service Module: 2Way95thQ: 0.5 xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx Control Del: 8.5 xxxx xxxxx 8.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx LOS by Move: A * * A * * * * * * * * * * Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 956 xxxxx xxxx 176 xxxxx SharedQueue: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.5 xxxxx xxxxx 2.5 xxxxx Shrd ConDel: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 9.4 xxxxx xxxxx 44.7 xxxxx Shared LOS: * * * * * * * * * * * * * * * * ApproachDel: xxxxxx xxxxxx 9.4 44.7 ApproachLOS: * * A E

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

Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative) Intersection #1 SR 49 / Miller Way Average Delay (sec/veh): 3.5 Worst Case Level Of Service: C[16.3] Street Name: SR 49 Miller Way Approach: 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 1 0 1 0 0 1 0 0 0 0 0 1! 0 0 0 0 1! 0 0 Volume Module: Base Vol: 12 81 0 0 76 1 1 0 12 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: 12 81 0 0 76 1 1 0 12 0 0 0 Added Vol: 57 117 42 29 125 19 16 0 49 36 0 24 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 Initial Fut: 69 198 42 29 201 20 17 0 61 36 0 24 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 PHF Volume: 78 222 47 33 226 22 19 0 69 40 0 27 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 FinalVolume: 78 222 47 33 226 22 19 0 69 40 0 27 Critical Gap Module: Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2 FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3 Capacity Module: Cnflct Vol: 248 xxxx xxxxx 270 xxxx xxxxx 717 727 237 738 715 246 Potent Cap.: 1283 xxxx xxxxx 1260 xxxx xxxxx 347 353 807 336 359 798 Move Cap.: 1283 xxxx xxxxx 1260 xxxx xxxxx 314 323 807 288 328 798 Volume/Cap: 0.06 xxxx xxxxx 0.03 xxxx xxxxx 0.06 0.00 0.08 0.14 0.00 0.03 Level Of Service Module: 2Way95thQ: 0.2 xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx Control Del: 8.0 xxxx xxxxx 7.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx LOS by Move: A * * A * * * * * * * * * * Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 1032 xxxxx xxxx 387 xxxxx SharedQueue: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.3 xxxxx xxxxx 0.6 xxxxx Shrd ConDel: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 8.8 xxxxx xxxxx 16.3 xxxxx Shared LOS: * * * * * * * * * * * * * * * * ApproachDel: xxxxxx xxxxxx 8.8 16.3 ApproachLOS: * * A C

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

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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

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

Intersection #2 SR 49 / Main

Intersection #2 SR 49 / Main

Average Delay (sec/veh): 103.7 Worst Case Level Of Service: F[389.2]

Average Delay (sec/veh): 376.7 Worst Case Level Of Service: F[1181.3]

Street Name: SR 49 Main

Street Name: SR 49 Main

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1 0 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: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1 0 0 1! 0 0

Volume Module:
Base Vol: 45 107 201 7 92 18 14 40 39 109 53 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: 45 107 201 7 92 18 14 40 39 109 53 12
Added Vol: 7 34 1 0 40 0 0 0 8 1 0 0
PasserByVol: 16 128 39 35 102 70 80 29 15 44 36 55
Initial Fut: 68 269 241 42 234 88 94 69 62 154 89 67
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 72 283 254 44 246 93 99 73 65 162 94 71
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 72 283 254 44 246 93 99 73 65 162 94 71

Volume Module:
Base Vol: 39 61 129 15 78 4 12 30 29 169 64 16
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 39 61 129 15 78 4 12 30 29 169 64 16
Added Vol: 97 111 28 23 101 87 82 57 83 24 62 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 136 172 157 38 179 91 94 87 112 193 126 39
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 158 200 183 44 208 106 109 101 130 224 147 45
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 158 200 183 44 208 106 109 101 130 224 147 45

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Cnflct Vol: 339 xxxx xxxxx 537 xxxx xxxxx 1016 1061 293 1003 981 410
Potent Cap.: 1187 xxxx xxxxx 1002 xxxx xxxxx 218 226 751 223 252 646
Move Cap.: 1187 xxxx xxxxx 1002 xxxx xxxxx 121 202 751 135 225 646
Volume/Cap: 0.06 xxxx xxxxx 0.04 xxxx xxxxx 0.81 0.36 0.09 1.20 0.42 0.11

Capacity Module:
Cnflct Vol: 314 xxxx xxxxx 383 xxxx xxxxx 1053 1048 261 1073 1010 291
Potent Cap.: 1213 xxxx xxxxx 1144 xxxx xxxxx 206 230 782 200 242 753
Move Cap.: 1213 xxxx xxxxx 1144 xxxx xxxxx 68 189 782 84 199 753
Volume/Cap: 0.13 xxxx xxxxx 0.04 xxxx xxxxx 1.60 0.54 0.17 2.66 0.74 0.06

Level Of Service Module:
2Way95thQ: 0.2 xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxxx 0.3 xxxx xxxxx xxxxx
Control Del: 8.2 xxxx xxxxx 8.8 xxxx xxxxx xxxxx xxxxx 10.2 xxxxx xxxxx xxxxx
LOS by Move: A * * A * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 146 xxxx xxxxx xxxx 189 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 9.8 xxxx xxxxx xxxxx 22.5 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 189.6 xxxx xxxxx xxxxx 389 xxxxx
Shared LOS: * * * * * F * * * * * F * *
ApproachDel: xxxxxx xxxxxx 140.2 389.2
ApproachLOS: * * F F

Level Of Service Module:
2Way95thQ: 0.4 xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxxx 0.6 xxxx xxxxx xxxxx
Control Del: 8.4 xxxx xxxxx 8.3 xxxx xxxxx xxxxx xxxxx 10.5 xxxxx xxxxx xxxxx
LOS by Move: A * * A * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 99 xxxx xxxxx xxxx 120 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 18.3 xxxx xxxxx xxxxx 40.8 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 612.8 xxxx xxxxx xxxxx 1181 xxxxx
Shared LOS: * * * * * F * * * * * F * *
ApproachDel: xxxxxx xxxxxx 382.6 1181.3
ApproachLOS: * * F F

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 SR 49 / Poplar

Intersection #3 SR 49 / Poplar

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[12.2]

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.6]

Street Name: SR 49 Poplar

Street Name: SR 49 Poplar

Approach: 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 0 1 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: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 35 345 0 0 237 4 2 0 30 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: 35 345 0 0 237 4 2 0 30 0 0 0
Added Vol: 3 41 0 0 48 0 0 0 3 0 0 0
PasserByVol: 0 183 0 0 161 0 0 0 0 0 0 0
Initial Fut: 38 569 0 0 446 4 2 0 33 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: 40 605 0 0 474 4 2 0 35 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 40 605 0 0 474 4 2 0 35 0 0 0

Volume Module:
Base Vol: 13 239 0 0 269 0 1 0 9 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: 13 239 0 0 269 0 1 0 9 0 0 0
Added Vol: 4 235 0 0 208 0 0 0 4 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 17 474 0 0 477 0 1 0 13 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: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 20 545 0 0 548 0 1 0 15 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 20 545 0 0 548 0 1 0 15 0 0 0

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2 xxxxx xxxx xxxxx
FollowUpTim: 2.3 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3 xxxxx xxxx xxxxx

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2 xxxxx xxxx xxxxx
FollowUpTim: 2.3 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3 xxxxx xxxx xxxxx

Capacity Module:
Cnflct Vol: 479 xxxx xxxxx xxxx xxxx xxxxx 1163 1163 477 xxxx xxxx xxxxx
Potent Cap.: 1053 xxxx xxxxx xxxx xxxx xxxxx 217 196 593 xxxx xxxx xxxxx
Move Cap.: 1053 xxxx xxxxx xxxx xxxx xxxxx 211 189 593 xxxx xxxx xxxxx
Volume/Cap: 0.04 xxxx xxxxx xxxx xxxx xxxxx 0.01 0.00 0.06 xxxx xxxx xxxxx

Capacity Module:
Cnflct Vol: 548 xxxx xxxxx xxxx xxxx xxxxx 1132 1132 548 xxxx xxxx xxxxx
Potent Cap.: 992 xxxx xxxxx xxxx xxxx xxxxx 227 205 540 xxxx xxxx xxxxx
Move Cap.: 992 xxxx xxxxx xxxx xxxx xxxxx 223 201 540 xxxx xxxx xxxxx
Volume/Cap: 0.02 xxxx xxxxx xxxx xxxx xxxxx 0.01 0.00 0.03 xxxx xxxx xxxxx

Level Of Service Module:
2Way95thQ: 0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 8.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 537 xxxxx xxxx xxxx xxxxx
SharedQueue: 0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 8.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.2 xxxxx xxxxx xxxx xxxxx
Shared LOS: A *
ApproachDel: xxxxxx xxxxxx 12.2 xxxxxx
ApproachLOS: * * * * * B * * * * *

Level Of Service Module:
2Way95thQ: 0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 8.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 490 xxxxx xxxx xxxx xxxxx
SharedQueue: 0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 8.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.6 xxxxx xxxxx xxxx xxxxx
Shared LOS: A *
ApproachDel: xxxxxx xxxxxx 12.6 xxxxxx
ApproachLOS: * * * * * B * * * * *

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 SR 49 / Empire

Intersection #4 SR 49 / Empire

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: D[25.3]

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: D[25.1]

Street Name: SR 49 Empire

Street Name: SR 49 Empire

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1 0 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: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1 0 0 0 1 0 0 1 0 0 1! 0 0

Volume Module:
Base Vol: 32 352 2 9 240 10 13 2 28 7 5 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: 32 352 2 9 240 10 13 2 28 7 5 4
Added Vol: 5 44 0 0 51 0 0 0 6 0 0 0
PasserByVol: 0 183 0 0 161 0 0 0 0 0 0 0
Initial Fut: 37 579 2 9 452 10 13 2 34 7 5 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: 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: 39 603 2 9 471 10 14 2 35 7 5 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 39 603 2 9 471 10 14 2 35 7 5 4

Volume Module:
Base Vol: 30 239 1 0 276 0 1 0 26 5 0 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 239 1 0 276 0 1 0 26 5 0 2
Added Vol: 9 240 0 0 212 0 0 0 8 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 39 479 1 0 488 0 1 0 34 5 0 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 44 538 1 0 548 0 1 0 38 6 0 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 44 538 1 0 548 0 1 0 38 6 0 2

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx xxxx xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx xxxx xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Cnflct Vol: 481 xxxx xxxxx 605 xxxx xxxxx 1181 1177 476 1195 1181 604
Potent Cap.: 1051 xxxx xxxxx 944 xxxx xxxxx 168 193 593 165 192 502
Move Cap.: 1051 xxxx xxxxx 944 xxxx xxxxx 158 184 593 148 183 502
Volume/Cap: 0.04 xxxx xxxxx 0.01 xxxx xxxxx 0.09 0.01 0.06 0.05 0.03 0.01

Capacity Module:
Cnflct Vol: 548 xxxx xxxxx xxxx xxxx xxxxx 1176 1175 548 1194 1175 539
Potent Cap.: 992 xxxx xxxxx xxxx xxxx xxxxx 170 193 540 165 193 547
Move Cap.: 992 xxxx xxxxx xxxx xxxx xxxxx 163 184 540 148 184 547
Volume/Cap: 0.04 xxxx xxxxx xxxx xxxx xxxxx 0.01 0.00 0.07 0.04 0.00 0.00

Level Of Service Module:
2Way95thQ: 0.1 xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxx 0.2 xxxx xxxx xxxxx
Control Del: 8.6 xxxx xxxxx 8.9 xxxx xxxxx xxxxx xxxx 11.5 xxxxx xxxx xxxxx
LOS by Move: A * * A * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 161 xxxx xxxxx xxxx 194 xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.3 xxxx xxxxx xxxxx 0.3 xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 29.8 xxxx xxxxx xxxxx 25.3 xxxxx
Shared LOS: * * * * * D * * * *
ApproachDel: xxxxxx xxxxxx 17.1 25.3
ApproachLOS: * * C D

Level Of Service Module:
2Way95thQ: 0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx 0.2 xxxx xxxx xxxxx
Control Del: 8.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 12.2 xxxxx xxxx xxxxx
LOS by Move: A * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 163 xxxx xxxxx xxxx 187 xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx 0.1 xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 27.2 xxxx xxxxx xxxxx 25.1 xxxxx
Shared LOS: * * * * * D * * * *
ApproachDel: xxxxxx xxxxxx 12.6 25.1
ApproachLOS: * * B D

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 SR 49 / Randolph Dr.

Intersection #5 SR 49 / Randolph Dr.

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: E[42.4]

Average Delay (sec/veh): 12.5 Worst Case Level Of Service: F[81.8]

Table with columns for Street Name (SR 49, Randolph), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (1 0 0 1 0).

Table with columns for Street Name (SR 49, Randolph), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (1 0 0 1 0).

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for various approaches.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for various approaches.

Critical Gap Module table showing Critical Gp and FollowUpTim for different approaches.

Critical Gap Module table showing Critical Gp and FollowUpTim for different approaches.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different approaches.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different approaches.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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 #6 SR 49 / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #6 SR 49 / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and SR 16.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and SR 16.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume for SR 49 and SR 16.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume for SR 49 and SR 16.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat. for SR 49 and SR 16.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat. for SR 49 and SR 16.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for SR 49 and SR 16.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for SR 49 and SR 16.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: C[17.9]

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C[15.5]

Street Name: SR 124 SR 16
Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Street Name: SR 124 SR 16
Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Volume Module:
Base Vol: 12 0 79 0 0 0 0 465 20 55 268 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 12 0 79 0 0 0 0 465 20 55 268 0
Added Vol: 0 0 61 0 0 0 0 71 0 52 61 0
PasserByVol: 0 0 0 0 0 0 0 99 0 0 58 0
Initial Fut: 12 0 140 0 0 0 0 635 20 107 387 0
User Adj: 1.00 1.00 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: 13 0 151 0 0 0 0 683 22 115 416 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 13 0 151 0 0 0 0 683 22 115 416 0

Volume Module:
Base Vol: 8 0 54 0 0 0 0 325 13 49 314 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 8 0 54 0 0 0 0 325 13 49 314 0
Added Vol: 0 0 85 0 0 0 0 169 0 89 163 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 8 0 139 0 0 0 0 494 13 138 477 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 9 0 156 0 0 0 0 555 15 155 536 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 9 0 156 0 0 0 0 555 15 155 536 0

Critical Gap Module:
Critical Gp: 6.4 xxxx 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.2 xxxx xxxxx
FollowUpTim: 3.5 xxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.3 xxxx xxxxx

Critical Gap Module:
Critical Gp: 6.4 xxxx 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.2 xxxx xxxxx
FollowUpTim: 3.5 xxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.3 xxxx xxxxx

Capacity Module:
Cnflct Vol: 1329 xxxx 683 xxxx xxxx xxxxx xxxx xxxx xxxxx 683 xxxx xxxxx
Potent Cap.: 173 xxxx 453 xxxx xxxx xxxxx xxxx xxxx xxxxx 883 xxxx xxxxx
Move Cap.: 155 xxxx 453 xxxx xxxx xxxxx xxxx xxxx xxxxx 883 xxxx xxxxx
Volume/Cap: 0.08 xxxx 0.33 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.13 xxxx xxxxx

Capacity Module:
Cnflct Vol: 1401 xxxx 555 xxxx xxxx xxxxx xxxx xxxx xxxxx 555 xxxx xxxxx
Potent Cap.: 156 xxxx 535 xxxx xxxx xxxxx xxxx xxxx xxxxx 986 xxxx xxxxx
Move Cap.: 137 xxxx 535 xxxx xxxx xxxxx xxxx xxxx xxxxx 986 xxxx xxxxx
Volume/Cap: 0.07 xxxx 0.29 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.16 xxxx xxxxx

Level Of Service Module:
2Way95thQ: 0.3 xxxx 1.4 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.4 xxxx xxxxx
Control Del: 30.3 xxxx 16.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 9.7 xxxx xxxxx
LOS by Move: D * C * * * * * A * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: 17.9 xxxxxx xxxxxx xxxxxx
ApproachLOS: C * * *

Level Of Service Module:
2Way95thQ: 0.2 xxxx 1.2 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.6 xxxx xxxxx
Control Del: 33.1 xxxx 14.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 9.3 xxxx xxxxx
LOS by Move: D * B * * * * * A * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: 15.5 xxxxxx xxxxxx xxxxxx
ApproachLOS: C * * *

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Latrobe (Amador) / SR 16

Intersection #8 Latrobe (Amador) / SR 16

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: C[17.5]

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: C[23.3]

Street Name: Latrobe (Amador) SR 16

Street Name: Latrobe (Amador) SR 16

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L-T-R). Includes Control, Rights, and Lanes information.

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L-T-R). Includes Control, Rights, and Lanes information.

Volume Module:

Volume Module:

Table of traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Table of traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Critical Gap Module:

Table of critical gap data including Critical Gp and FollowUpTim.

Table of critical gap data including Critical Gp and FollowUpTim.

Capacity Module:

Capacity Module:

Table of capacity data including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table of capacity data including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Level Of Service Module:

Table of level of service data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Table of level of service data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Average Delay (sec/veh): 612.3 Worst Case Level Of Service: F[4109.3]

Average Delay (sec/veh): 244.2 Worst Case Level Of Service: F[1397.3]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes for SR 104 and SR 124.

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes for SR 104 and SR 124.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module table with columns for Critical Gp, FollowUpTim.

Critical Gap Module table with columns for Critical Gp, FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Average Delay (sec/veh): 466.1 Worst Case Level Of Service: F[935.0]

Average Delay (sec/veh): 221.2 Worst Case Level Of Service: F[471.4]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #11 SR 124 (Church) / SR 104 (Main)
Average Delay (sec/veh): 146.2 Worst Case Level Of Service: F[677.4]
Street Name: SR 124 (Church) SR 104 (Main)
Approach: North Bound South Bound 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
Volume Module:
Base Vol: 170 3 10 5 1 13 13 218 213 6 181 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: 170 3 10 5 1 13 13 218 213 6 181 6
Added Vol: 116 0 0 0 0 0 0 143 98 0 172 0
PasserByVol: 50 0 1 0 0 0 0 89 65 3 49 0
Initial Fut: 336 3 11 5 1 13 13 450 376 9 402 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: 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: 361 3 12 5 1 14 14 484 404 10 432 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 361 3 12 5 1 14 14 484 404 10 432 6
Critical Gap Module:
Critical Gp: 7.2 6.6 6.3 7.1 6.5 6.2 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx
FollowUpTim: 3.6 4.1 3.4 3.5 4.0 3.3 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx
Capacity Module:
Cnflct Vol: 1176 1172 686 1176 1371 435 439 xxxx xxxxxx 888 xxxx xxxxxx
Potent Cap.: 164 187 437 170 147 625 1132 xxxx xxxxxx 771 xxxx xxxxxx
Move Cap.: 156 183 437 160 144 625 1132 xxxx xxxxxx 771 xxxx xxxxxx
Volume/Cap: 2.32 0.02 0.03 0.03 0.01 0.02 0.01 xxxx xxxxxx 0.01 xxxx xxxxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 0.0 xxxx xxxxxx 0.0 xxxx xxxxxx
Control Del:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 8.2 xxxx xxxxxx 9.7 xxxx xxxxxx
LOS by Move: * * * * * A * * * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 159 xxxxxx xxxx 322 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxx 31.6 xxxxxx xxxxxx 0.2 xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shrd ConDel:xxxxx 677 xxxxxx xxxxxx 16.9 xxxxxx xxxxxx xxxx xxxxxx xxxx xxxx xxxxxx
Shared LOS: * F * * C * * * * *
ApproachDel: 677.4 16.9 xxxxxxxx xxxxxxxx
ApproachLOS: F C * *

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #11 SR 124 (Church) / SR 104 (Main)
Average Delay (sec/veh): 203.1 Worst Case Level Of Service: F[736.0]
Street Name: SR 124 (Church) SR 104 (Main)
Approach: North Bound South Bound 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
Volume Module:
Base Vol: 98 4 7 2 0 3 10 115 104 6 152 1
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 98 4 7 2 0 3 10 115 104 6 152 1
Added Vol: 208 0 18 0 0 0 0 187 215 21 208 0
PasserByVol: 71 0 0 0 0 0 0 43 0 0 0 0
Initial Fut: 377 4 25 2 0 3 10 302 362 27 360 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 444 5 29 2 0 4 12 355 426 32 424 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 444 5 29 2 0 4 12 355 426 32 424 1
Critical Gap Module:
Critical Gp: 7.2 6.6 6.3 7.1 6.5 6.2 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx
FollowUpTim: 3.6 4.1 3.4 3.5 4.0 3.3 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx
Capacity Module:
Cnflct Vol: 1081 1080 568 1096 1292 424 425 xxxx xxxxxx 781 xxxx xxxxxx
Potent Cap.: 190 213 511 192 164 634 1145 xxxx xxxxxx 845 xxxx xxxxxx
Move Cap.: 182 202 511 172 157 634 1145 xxxx xxxxxx 845 xxxx xxxxxx
Volume/Cap: 2.43 0.02 0.06 0.01 0.00 0.01 0.01 xxxx xxxxxx 0.04 xxxx xxxxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 0.0 xxxx xxxxxx 0.1 xxxx xxxxxx
Control Del:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 8.2 xxxx xxxxxx 9.4 xxxx xxxxxx
LOS by Move: * * * * * A * * * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 190 xxxxxx xxxx 305 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxx 40.4 xxxxxx xxxxxx 0.1 xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shrd ConDel:xxxxx 736 xxxxxx xxxxxx 17.0 xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shared LOS: * F * * C * * * * *
ApproachDel: 736.0 17.0 xxxxxxxx xxxxxxxx
ApproachLOS: F C * *

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: B[12.5]

Average Delay (sec/veh): 5.4 Worst Case Level Of Service: B[13.3]

Table with columns for Street Name (SR 124, SR 88), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Table with columns for Street Name (SR 124, SR 88), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume for various movements.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume for various movements.

Critical Gap Module table showing Critical Gp, FollowUpTim, and Capacity Module values.

Critical Gap Module table showing Critical Gp, FollowUpTim, and Capacity Module values.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
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Ione Casino
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Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: F[50.1]

Average Delay (sec/veh): 9.2 Worst Case Level Of Service: F[50.2]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module: Critical Gp, FollowUpTim.

Critical Gap Module: Critical Gp, FollowUpTim.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
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Ione Casino
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Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Average Delay (sec/veh): 32.6 Worst Case Level Of Service: F[171.1]

Average Delay (sec/veh): 23.9 Worst Case Level Of Service: F[100.0]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for SR 88 and Liberty.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for SR 88 and Liberty.

Volume Module table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Volume Module table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module table with columns: Critical Gp, FollowUpTim.

Critical Gap Module table with columns: Critical Gp, FollowUpTim.

Capacity Module table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Capacity Module table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Level Of Service Module table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

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Intersection #15 SR 88 / SR 12 (east)
Cycle (sec): 70 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #15 SR 88 / SR 12 (east)
Cycle (sec): 60 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (east).

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (east).

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume for SR 88 and SR 12 (east).

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume for SR 88 and SR 12 (east).

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat. for SR 88 and SR 12 (east).

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat. for SR 88 and SR 12 (east).

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for SR 88 and SR 12 (east).

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for SR 88 and SR 12 (east).

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

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Intersection #16 Tully Rd. / SR 88
Cycle (sec): 100 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #16 Tully Rd. / SR 88
Cycle (sec): 70 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

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Intersection #17 SR 88 / Victor (SR 12 west)
Cycle (sec): 70
Critical Vol./Cap.(X): 0.566
Loss Time (sec): 16 (Y+R=4.0 sec)
Average Delay (sec/veh): 18.9
Optimal Cycle: OPTIMIZED
Level Of Service: B

Intersection #17 SR 88 / Victor (SR 12 west)
Cycle (sec): 80
Critical Vol./Cap.(X): 0.574
Loss Time (sec): 16 (Y+R=4.0 sec)
Average Delay (sec/veh): 18.0
Optimal Cycle: OPTIMIZED
Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (west).

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (west).

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume for SR 88 and SR 12 (west).

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume for SR 88 and SR 12 (west).

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat. for SR 88 and SR 12 (west).

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat. for SR 88 and SR 12 (west).

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for SR 88 and SR 12 (west).

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for SR 88 and SR 12 (west).

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

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Intersection #18 SR 88 / Kettleman Ln.
Cycle (sec): 90
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.685
Average Delay (sec/veh): 25.2
Level Of Service: C

Intersection #18 SR 88 / Kettleman Ln.
Cycle (sec): 80
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.601
Average Delay (sec/veh): 19.8
Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

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Intersection #19 Ione / SR 16
Average Delay (sec/veh): 3.5 Worst Case Level Of Service: C[24.1]

Intersection #19 Ione / SR 16
Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[14.5]

Street Name: Ione SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 0 0 0 1 0 0 1 0 1 0 0

Street Name: Ione SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 0 0 0 1 0 0 1 0 1 0 0

Volume Module:
Base Vol: 122 0 13 0 0 0 0 398 134 17 224 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 122 0 13 0 0 0 0 398 134 17 224 0
Added Vol: 0 0 0 0 0 0 0 71 0 0 61 0
PasserByVol: 22 0 0 0 0 0 0 14 27 0 22 0
Initial Fut: 144 0 13 0 0 0 0 483 161 17 307 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 162 0 15 0 0 0 0 543 181 19 345 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 162 0 15 0 0 0 0 543 181 19 345 0

Volume Module:
Base Vol: 60 0 1 0 0 0 0 240 54 0 249 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 60 0 1 0 0 0 0 240 54 0 249 0
Added Vol: 0 0 0 0 0 0 0 99 0 0 103 0
PasserByVol: 37 0 0 0 0 0 0 55 23 0 62 0
Initial Fut: 97 0 1 0 0 0 0 394 77 0 414 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 99 0 1 0 0 0 0 402 79 0 422 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 99 0 1 0 0 0 0 402 79 0 422 0

Critical Gap Module:
Critical Gp: 6.4 6.5 6.2 xxxxx xxxx xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 xxxxx xxxx xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx

Critical Gap Module:
Critical Gp: 6.4 6.5 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:
Cnflct Vol: 1016 1016 633 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 724 xxxxx xxxxx
Potent Cap.: 266 240 483 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 865 xxxxx xxxxx
Move Cap.: 261 234 483 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 865 xxxxx xxxxx
Volume/Cap: 0.62 0.00 0.03 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.02 xxxxx xxxxx

Capacity Module:
Cnflct Vol: 864 864 441 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 327 294 620 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 327 294 620 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 0.30 0.00 0.00 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx
Control Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 9.3 xxxxx xxxxx
LOS by Move: *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 361 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx 2.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx 24.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * C *
ApproachDel: 24.1 xxxxxxx xxxxxxx xxxxxxx xxxxxxx
ApproachLOS: C * * * *

Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 478 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx 0.8 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx 14.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * B *
ApproachDel: 14.5 xxxxxxx xxxxxxx xxxxxxx xxxxxxx
ApproachLOS: B * * *

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

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Intersection #20 Murieta South Pkwy / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Intersection #20 Murieta South Pkwy / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Murieta South Parkway SR 16
Approach: North Bound South 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 Include
Min. Green: 5 5 5 5 5 5 4 7 7 4 7 7
Lanes: 0 0 1 0 0 0 1 0 0 1 0 1 0 0 1 0

Street Name: Murieta South Parkway SR 16
Approach: North Bound South 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 Include
Min. Green: 5 5 5 5 5 5 4 7 7 4 7 7
Lanes: 0 1 0 0 0 0 1 0 0 1 0 1 0 0 1 0

Volume Module:
Base Vol: 4 3 9 1 93 146 472 9 0 282 20
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 4 3 3 9 1 93 146 472 9 0 282 20
Added Vol: 0 0 0 0 0 0 0 0 71 0 0 60 0
PasserByVol: 0 0 0 0 0 0 0 0 41 0 0 44 0
Initial Fut: 4 3 3 9 1 93 146 584 9 0 386 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 4 3 3 10 1 99 155 621 10 0 411 21
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 4 3 3 10 1 99 155 621 10 0 411 21
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 4 3 3 10 1 99 155 621 10 0 411 21

Volume Module:
Base Vol: 3 1 0 8 3 81 122 331 4 0 336 14
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 3 1 0 8 3 81 122 331 4 0 336 14
Added Vol: 0 0 0 0 0 0 0 98 0 0 103 0
PasserByVol: 0 0 0 0 0 62 57 78 0 0 99 0
Initial Fut: 3 1 0 8 3 143 179 507 4 0 538 14
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 3 1 0 8 3 149 186 528 4 0 560 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 3 1 0 8 3 149 186 528 4 0 560 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 3 1 0 8 3 149 186 528 4 0 560 15

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.83 0.83 0.83 0.76 0.76 0.85 0.90 0.95 0.95 1.00 0.95 0.95
Lanes: 0.40 0.30 0.30 0.90 0.10 1.00 1.00 0.98 0.02 1.00 0.95 0.05
Final Sat.: 630 473 473 1300 144 1615 1718 1778 27 1900 1708 88

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.78 0.78 1.00 0.77 0.77 0.85 0.90 0.95 0.95 1.00 0.95 0.95
Lanes: 0.75 0.25 0.00 0.73 0.27 1.00 1.00 0.99 0.01 1.00 0.97 0.03
Final Sat.: 1111 371 0 1068 401 1615 1718 1793 14 1900 1756 46

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.01 0.01 0.06 0.09 0.35 0.35 0.00 0.24 0.24
Crit Moves: ****
Green/Cycle: 0.08 0.08 0.08 0.08 0.08 0.28 0.20 0.72 0.72 0.00 0.52 0.52
Volume/Cap: 0.08 0.08 0.08 0.09 0.09 0.22 0.46 0.49 0.49 0.00 0.46 0.46
Delay/Veh: 25.6 25.6 25.6 25.7 25.7 16.9 22.3 4.0 4.0 0.0 9.4 9.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 25.6 25.6 25.6 25.7 25.7 16.9 22.3 4.0 4.0 0.0 9.4 9.4
LOS by Move: C C C C B C A A A A
DesignQueue: 0 0 0 0 0 2 4 7 7 0 7 7

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.01 0.09 0.11 0.29 0.29 0.00 0.32 0.32
Crit Moves: ****
Green/Cycle: 0.08 0.08 0.00 0.08 0.08 0.27 0.18 0.72 0.72 0.00 0.53 0.53
Volume/Cap: 0.03 0.03 0.00 0.09 0.09 0.35 0.60 0.41 0.41 0.00 0.60 0.60
Delay/Veh: 25.4 25.4 0.0 25.7 25.7 18.3 25.7 3.6 3.6 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: 25.4 25.4 0.0 25.7 25.7 18.3 25.7 3.6 3.6 0.0 10.6 10.6
LOS by Move: C C A C C B C A A A B B
DesignQueue: 0 0 0 0 0 4 5 5 5 0 10 10

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

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Intersection #21 Murieta Pkwy / SR 16
Cycle (sec): 65
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.738
Average Delay (sec/veh): 21.8
Level Of Service: C

Intersection #21 Murieta Pkwy / SR 16
Cycle (sec): 95
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.986
Average Delay (sec/veh): 46.6
Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Stonehouse / SR 16

Intersection #22 Stonehouse / SR 16

Average Delay (sec/veh): 14.2 Worst Case Level Of Service: F[252.6]

Average Delay (sec/veh): 31.2 Worst Case Level Of Service: F[838.6]

Street Name: Stonehouse SR 16

Street Name: Stonehouse SR 16

Table with columns: Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module:

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Latrobe (Sac) / SR 16

Intersection #23 Latrobe (Sac) / SR 16

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: F[73.8]

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: F[156.1]

Street Name: Latrobe (Sac) SR 16

Street Name: Latrobe (Sac) SR 16

Table with columns: Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module:

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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 Dillard / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 0.913
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 25.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #24 Dillard / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 0.945
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 29.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns for Street Name (Dillard, SR 16), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), and Min. Green values.

Table with columns for Street Name (Dillard, SR 16), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), and Min. Green values.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for various approaches.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for various approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat values for different approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat values for different approaches.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue values.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue values.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #25 Sloughhouse / SR 16
Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D[28.1]
Street Name: Sloughhouse SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 0 1 1 0 1 0 0
Volume Module:
Base Vol: 4 0 22 0 0 0 0 809 6 14 439 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 4 0 22 0 0 0 0 809 6 14 439 0
Added Vol: 0 0 0 0 0 0 0 69 0 0 59 0
PasserByVol: 0 0 0 0 0 0 0 217 0 0 131 0
Initial Fut: 4 0 22 0 0 0 0 1095 6 14 629 0
User Adj: 1.00 1.00 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: 4 0 24 0 0 0 0 1203 7 15 691 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 4 0 24 0 0 0 0 1203 7 15 691 0
Critical Gap Module:
Critical Gp: 6.4 xxxx 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 xxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx
Capacity Module:
Cnflct Vol: 1925 xxxx 1203 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 1210 xxxx xxxxx
Potent Cap.: 74 xxxx 227 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 566 xxxx xxxxx
Move Cap.: 73 xxxx 227 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 566 xxxx xxxxx
Volume/Cap: 0.06 xxxx 0.11 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.03 xxxx xxxxx
Level Of Service Module:
2Way95thQ: 0.2 xxxx 0.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.1 xxxx xxxxx
Control Del: 57.7 xxxx 22.8 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 11.5 xxxx xxxxx
LOS by Move: F * C * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
SharedQueue: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *
ApproachDel: 28.1 xxxxxx xxxxxx xxxxxx
ApproachLOS: D * * *

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #25 Sloughhouse / SR 16
Average Delay (sec/veh): 3.5 Worst Case Level Of Service: F[124.7]
Street Name: Sloughhouse SR 16
Approach: North Bound South Bound 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 1 0 1 0 0
Volume Module:
Base Vol: 27 0 34 0 0 0 0 492 5 29 496 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 27 0 34 0 0 0 0 492 5 29 496 0
Added Vol: 0 0 0 0 0 0 0 96 0 0 101 0
PasserByVol: 0 0 0 0 0 0 0 522 0 0 484 0
Initial Fut: 27 0 34 0 0 0 0 1110 5 29 1081 0
User Adj: 1.00 1.00 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: 29 0 36 0 0 0 0 1181 5 31 1150 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 29 0 36 0 0 0 0 1181 5 31 1150 0
Critical Gap Module:
Critical Gp: 6.4 xxxx 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 xxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx
Capacity Module:
Cnflct Vol: 2393 xxxx 1181 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 1186 xxxx xxxxx
Potent Cap.: 38 xxxx 234 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 578 xxxx xxxxx
Move Cap.: 36 xxxx 234 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 578 xxxx xxxxx
Volume/Cap: 0.79 xxxx 0.15 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.05 xxxx xxxxx
Level Of Service Module:
2Way95thQ: 2.9 xxxx 0.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.2 xxxx xxxxx
Control Del: 252.6 xxxx 23.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 11.6 xxxx xxxxx
LOS by Move: F * C * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
SharedQueue: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *
ApproachDel: 124.7 xxxxxx xxxxxx xxxxxx
ApproachLOS: F * * *

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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 #26 Grant Line / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.229
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 126.8
Optimal Cycle: OPTIMIZED Level Of Service: F

Intersection #26 Grant Line / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 48.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with columns: Street Name, Grant Line, SR 16, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows include North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Grant Line, SR 16, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows include North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows include North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows include North Bound, South Bound, East Bound, West Bound.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows include North Bound, South Bound, East Bound, West Bound.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows include North Bound, South Bound, East Bound, West Bound.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue. Rows include North Bound, South Bound, East Bound, West Bound.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue. Rows include North Bound, South Bound, East Bound, West Bound.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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 #27 Sunrise / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.108
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 82.9
Optimal Cycle: OPTIMIZED Level Of Service: F

Intersection #27 Sunrise / SR 16
Cycle (sec): 95 Critical Vol./Cap.(X): 0.884
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 36.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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 #28 Excelsior / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 19.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #28 Excelsior / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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 #29 Bradshwa / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.007
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 58.7
Optimal Cycle: OPTIMIZED Level Of Service: E

Intersection #29 Bradshwa / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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 #30 Latrobe / White Rock
Cycle (sec): 60 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 18.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #30 Latrobe / White Rock
Cycle (sec): 60 Critical Vol./Cap.(X): 0.236
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Latrobe White Rock
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ignore Ovl Include Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 4 0 1 2 0 3 0 1 2 0 1 1 0 2 0 2 0 1

Street Name: Latrobe White Rock
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ignore Ovl Include Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 4 0 1 2 0 3 0 1 2 0 1 1 0 2 0 2 0 1

Volume Module:
Base Vol: 105 1299 264 321 766 306 251 200 30 96 110 170
Growth 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
Initial Bse: 99 1223 248 302 721 288 236 188 28 90 104 160
Added Vol: 0 3 0 0 3 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 99 1226 248 302 724 288 236 188 28 90 104 160
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: 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 107 1332 0 328 787 313 257 205 31 98 113 174
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 107 1332 0 328 787 313 257 205 31 98 113 174
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 107 1332 0 328 787 313 257 205 31 98 113 174

Volume Module:
Base Vol: 50 568 116 140 335 134 110 90 15 50 54 80
Growth 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
Initial Bse: 47 535 109 132 315 126 104 85 14 47 51 75
Added Vol: 0 5 0 0 5 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 47 540 109 132 320 126 104 85 14 47 51 75
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: 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 51 587 0 143 348 137 113 92 15 51 55 82
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 587 0 143 348 137 113 92 15 51 55 82
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 51 587 0 143 348 137 113 92 15 51 55 82

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 1.00 0.92 0.91 0.85 0.92 0.93 0.93 0.92 0.95 0.85
Lanes: 1.00 4.00 1.00 2.00 3.00 1.00 2.00 1.74 0.26 2.00 2.00 1.00
Final Sat.: 1805 6916 1900 3502 5187 1615 3502 3079 462 3502 3610 1615

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 1.00 0.92 0.91 0.85 0.92 0.93 0.93 0.92 0.95 0.85
Lanes: 1.00 4.00 1.00 2.00 3.00 1.00 2.00 1.71 0.29 2.00 2.00 1.00
Final Sat.: 1805 6916 1900 3502 5187 1615 3502 3029 505 3502 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.06 0.19 0.00 0.09 0.15 0.19 0.07 0.07 0.07 0.03 0.03 0.11
Crit Moves: ****
Green/Cycle: 0.15 0.33 0.00 0.16 0.34 0.47 0.13 0.15 0.15 0.09 0.12 0.28
Volume/Cap: 0.40 0.58 0.00 0.58 0.44 0.42 0.58 0.43 0.43 0.32 0.27 0.39
Delay/Veh: 24.0 17.1 0.0 24.9 15.5 11.0 26.7 23.5 23.5 26.3 24.5 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: 24.0 17.1 0.0 24.9 15.5 11.0 26.7 23.5 23.5 26.3 24.5 18.1
LOS by Move: C B A C B B C C C C B
DesignQueue: 3 9 0 5 7 6 4 4 4 2 2 4

Capacity Analysis Module:
Vol/Sat: 0.03 0.08 0.00 0.04 0.07 0.08 0.03 0.03 0.03 0.01 0.02 0.05
Crit Moves: ****
Green/Cycle: 0.18 0.33 0.00 0.16 0.31 0.44 0.13 0.15 0.15 0.09 0.12 0.28
Volume/Cap: 0.16 0.26 0.00 0.26 0.21 0.19 0.26 0.20 0.20 0.17 0.13 0.18
Delay/Veh: 21.1 14.7 0.0 22.3 15.3 10.5 24.0 22.3 22.3 25.6 23.9 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: 21.1 14.7 0.0 22.3 15.3 10.5 24.0 22.3 22.3 25.6 23.9 16.7
LOS by Move: C B A C B B C C C C B
DesignQueue: 1 4 0 2 3 3 2 2 2 1 1 2

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino Existing Plus Approved Plus Project B Phase I - Friday PM Peak Hour

Ione Casino Existing Plus Approved Plus Project B Phase I - Saturday PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Latrobe / S. Shingle

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[11.9]

Table with columns for Street Name (Latrobe, South Shingle), Approach (North Bound, South Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module: Table with columns for Critical Gp and FollowUpTim.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module: Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Latrobe / S. Shingle

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[11.0]

Table with columns for Street Name (Latrobe, South Shingle), Approach (North Bound, South Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module: Table with columns for Critical Gp and FollowUpTim.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module: Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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 #32 Missouri Flat / US 50 WB Ramps
Cycle (sec): 115 Critical Vol./Cap.(X): 1.064
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 66.7
Optimal Cycle: OPTIMIZED Level Of Service: E

Intersection #32 Missouri Flat / US 50 WB Ramps
Cycle (sec): 75 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 31.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Missouri Flat US 50 WB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ignore Include Ovl
Min. Green: 4 7 0 0 7 7 0 0 0 7 0 7
Lanes: 2 0 2 0 0 0 0 2 0 1 0 0 0 0 2

Street Name: Missouri Flat US 50 WB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ignore Include Ovl
Min. Green: 4 7 0 0 7 7 0 0 0 7 0 7
Lanes: 2 0 2 0 0 0 0 2 0 1 0 0 0 0 2

Volume Module:
Base Vol: 724 894 0 0 1270 366 0 0 0 1304 0 473
Growth 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
Initial Bse: 681 841 0 0 1195 344 0 0 0 1227 0 445
Added Vol: 3 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: 684 841 0 0 1195 344 0 0 0 1227 0 445
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 744 915 0 0 1299 0 0 0 0 1334 0 484
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 744 915 0 0 1299 0 0 0 0 1334 0 484
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 744 915 0 0 1299 0 0 0 0 1334 0 484

Volume Module:
Base Vol: 589 726 0 0 1020 298 0 0 0 1060 0 385
Growth 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
Initial Bse: 554 683 0 0 960 280 0 0 0 998 0 362
Added Vol: 5 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: 559 683 0 0 960 280 0 0 0 998 0 362
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 608 743 0 0 1044 0 0 0 0 1084 0 394
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 608 743 0 0 1044 0 0 0 0 1084 0 394
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 608 743 0 0 1044 0 0 0 0 1084 0 394

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.95 1.00 1.00 0.95 1.00 1.00 1.00 1.00 0.92 1.00 0.75
Lanes: 2.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.: 3502 3610 0 0 3610 1900 0 0 0 3502 0 2842

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.95 1.00 1.00 0.95 1.00 1.00 1.00 1.00 0.92 1.00 0.75
Lanes: 2.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.: 3502 3610 0 0 3610 1900 0 0 0 3502 0 2842

Capacity Analysis Module:
Vol/Sat: 0.21 0.25 0.00 0.00 0.36 0.00 0.00 0.00 0.00 0.38 0.00 0.17
Crit Moves: **** **** ****
Green/Cycle: 0.20 0.54 0.00 0.00 0.34 0.00 0.00 0.00 0.00 0.36 0.00 0.36
Volume/Cap: 1.06 0.47 0.00 0.00 1.06 0.00 0.00 0.00 0.00 1.06 0.00 0.48
Delay/Veh: 98.5 16.6 0.0 0.0 82.8 0.0 0.0 0.0 0.0 81.4 0.0 28.9
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: 98.5 16.6 0.0 0.0 82.8 0.0 0.0 0.0 0.0 81.4 0.0 28.9
LOS by Move: F B A A F A A A A F A C
DesignQueue: 21 15 0 0 32 0 0 0 0 31 0 12

Capacity Analysis Module:
Vol/Sat: 0.17 0.21 0.00 0.00 0.29 0.00 0.00 0.00 0.00 0.31 0.00 0.14
Crit Moves: **** **** ****
Green/Cycle: 0.19 0.50 0.00 0.00 0.31 0.00 0.00 0.00 0.00 0.34 0.00 0.34
Volume/Cap: 0.92 0.41 0.00 0.00 0.92 0.00 0.00 0.00 0.00 0.92 0.00 0.41
Delay/Veh: 47.9 11.8 0.0 0.0 36.7 0.0 0.0 0.0 0.0 35.4 0.0 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: 47.9 11.8 0.0 0.0 36.7 0.0 0.0 0.0 0.0 35.4 0.0 19.4
LOS by Move: D B A A D A A A A D A B
DesignQueue: 11 9 0 0 17 0 0 0 0 17 0 6

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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 #33 Missouri Flat / US 50 EB Ramps
Cycle (sec): 105 Critical Vol./Cap.(X): 1.020
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 46.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Intersection #33 Missouri Flat / US 50 EB Ramps
Cycle (sec): 65 Critical Vol./Cap.(X): 0.897
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module.

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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 #34 Missouri Flat / Motherlode
Cycle (sec): 105 Critical Vol./Cap.(X): 0.926
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #34 Missouri Flat / Motherlode
Cycle (sec): 75 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Missouri Flat Motherlode
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Ovl Include Ovl Include
Min. Green: 4 7 0 0 7 7 7 0 0 0
Lanes: 1 0 2 0 1 0 0 2 1 0 2 0 0 0 1 0 0 0 0 0

Street Name: Missouri Flat Motherlode
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Ovl Include Ovl Include
Min. Green: 4 7 0 0 7 7 7 0 0 7 0 0 0 0
Lanes: 1 0 2 0 1 0 0 2 1 0 2 0 0 0 1 0 0 0 0 0

Volume Module:
Base Vol: 108 1050 1156 0 2532 360 300 0 110 0 0 0
Growth 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
Initial Bse: 102 988 1088 0 2383 339 282 0 104 0 0 0
Added Vol: 0 3 0 0 3 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 102 991 1088 0 2386 339 282 0 104 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 110 1077 1183 0 2594 368 307 0 113 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 110 1077 1183 0 2594 368 307 0 113 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 110 1077 1183 0 2594 368 307 0 113 0 0 0

Volume Module:
Base Vol: 80 880 969 0 2122 290 250 0 90 0 0 0
Growth 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
Initial Bse: 75 828 912 0 1997 273 235 0 85 0 0 0
Added Vol: 0 5 0 0 5 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 75 833 912 0 2002 273 235 0 85 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 82 906 991 0 2176 297 256 0 92 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 82 906 991 0 2176 297 256 0 92 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 82 906 991 0 2176 297 256 0 92 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 1.00 0.89 0.89 0.92 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 0.00 2.63 0.37 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1805 3610 1615 0 4456 633 3502 0 1615 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 1.00 0.89 0.89 0.92 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 0.00 2.64 0.36 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1805 3610 1615 0 4483 611 3502 0 1615 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.06 0.30 0.73 0.00 0.58 0.58 0.09 0.00 0.07 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.08 0.79 0.79 0.00 0.72 0.72 0.09 0.00 0.17 0.00 0.00 0.00
Volume/Cap: 0.81 0.38 0.93 0.00 0.81 0.81 0.93 0.00 0.41 0.00 0.00 0.00
Delay/Veh: 77.7 3.4 20.1 0.0 11.6 11.6 78.1 0.0 39.9 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
AdjDel/Veh: 77.7 3.4 20.1 0.0 11.6 11.6 78.1 0.0 39.9 0.0 0.0 0.0
LOS by Move: E A C A B B E A D A A A
DesignQueue: 6 8 17 0 21 21 9 0 6 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.05 0.25 0.61 0.00 0.49 0.49 0.07 0.00 0.06 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.07 0.75 0.75 0.00 0.67 0.67 0.09 0.00 0.17 0.00 0.00 0.00
Volume/Cap: 0.61 0.34 0.82 0.00 0.72 0.72 0.78 0.00 0.34 0.00 0.00 0.00
Delay/Veh: 41.9 3.3 10.9 0.0 8.6 8.6 44.9 0.0 28.3 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
AdjDel/Veh: 41.9 3.3 10.9 0.0 8.6 8.6 44.9 0.0 28.3 0.0 0.0 0.0
LOS by Move: D A B A A A D A C A A A
DesignQueue: 3 5 12 0 14 14 5 0 3 0 0 0

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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 #35 Missouri Flat / Forni
Cycle (sec): 120 Critical Vol./Cap.(X): 0.915
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 36.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Intersection #35 Missouri Flat / Forni
Cycle (sec): 95 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Missouri Flat Forni
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ignore Ovl Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 2 0 1 1 0 2 0 1 2 0 1 0 1 1 0 1 0 1

Street Name: Missouri Flat Forni
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ignore Ovl Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 2 0 1 1 0 2 0 1 2 0 1 0 1 1 0 1 0 1

Volume Module:
Base Vol: 70 1516 90 155 2061 426 584 65 60 146 59 190
Growth 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
Initial Bse: 66 1427 85 146 1940 401 550 61 56 137 56 179
Added Vol: 0 3 0 0 3 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 66 1430 85 146 1943 401 550 61 56 137 56 179
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: 0.96 0.96 0.00 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 69 1489 0 152 2024 418 573 64 59 143 58 186
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 69 1489 0 152 2024 418 573 64 59 143 58 186
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 69 1489 0 152 2024 418 573 64 59 143 58 186

Volume Module:
Base Vol: 59 1281 35 127 1719 357 489 37 50 123 34 159
Growth 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
Initial Bse: 56 1206 33 120 1618 336 460 35 47 116 32 150
Added Vol: 0 5 0 0 5 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 56 1211 33 120 1623 336 460 35 47 116 32 150
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: 0.94 0.94 0.00 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 59 1288 0 127 1727 357 490 37 50 123 34 159
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 59 1288 0 127 1727 357 490 37 50 123 34 159
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 59 1288 0 127 1727 357 490 37 50 123 34 159

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 0.95 0.95 0.85 0.92 1.00 0.85 0.95 1.00 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 3610 1900 1805 3610 1615 3502 1900 1615 1805 1900 1615

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 0.95 0.95 0.85 0.92 1.00 0.85 0.95 1.00 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 3610 1900 1805 3610 1615 3502 1900 1615 1805 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.04 0.41 0.00 0.08 0.56 0.26 0.16 0.03 0.04 0.08 0.03 0.12
Crit Moves: **** **** **** ****
Green/Cycle: 0.04 0.53 0.00 0.11 0.59 0.77 0.17 0.10 0.14 0.13 0.06 0.17
Volume/Cap: 0.94 0.78 0.00 0.78 0.94 0.34 0.94 0.34 0.26 0.59 0.52 0.70
Delay/Veh: 143.1 25.0 0.0 70.6 31.7 4.5 72.3 51.6 46.8 52.9 59.3 54.9
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: 143.1 25.0 0.0 70.6 31.7 4.5 72.3 51.6 46.8 52.9 59.3 54.9
LOS by Move: F C A E C A E D D D E D
DesignQueue: 4 28 0 9 34 7 17 4 3 8 4 11

Capacity Analysis Module:
Vol/Sat: 0.03 0.36 0.00 0.07 0.48 0.22 0.14 0.02 0.03 0.07 0.02 0.10
Crit Moves: **** **** **** ****
Green/Cycle: 0.04 0.50 0.00 0.10 0.55 0.72 0.16 0.12 0.16 0.11 0.07 0.17
Volume/Cap: 0.78 0.72 0.00 0.72 0.86 0.31 0.86 0.16 0.19 0.60 0.24 0.57
Delay/Veh: 83.7 20.0 0.0 54.7 22.3 5.1 51.7 37.6 34.6 45.1 42.4 39.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 83.7 20.0 0.0 54.7 22.3 5.1 51.7 37.6 34.6 45.1 42.4 39.0
LOS by Move: F C A D C A D D C D D D
DesignQueue: 3 20 0 6 24 6 12 2 2 6 2 7

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

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 #36 Missouri Flat / Pleasant Valley

Intersection #36 Missouri Flat / Pleasant Valley

Cycle (sec): 65 Critical Vol./Cap.(X): 0.828
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Cycle (sec): 60 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Missouri Flat and Pleasant Valley.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Missouri Flat and Pleasant Valley.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: D[27.7]

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: B[12.9]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for Forni and Pleasant Valley.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for Forni and Pleasant Valley.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module: Critical Gp, FollowUpTim.

Critical Gap Module: Critical Gp, FollowUpTim.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #38 SR 49 / Pleasant Valley
Cycle (sec): 100 Critical Vol./Cap.(X): 0.984
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 36.6
Optimal Cycle: 0 Level Of Service: E

Intersection #38 SR 49 / Pleasant Valley
Cycle (sec): 100 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 0 Level Of Service: C

Street Name: SR 49 Pleasant Valley
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 0 0 1 0 1 0 1 0 0

Street Name: SR 49 Pleasant Valley
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 0 0 0 0 1 0 1 0 0

Volume Module:
Base Vol: 191 0 180 0 0 0 0 354 240 290 426 0
Growth 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
Initial Bse: 180 0 169 0 0 0 0 333 226 273 401 0
Added Vol: 3 0 30 0 0 0 0 0 4 35 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 183 0 199 0 0 0 0 333 230 308 401 0
User Adj: 1.00 1.00 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: 190 0 208 0 0 0 0 347 239 321 418 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 190 0 208 0 0 0 0 347 239 321 418 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 190 0 208 0 0 0 0 347 239 321 418 0

Volume Module:
Base Vol: 117 0 159 0 0 0 0 217 140 150 262 0
Growth 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
Initial Bse: 110 0 150 0 0 0 0 204 132 141 247 0
Added Vol: 6 0 51 0 0 0 0 0 6 49 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 116 0 201 0 0 0 0 204 138 190 247 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 132 0 228 0 0 0 0 232 157 216 280 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 132 0 228 0 0 0 0 232 157 216 280 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 132 0 228 0 0 0 0 232 157 216 280 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: 0.48 0.00 0.52 0.00 0.00 0.00 0.00 0.59 0.41 1.00 1.00 0.00
Final Sat.: 260 0 283 0 0 0 0 353 243 493 529 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: 0.37 0.00 0.63 0.00 0.00 0.00 0.00 0.60 0.40 1.00 1.00 0.00
Final Sat.: 221 0 383 0 0 0 0 382 258 538 581 0

Capacity Analysis Module:
Vol/Sat: 0.73 xxxx 0.73 xxxx xxxx xxxx 0.98 0.98 0.65 0.79 xxxx
Crit Moves: ****
Delay/Veh: 25.1 0.0 25.1 0.0 0.0 0.0 0.0 57.1 57.1 22.3 29.7 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 25.1 0.0 25.1 0.0 0.0 0.0 0.0 57.1 57.1 22.3 29.7 0.0
LOS by Move: D * D * * * * F F C D *
ApproachDel: 25.1 xxxxxx 57.1 26.5
Delay Adj: 1.00 xxxxxx 1.00 1.00
ApprAdjDel: 25.1 xxxxxx 57.1 26.5
LOS by Appr: D * * F D
AllWayAvgQ: 2.3 2.3 2.3 0.0 0.0 0.0 8.0 8.0 8.0 1.7 3.0 0.0

Capacity Analysis Module:
Vol/Sat: 0.60 xxxx 0.60 xxxx xxxx xxxx 0.61 0.61 0.40 0.48 xxxx
Crit Moves: ****
Delay/Veh: 16.1 0.0 16.1 0.0 0.0 0.0 0.0 16.1 16.1 13.4 14.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 16.1 0.0 16.1 0.0 0.0 0.0 0.0 16.1 16.1 13.4 14.0 0.0
LOS by Move: C * C * * * * C C B B *
ApproachDel: 16.1 xxxxxx 16.1 13.8
Delay Adj: 1.00 xxxxxx 1.00 1.00
ApprAdjDel: 16.1 xxxxxx 16.1 13.8
LOS by Appr: C * C B
AllWayAvgQ: 1.2 1.2 1.2 0.0 0.0 0.0 1.3 1.3 1.3 0.6 0.9 0.0

Ione Casino
Existing Plus Approved Plus Project B Phase I - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #100 SR 49 / Project Service Access

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: D[34.3]

Street Name:	SR 49				Project Service Access												
Approach:	North Bound		South Bound		East Bound		West Bound										
Movement:	L	T	R	L	T	R	L	T	R								
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign										
Rights:	Include		Include		Include		Include										
Lanes:	0	0	1	0	1	0	1	0	0	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	374	0	0	256	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
Initial Bse:	0	374	0	0	256	0	0	0	0	0	0	0	49	0	15
Added Vol:	0	85	57	18	73	0	0	0	0	0	49	0	15	0	0
PasserByVol:	0	232	0	0	135	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	691	57	18	464	0	0	0	0	49	0	15	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
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	785	65	20	527	0	0	0	0	56	0	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	785	65	20	527	0	0	0	0	56	0	17	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	850	xxxx	xxxxx	xxxx	xxxx	xxxxx	1386	xxxx	818
Potent Cap.:	xxxx	xxxx	xxxxx	797	xxxx	xxxxx	xxxx	xxxx	xxxxx	159	xxxx	379
Move Cap.:	xxxx	xxxx	xxxxx	797	xxxx	xxxxx	xxxx	xxxx	xxxxx	156	xxxx	379
Volume/Cap:	xxxx	xxxx	xxxxx	0.03	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.36	xxxx	0.04

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.5	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	40.3	xxxx	14.9
LOS by Move:	*	*	*	A	*	*	*	*	*	E	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx	34.3		
ApproachLOS:	*		*		*		*		*	D		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #100 SR 49 / Project Service Access

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: E[41.4]

Street Name:	SR 49				Project Service Access												
Approach:	North Bound		South Bound		East Bound		West Bound										
Movement:	L	T	R	L	T	R	L	T	R								
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign										
Rights:	Include		Include		Include		Include										
Lanes:	0	0	1	0	1	0	1	0	0	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	275	0	0	253	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
Initial Bse:	0	275	0	0	253	0	0	0	0	0	0	0	83	0	25
Added Vol:	0	284	79	24	265	0	0	0	0	0	83	0	25	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	559	79	24	518	0	0	0	0	83	0	25	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
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	635	90	27	589	0	0	0	0	94	0	28	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	635	90	27	589	0	0	0	0	94	0	28	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	725	xxxx	xxxxx	xxxx	xxxx	xxxxx	1323	xxxx	680
Potent Cap.:	xxxx	xxxx	xxxxx	887	xxxx	xxxxx	xxxx	xxxx	xxxxx	174	xxxx	454
Move Cap.:	xxxx	xxxx	xxxxx	887	xxxx	xxxxx	xxxx	xxxx	xxxxx	170	xxxx	454
Volume/Cap:	xxxx	xxxx	xxxxx	0.03	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.56	xxxx	0.06

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.9	xxxx	0.2
Control Del:	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	49.9	xxxx	13.4
LOS by Move:	*	*	*	A	*	*	*	*	*	E	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx	41.4		
ApproachLOS:	*		*		*		*		*	E		

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.



APPENDIX A

Intersection Operations Level of Service Calculation Worksheets 2013 EPAP Plus Alternative B Phase 1 and 2

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Scenario: 2013 Ex + Ap + Alt B II Fri
Command: 2013 Ex + Ap + Alt B II Fri
Volume: 2013 Ex + APP + B2 Fri
Geometry: EPAP Plus Project
Impact Fee: Existing
Trip Generation: Alt B (Ph II) Friday
Trip Distribution: Existing
Paths: 2006 (Amador Bypass)
Routes: Existing
Configuration: Existing

Scenario: 2013 Ex + Ap + Alt B II Sat
Command: 2013 Ex + Ap + Alt B II Sat
Volume: 2013 Ex + APP + B2 Sat
Geometry: EPAP Plus Project
Impact Fee: Existing
Trip Generation: Alt B (Ph II) Saturday
Trip Distribution: Existing
Paths: 2006 (Amador Bypass)
Routes: Existing
Configuration: Existing

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Trip Generation Report

Trip Generation Report

Forecast for EPAP NP Fri

Forecast for Alt B (Ph II) Saturday

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total	Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total	
7	Castle Oaks	1.00	Home	275.00	161.00	275	161	436	30.0	1	Ione Casino-	1.00	Ione Casino	303.00	310.00	303	310	613	20.3	
7	Castle Oaks	1.00	Hotel	25.00	22.00	25	22	47	3.2		Zone 1 Subtotal					303	310	613	20.3	
7	Castle Oaks	1.00	Retail	271.00	292.00	271	292	563	38.7											
	Zone 7 Subtotal					571	475	1046	71.9											
						TOTAL					TOTAL						303	310	613	20.3
TOTAL						571	475	1046	71.9											

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Trip Generation Report

Trip Generation Report

Forecast for Alt B (Ph II) Friday

Forecast for EPAP NP Sat

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Ione Casino-	1.00	Ione Casino	220.00	189.00	220	189	409	28.1
	Zone 1 Subtotal					220	189	409	28.1

TOTAL						220	189	409	28.1

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Cottage Knol	1.00	Residential	152.00	130.00	152	130	282	9.4
	Zone 2 Subtotal					152	130	282	9.4
3	Shenandoah R	1.00	Residential	76.00	65.00	76	65	141	4.7
	Zone 3 Subtotal					76	65	141	4.7
4	Arroyo Woods	1.00	Residential	66.00	56.00	66	56	122	4.0
	Zone 4 Subtotal					66	56	122	4.0
5	Zinfandel	1.00	Residential	178.00	151.00	178	151	329	10.9
	Zone 5 Subtotal					178	151	329	10.9
6	Wildflower	1.00	Residential	139.00	118.00	139	118	257	8.5
	Zone 6 Subtotal					139	118	257	8.5
7	Castle Oaks	1.00	Home	234.00	200.00	234	200	434	14.4
7	Castle Oaks	1.00	Hotel	34.00	26.00	34	26	60	2.0
7	Castle Oaks	1.00	Retail	405.00	373.00	405	373	778	25.8
	Zone 7 Subtotal					673	599	1272	42.2

TOTAL						1284	1119	2403	79.7

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Trip Distribution Report
Percent Of Trips Existing

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	16.0	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
7	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0
Zone	To Gates										
	12	13	14	15	16	17	18	19	20	22	23
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	9.6	13.1	0.1	0.1
7	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
Zone	To Gates										
	24	25	26	28	29	36	38	39	40		
1	0.8	1.4	1.6	4.8	0.1	0.0	0.0	0.0	0.0		
7	0.0	0.0	0.0	0.0	0.0	10.0	10.0	2.0	5.0		

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Trip Distribution Report
Percent Of Trips Existing

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	16.0	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0
Zone	To Gates										
	12	13	14	15	16	17	18	19	20	22	23
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	9.6	13.1	0.1	0.1
2	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
Zone	To Gates										
	24	25	26	28	29	31	32	33	34	35	36
1	0.8	1.4	1.6	4.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0	0.0
4	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	10.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0
Zone	To Gates										
	37	38	39	40							
1	0.0	0.0	0.0	0.0							
2	0.0	0.0	0.0	0.0							
3	0.0	0.0	0.0	0.0							
4	0.0	0.0	0.0	0.0							
5	0.0	0.0	0.0	0.0							
6	10.0	20.0	10.0	15.0							
7	0.0	10.0	2.0	5.0							

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Turning Movement Report
EPAP NP Fri + Alt B (Ph II) Friday

Turning Movement Report
Alt B (Ph II) Saturday + EPAP NP Sat

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
#1 SR 49 / Miller Way														#1 SR 49 / Miller Way														
Base	33	114	0	0	102	1	1	0	24	0	0	0	0	276	Base	13	88	0	0	83	1	1	0	13	0	0	0	199
Added	0	37	0	0	44	0	0	0	0	0	0	0	0	81	Added	57	121	42	29	130	19	16	0	49	36	0	24	523
PassBy	123	53	68	43	82	41	24	0	72	54	0	19	579	Total	70	209	42	29	213	20	17	0	62	36	0	24	722	
Total	156	204	68	43	228	42	25	0	96	54	0	19	936	#2 SR 49 / Main														
#2 SR 49 / Main														#2 SR 49 / Main														
Base	49	117	219	8	100	20	15	44	43	119	58	13	803	Base	43	66	141	16	85	4	13	33	32	184	70	17	704	
Added	7	38	1	0	44	0	0	0	8	1	0	0	99	Added	97	115	28	23	106	87	82	57	84	24	62	23	788	
PassBy	16	128	39	35	102	70	80	29	15	44	36	55	649	Total	140	181	169	39	191	91	95	90	116	208	132	40	1492	
Total	72	283	259	43	246	90	95	73	66	164	94	68	1551	#3 SR 49 / Poplar														
#3 SR 49 / Poplar														#3 SR 49 / Poplar														
Base	38	376	0	0	258	4	2	0	33	0	0	0	712	Base	14	261	0	0	293	0	1	0	10	0	0	0	579	
Added	3	46	0	0	53	0	0	0	3	0	0	0	105	Added	5	240	0	0	214	0	0	0	5	0	0	0	464	
PassBy	0	183	0	0	161	0	0	0	0	0	0	0	344	Total	19	501	0	0	507	0	1	0	15	0	0	0	1043	
Total	41	605	0	0	472	4	2	0	36	0	0	0	1161	#4 SR 49 / Empire														
#4 SR 49 / Empire														#4 SR 49 / Empire														
Base	35	384	2	10	262	11	14	2	31	8	5	4	767	Base	33	261	1	0	301	0	1	0	28	5	0	2	632	
Added	6	49	0	0	57	0	0	0	6	0	0	0	118	Added	9	245	0	0	219	0	0	0	9	0	0	0	482	
PassBy	0	183	0	0	161	0	0	0	0	0	0	0	344	Total	42	506	1	0	520	0	1	0	37	5	0	2	1114	
Total	41	616	2	10	480	11	14	2	37	8	5	4	1229	#5 SR 49 / Randolph Dr.														
#5 SR 49 / Randolph Dr.														#5 SR 49 / Randolph Dr.														
Base	9	399	0	0	270	21	15	0	9	0	0	0	723	Base	4	295	0	0	271	8	4	0	4	0	0	0	588	
Added	0	17	94	44	19	0	0	0	0	81	0	38	293	Added	0	192	129	61	167	0	0	0	0	132	0	62	743	
PassBy	0	232	0	0	135	0	0	0	0	54	0	0	421	PassBy	0	0	0	0	0	0	0	0	0	88	0	0	88	
Total	9	648	94	44	424	21	15	0	9	135	0	38	1437	Total	4	487	129	61	438	8	4	0	4	220	0	62	1419	
#6 SR 49 / SR 16														#6 SR 49 / SR 16														
Base	262	0	225	0	0	0	0	199	390	178	100	0	1354	Base	237	0	159	0	0	0	0	121	306	143	162	0	1128	
Added	0	0	11	0	0	0	0	145	0	10	125	0	291	Added	0	0	110	0	0	0	0	271	0	96	265	0	742	
PassBy	0	0	133	0	0	0	0	99	0	77	58	0	367	Total	237	0	269	0	0	0	0	392	306	239	427	0	1870	
Total	262	0	369	0	0	0	0	443	390	265	283	0	2012	#7 SR 124 / SR 16														
#7 SR 124 / SR 16														#7 SR 124 / SR 16														
Base	13	0	86	0	0	0	0	507	22	60	292	0	980	Base	9	0	59	0	0	0	0	354	14	53	342	0	832	
Added	0	0	67	0	0	0	0	78	0	58	67	0	270	Added	0	0	93	0	0	0	0	178	0	95	170	0	536	
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	Total	9	0	152	0	0	0	0	532	14	148	512	0	1368	
Total	13	0	153	0	0	0	0	684	22	118	417	0	1407	#8 Latrobe (Amador) / SR 16														
#8 Latrobe (Amador) / SR 16														#8 Latrobe (Amador) / SR 16														
Base	0	0	0	0	0	0	0	0	0	106	0	0	3	247	Base	0	0	0	106	0	0	3	247	0	0	249	97	702
Added	0	0	0	0	0	0	0	0	0	0	0	0	270	Added	0	0	0	0	0	0	0	178	0	0	170	0	348	
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	157	Total	0	0	0	106	0	0	3	425	0	0	419	97	1050	
Total	0	0	0	0	0	0	0	0	0	0	0	0	1407	#9 SR 104 (Preston) / SR 124 (North)														
#9 SR 104 (Preston) / SR 124 (North)														#9 SR 104 (Preston) / SR 124 (North)														
Base	77	119	73	21	145	9	5	11	72	84	17	19	652	Base	77	119	73	21	145	9	5	11	72	84	17	19	652	
Added	0	324	102	62	300	0	0	0	0	106	0	70	964	Added	0	324	102	62	300	0	0	0	0	106	0	70	964	
PassBy	0	58	13	0	35	0	0	0	0	8	0	0	114	PassBy	0	58	13	0	35	0	0	0	0	8	0	0	114	
Total	77	501	188	83	480	9	5	11	72	198	17	89	1730	Total	77	501	188	83	480	9	5	11	72	198	17	89	1730	

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#8 Latrobe (Amador) / SR 16														#10 Preston Ave. / Main St.													
Base	0	0	0	143	0	8	4	384	0	0	227	125	891	Base	0	0	0	259	0	62	74	15	0	0	10	252	673
Added	0	0	0	0	0	0	0	78	0	0	67	0	145	Added	0	0	0	394	0	13	14	14	0	0	12	412	859
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	PassBy	0	0	0	43	0	0	0	0	0	0	0	71	114
Total	0	0	0	143	0	8	4	561	0	0	352	125	1193	Total	0	0	0	696	0	75	88	29	0	0	22	735	1646
#9 SR 104 (Preston) / SR 124 (North)														#11 SR 124 (Church) / SR 104 (Main)													
Base	120	214	122	52	269	51	33	14	136	72	22	33	1138	Base	107	4	8	2	0	3	11	125	113	7	166	1	547
Added	0	240	65	49	200	0	0	0	0	56	0	59	669	Added	215	0	18	0	0	0	0	187	220	21	209	0	870
PassBy	0	68	18	0	101	0	0	0	0	27	0	0	214	PassBy	71	0	0	0	0	0	0	0	43	0	0	0	114
Total	120	522	205	101	570	51	33	14	136	155	22	92	2021	Total	393	4	26	2	0	3	11	312	376	28	375	1	1531
#10 Preston Ave. / Main St.														#12 SR 124 / SR 88													
Base	0	0	0	417	0	123	111	31	0	0	22	385	1089	Base	0	0	0	10	0	71	58	255	0	0	273	4	670
Added	0	0	0	246	0	10	12	0	0	0	0	294	562	Added	0	0	0	12	0	170	180	4	0	0	4	14	384
PassBy	0	0	0	151	0	0	0	3	0	0	2	98	254	Total	0	0	0	22	0	241	238	259	0	0	277	18	1054
Total	0	0	0	814	0	133	123	34	0	0	24	777	1905	#13 Jackson Valley / SR 88													
#11 SR 124 (Church) / SR 104 (Main)														#14 SR 88 / Liberty Rd.													
Base	185	3	11	5	1	14	14	238	232	7	197	7	915	Base	56	288	48	2	284	48	40	31	61	32	31	11	931
Added	122	0	0	0	0	0	0	143	103	0	172	0	540	Added	0	0	48	0	0	0	0	41	0	49	42	0	180
PassBy	50	0	1	0	0	0	0	89	65	3	49	0	257	PassBy	0	98	10	0	157	27	16	21	0	16	34	0	379
Total	357	3	12	5	1	14	14	470	400	10	418	7	1712	Total	56	386	106	2	441	75	56	93	61	97	107	11	1490
#12 SR 124 / SR 88														#15 SR 88 / SR 12 (east)													
Base	0	0	0	2	0	111	126	432	0	0	290	1	962	Base	0	0	0	48	0	324	342	261	0	0	180	52	1208
Added	0	0	0	0	0	100	119	3	0	0	2	0	224	Added	0	0	0	4	0	45	44	0	0	0	0	4	97
PassBy	0	0	0	1	0	13	24	10	0	0	6	2	56	PassBy	0	0	0	0	0	173	108	0	0	0	0	0	281
Total	0	0	0	3	0	224	269	445	0	0	298	3	1242	Total	0	0	0	52	0	542	494	261	0	0	180	56	1586
#13 Jackson Valley / SR 88														#16 Tully Rd. / SR 88													
Base	8	13	5	2	25	9	7	554	37	2	379	3	1044	Base	34	36	73	50	30	31	13	519	32	63	617	42	1541
Added	0	1	0	0	1	0	0	64	0	0	55	0	121	Added	0	0	0	0	0	0	0	44	0	0	45	0	89
PassBy	108	0	0	0	0	0	0	0	133	0	0	0	241	PassBy	0	0	0	0	0	0	0	108	0	0	173	0	281
Total	116	14	5	2	26	9	7	618	170	2	434	3	1406	Total	34	36	73	50	30	31	13	671	32	63	835	42	1911
#14 SR 88 / Liberty Rd.														#17 SR 88 / Victor (SR 12 west)													
Base	28	519	51	15	403	42	57	27	81	19	5	11	1258	Base	24	447	0	6	372	217	282	1	18	3	4	4	1380
Added	0	0	35	0	0	0	0	30	0	30	25	0	120	Added	0	41	0	0	42	3	3	0	0	0	0	0	89
PassBy	0	114	12	0	92	16	19	24	0	10	20	0	307	PassBy	0	108	0	0	173	0	0	0	0	0	0	0	281
Total	28	633	98	15	495	58	76	81	81	59	50	11	1685	Total	24	596	0	6	587	220	285	1	18	3	4	4	1750
#15 SR 88 / SR 12 (east)																											
Base	0	0	0	104	0	334	571	397	0	0	175	43	1624														
Added	0	0	0	2	0	27	32	0	0	0	0	3	64														
PassBy	0	0	0	0	0	102	126	0	0	0	0	0	228														
Total	0	0	0	106	0	463	729	397	0	0	175	46	1916														

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#16 Tully Rd. / SR 88														#18 SR 88 / Kettleman Ln.													
Base	52	40	65	58	40	40	22	624	37	53	892	53	1977	Base	15	302	6	7	317	71	109	47	6	7	37	10	935
Added	0	0	0	0	0	0	0	32	0	0	27	0	59	Added	0	34	0	0	35	7	7	0	0	0	0	0	83
PassBy	0	0	0	0	0	0	0	126	0	0	102	0	228	PassBy	0	108	0	0	173	0	0	0	0	0	0	0	281
Total	52	40	65	58	40	40	22	782	37	53	1021	53	2264	Total	15	444	6	7	525	78	116	47	6	7	37	10	1299
#17 SR 88 / Victor (SR 12 west)														#19 Ione / SR 16													
Base	20	722	1	11	421	235	389	14	26	4	4	16	1864	Base	66	0	1	0	0	0	0	264	59	0	274	0	664
Added	0	30	0	0	25	2	2	0	0	0	0	0	59	Added	0	0	0	0	0	0	0	107	0	0	110	0	217
PassBy	0	126	0	0	102	0	0	0	0	0	0	0	228	PassBy	37	0	0	0	0	0	0	55	23	0	62	0	177
Total	20	878	1	11	548	237	391	14	26	4	4	16	2151	Total	103	0	1	0	0	0	0	426	82	0	446	0	1058
#18 SR 88 / Kettleman Ln.														#20 Murieta South Pkwy / SR 16													
Base	18	509	5	6	348	80	170	60	24	9	61	6	1297	Base	3	1	0	9	3	89	134	364	4	0	370	15	993
Added	0	25	0	0	21	4	5	0	0	0	0	0	55	Added	0	0	0	0	0	0	0	107	0	0	110	0	217
PassBy	0	126	0	0	102	0	0	0	0	0	0	0	228	PassBy	0	0	0	0	0	62	57	78	0	0	99	0	296
Total	18	660	5	6	471	84	175	60	24	9	61	6	1580	Total	3	1	0	9	3	151	191	549	4	0	579	15	1506
#19 Ione / SR 16														#21 Murieta Pkwy / SR 16													
Base	134	0	14	0	0	0	0	438	147	19	246	0	999	Base	83	98	43	17	131	90	127	413	78	48	415	18	1559
Added	0	0	0	0	0	0	0	78	0	0	67	0	145	Added	0	0	0	0	0	0	0	107	0	0	109	0	216
PassBy	22	0	0	0	0	0	0	14	27	0	22	0	85	PassBy	92	50	32	62	54	133	156	289	102	35	279	61	1345
Total	156	0	14	0	0	0	0	530	174	19	335	0	1229	Total	175	148	75	79	185	223	283	809	180	83	803	79	3120
#20 Murieta South Pkwy / SR 16														#22 Stonehouse / SR 16													
Base	4	3	3	10	1	102	161	519	10	0	310	22	1146	Base	0	0	0	76	0	6	12	532	0	0	553	51	1230
Added	0	0	0	0	0	0	0	78	0	0	67	0	145	Added	0	0	0	0	0	0	0	107	0	0	109	0	216
PassBy	0	0	0	0	0	0	0	41	0	0	44	0	85	PassBy	0	0	0	14	0	0	0	532	0	0	493	12	1051
Total	4	3	3	10	1	102	161	638	10	0	421	22	1376	Total	0	0	0	90	0	6	12	1171	0	0	1155	63	2497
#21 Murieta Pkwy / SR 16														#23 Latrobe (Sac) / SR 16													
Base	109	131	109	37	110	114	222	573	140	34	293	43	1915	Base	2	2	2	6	1	17	21	554	3	2	538	20	1168
Added	0	0	0	0	0	0	0	77	0	0	66	0	143	Added	0	0	0	0	0	0	0	107	0	0	109	0	216
PassBy	0	7	0	13	4	115	195	28	0	0	22	22	406	PassBy	0	0	0	0	0	0	0	570	0	0	527	0	1097
Total	109	138	109	50	114	229	417	678	140	34	381	65	2464	Total	2	2	2	6	1	17	21	1231	3	2	1174	20	2481
#22 Stonehouse / SR 16														#24 Dillard / SR 16													
Base	0	0	0	88	0	6	6	828	0	0	479	78	1484	Base	62	0	61	0	0	0	0	508	84	64	512	0	1289
Added	0	0	0	0	0	0	0	77	0	0	66	0	143	Added	0	0	2	0	0	0	0	105	0	2	107	0	216
PassBy	0	0	0	18	0	0	0	205	0	0	126	11	360	PassBy	0	0	49	0	0	0	0	522	0	44	482	0	1097
Total	0	0	0	106	0	6	6	1110	0	0	671	89	1987	Total	62	0	112	0	0	0	0	1135	84	110	1101	0	2602
#23 Latrobe (Sac) / SR 16														#25 Sloughhouse / SR 16													
Base	9	1	3	8	1	19	23	832	10	2	490	11	1408	Base	30	0	37	0	0	0	0	541	6	32	546	0	1191
Added	0	0	0	0	0	0	0	77	0	0	66	0	143	Added	0	0	0	0	0	0	0	105	0	0	107	0	212
PassBy	0	0	0	0	0	0	0	205	0	0	126	0	331	PassBy	0	0	0	0	0	0	0	522	0	0	484	0	1006
Total	9	1	3	8	1	19	23	1114	10	2	682	11	1882	Total	30	0	37	0	0	0	0	1168	6	32	1137	0	2409

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

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Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#24 Dillard / SR 16														#26 Grant Line / SR 16													
Base	51	0	63	0	0	0	0	798	125	85	373	0	1494	Base	0	114	48	29	100	18	10	517	7	67	506	30	1445
Added	0	0	1	0	0	0	0	76	0	1	66	0	144	Added	0	0	11	0	0	0	0	94	0	11	97	0	213
PassBy	0	0	4	0	0	0	0	200	0	3	124	0	331	PassBy	0	0	20	16	0	0	0	486	0	18	451	15	1006
Total	51	0	68	0	0	0	0	1073	125	89	563	0	1969	Total	0	114	79	45	100	18	10	1097	7	96	1054	45	2664
#25 Sloughhouse / SR 16														#27 Sunrise / SR 16													
Base	4	0	24	0	0	0	0	890	7	15	483	0	1423	Base	7	194	20	210	251	45	28	264	13	30	259	234	1553
Added	0	0	0	0	0	0	0	76	0	0	66	0	142	Added	0	0	5	17	0	0	0	72	0	5	73	18	190
PassBy	0	0	0	0	0	0	0	217	0	0	131	0	348	PassBy	0	0	9	61	0	0	0	416	0	7	389	53	935
Total	4	0	24	0	0	0	0	1183	7	15	680	0	1913	Total	7	194	34	288	251	45	28	752	13	42	721	305	2678
#26 Grant Line / SR 16														#28 Excelsior / SR 16													
Base	2	233	62	44	282	25	43	805	1	65	395	35	1992	Base	15	51	29	9	48	68	109	275	24	25	287	9	949
Added	0	0	8	0	0	0	0	69	0	7	59	0	143	Added	0	0	3	3	0	0	0	66	0	3	68	3	146
PassBy	3	17	13	3	28	3	0	201	9	12	118	1	408	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60
Total	5	250	83	47	310	28	43	1075	10	84	572	36	2543	Total	15	51	32	12	48	68	109	364	24	28	392	12	1155
#27 Sunrise / SR 16														#29 Bradshwa / SR 16													
Base	8	294	44	250	932	69	87	518	11	25	226	129	2592	Base	34	348	26	135	419	42	81	261	34	45	217	123	1766
Added	0	0	4	13	0	0	0	52	0	3	45	11	128	Added	0	0	3	13	0	0	0	51	0	3	52	13	135
PassBy	5	8	10	52	126	0	4	153	4	4	98	27	491	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60
Total	13	302	58	315	1058	69	91	723	15	32	369	167	3211	Total	34	348	29	148	419	42	81	335	34	48	306	136	1961
#28 Excelsior / SR 16														#30 Latrobe / White Rock													
Base	29	55	46	8	233	52	97	565	84	52	275	12	1507	Base	50	568	116	140	335	134	110	90	15	50	54	80	1742
Added	0	0	2	2	0	0	0	48	0	2	41	2	97	Added	0	5	0	0	5	0	0	0	0	0	0	0	10
PassBy	0	0	0	0	0	0	0	188	0	0	126	0	314	Total	50	573	116	140	340	134	110	90	15	50	54	80	1752
Total	29	55	48	10	233	52	97	801	84	54	442	14	1918	#31 Latrobe / S. Shingle													
#29 Bradshwa / SR 16														#32 Missouri Flat / US 50 WB Ramps													
Base	45	636	24	243	1536	259	231	496	98	44	222	73	3906	Base	589	726	0	0	1020	298	0	0	0	1060	0	385	4078
Added	0	0	2	9	0	0	0	37	0	2	32	8	90	Added	5	0	0	0	0	0	0	0	0	0	0	0	5
PassBy	0	0	0	0	0	0	0	188	0	0	126	0	314	Total	8	135	4	5	158	32	19	3	4	5	4	0	377
Total	45	636	26	252	1536	259	231	721	98	46	380	81	4310	#33 Missouri Flat / US 50 EB Ramps													
#30 Latrobe / White Rock														#34 Missouri Flat / Motherlode													
Base	105	1299	264	321	766	306	251	200	30	96	110	170	3918	Base	80	880	969	0	2122	290	250	0	90	0	0	0	4681
Added	0	3	0	0	4	0	0	0	0	0	0	0	7	Added	0	5	0	0	5	0	0	0	0	0	0	0	10
Total	105	1302	264	321	770	306	251	200	30	96	110	170	3925	Total	80	885	969	0	2127	290	250	0	90	0	0	0	4691
#31 Latrobe / S. Shingle																											
Base	18	217	12	5	150	36	25	4	3	2	11	3	486														
Added	0	3	0	0	4	0	0	0	0	0	0	0	7														
Total	18	220	12	5	154	36	25	4	3	2	11	3	493														

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#32 Missouri Flat / US 50 WB Ramps														#35 Missouri Flat / Forni													
Base	724	894	0	0	1270	366	0	0	0	1304	0	473	5031	Base	59	1281	35	127	1719	357	489	37	50	123	34	159	4470
Added	3	0	0	0	0	0	0	0	0	0	0	0	3	Added	0	5	0	0	5	0	0	0	0	0	0	0	10
Total	727	894	0	0	1270	366	0	0	0	1304	0	473	5034	Total	59	1286	35	127	1724	357	489	37	50	123	34	159	4480
#33 Missouri Flat / US 50 EB Ramps														#36 Missouri Flat / Pleasant Valley													
Base	0	1324	63	455	2091	0	269	0	890	0	0	0	5092	Base	0	0	0	607	0	286	198	261	0	0	232	310	1894
Added	0	3	0	0	0	0	0	0	3	0	0	0	6	Added	0	0	0	0	0	5	5	49	0	0	48	0	107
Total	0	1327	63	455	2091	0	269	0	893	0	0	0	5098	Total	0	0	0	607	0	291	203	310	0	0	280	310	2001
#34 Missouri Flat / Motherlode														#37 Forni / Pleasant Valley													
Base	108	1050	1156	0	2532	360	300	0	110	0	0	0	5616	Base	0	0	0	24	0	128	100	310	0	0	232	15	809
Added	0	3	0	0	4	0	0	0	0	0	0	0	7	Added	0	0	0	0	0	0	55	0	0	53	0	108	
Total	108	1053	1156	0	2536	360	300	0	110	0	0	0	5623	Total	0	0	0	24	0	128	100	365	0	0	285	15	917
#35 Missouri Flat / Forni														#38 SR 49 / Pleasant Valley													
Base	70	1516	90	155	2061	426	584	65	60	146	59	190	5422	Base	117	0	159	0	0	0	0	217	140	150	262	0	1045
Added	0	3	0	0	4	0	0	0	0	0	0	0	7	Added	6	0	55	0	0	0	0	6	53	0	0	120	
Total	70	1519	90	155	2065	426	584	65	60	146	59	190	5429	Total	123	0	214	0	0	0	0	217	146	203	262	0	1165
#36 Missouri Flat / Pleasant Valley														#100 SR 49 / Project Service Access													
Base	0	0	0	786	0	371	257	437	0	0	320	348	2519	Base	0	300	0	0	276	0	0	0	0	0	0	0	576
Added	0	0	0	0	0	4	3	30	0	0	35	0	72	Added	0	295	86	27	273	0	0	0	0	88	0	27	796
Total	0	0	0	786	0	375	260	467	0	0	355	348	2591	PassBy	0	0	0	0	0	0	0	0	0	-88	0	0	-88
#37 Forni / Pleasant Valley														#176 Internal Project Intersection													
Base	0	0	0	49	0	208	163	510	0	0	377	33	1340	Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	33	0	0	39	0	72	Added	0	0	113	0	0	0	0	190	0	115	195	0	613
Total	0	0	0	49	0	208	163	543	0	0	416	33	1412	Total	0	0	113	0	0	0	0	190	0	115	195	0	613
#38 SR 49 / Pleasant Valley														#310 Latrobe / Old Sacramento													
Base	191	0	180	0	0	0	354	240	290	426	0	0	1681	Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	4	0	33	0	0	0	0	4	39	0	0	0	80	Added	0	0	0	90	0	0	0	0	0	0	0	80	170
Total	195	0	213	0	0	0	354	244	329	426	0	0	1761	Total	0	0	0	90	0	0	0	0	0	0	0	80	170
#100 SR 49 / Project Service Access														#322 Main / Sherwood													
Base	0	408	0	0	279	0	0	0	0	0	0	0	687	Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	94	63	19	81	0	0	0	54	0	17	17	328	Added	4	0	0	0	0	0	0	86	4	0	76	0	170
PassBy	0	232	0	0	135	0	0	0	-54	0	0	0	313	Total	4	0	0	0	0	0	0	86	4	0	76	0	170
Total	0	734	63	19	495	0	0	0	0	0	17	17	1328	Total	4	0	0	0	0	0	0	86	4	0	76	0	170
#176 Internal Project Intersection														#323 Main / Empire													
Base	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	82	0	0	0	0	138	0	70	119	0	409	Added	3	0	0	0	0	0	0	83	3	0	73	0	162
Total	0	0	82	0	0	0	0	138	0	70	119	0	409	Total	3	0	0	0	0	0	0	83	3	0	73	0	162

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
#310 Latrobe / Old Sacramento														#324 Main / Poplar														
Base	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
Added	0	0	0	14	0	0	0	0	0	0	0	0	12	26	27	0	121	0	0	0	0	0	57	31	142	51	0	429
Total	0	0	0	14	0	0	0	0	0	0	0	0	12	26	27	0	121	0	0	0	0	0	57	31	142	51	0	429
#322 Main / Sherwood														#325 Main / Mill														
Base	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
Added	2	0	0	0	0	0	0	11	3	0	9	0	0	25	10	0	56	0	0	0	0	0	166	11	63	183	0	489
Total	2	0	0	0	0	0	0	11	3	0	9	0	0	25	10	0	56	0	0	0	0	0	166	11	63	183	0	489
#323 Main / Empire														#326 SR-49 / Main (Drytown)														
Base	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
Added	2	0	0	0	0	0	0	9	2	0	8	0	0	21	0	15	0	16	0	0	0	0	0	0	0	0	0	31
Total	2	0	0	0	0	0	0	9	2	0	8	0	0	21	0	15	0	16	0	0	0	0	0	0	0	0	0	31
#324 Main / Poplar														#327 SR-49 / Water-Amador Creek														
Base	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
Added	3	0	0	0	0	0	0	9	3	0	8	0	0	23	5	0	0	0	0	0	0	0	0	5	0	0	0	10
Total	3	0	0	0	0	0	0	9	3	0	8	0	0	23	5	0	0	0	0	0	0	0	0	5	0	0	0	10
#325 Main / Mill														#328 SR-49 / Gopher Flat														
Base	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
Added	1	0	0	0	0	0	0	8	1	0	7	0	0	17	4	0	0	0	0	0	0	0	0	4	0	0	0	8
Total	1	0	0	0	0	0	0	8	1	0	7	0	0	17	4	0	0	0	0	0	0	0	0	4	0	0	0	8
#326 SR-49 / Main (Drytown)														#329 SR-49 / Eureka														
Base	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
Added	0	11	0	0	9	0	0	0	0	0	0	0	0	20	0	4	0	4	0	0	0	0	0	0	0	0	0	8
Total	0	11	0	0	9	0	0	0	0	0	0	0	0	20	0	4	0	4	0	0	0	0	0	0	0	0	0	8
#327 SR-49 / Water-Amador Creek														#330 SR-49 / Church														
Base	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
Added	3	0	0	0	0	0	0	0	3	0	0	0	0	6	0	4	0	4	0	0	0	0	0	0	0	0	0	8
Total	3	0	0	0	0	0	0	0	3	0	0	0	0	6	0	4	0	4	0	0	0	0	0	0	0	0	0	8
#328 SR-49 / Gopher Flat														#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]														
Base	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
Added	3	0	0	0	0	0	0	0	2	0	0	0	0	5	0	8	0	8	4	4	0	0	0	0	0	0	0	24
Total	3	0	0	0	0	0	0	0	2	0	0	0	0	5	0	8	0	8	4	4	0	0	0	0	0	0	0	24
#329 SR-49 / Eureka														#332 SR-49 / Jackson Gate-Ione Martell														
Base	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
Added	0	3	0	0	2	0	0	0	0	0	0	0	0	5	0	8	0	8	0	0	0	0	0	0	0	0	0	16
Total	0	3	0	0	2	0	0	0	0	0	0	0	0	5	0	8	0	8	0	0	0	0	0	0	0	0	0	16

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#330 SR-49 / Church													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	3	0	0	2	0	0	0	0	0	0	0	5
Total	0	3	0	0	2	0	0	0	0	0	0	0	5
#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	6	0	0	5	2	3	0	0	0	0	0	16
Total	0	6	0	0	5	2	3	0	0	0	0	0	16
#332 SR-49 / Jackson Gate-Ione Martell													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	6	0	0	5	0	0	0	0	0	0	0	11
Total	0	6	0	0	5	0	0	0	0	0	0	0	11
#333 SR-49 / SR-88 (North)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	5	0	0	0	0	0	0	0	0	6
Total	0	0	0	5	0	0	0	0	0	0	0	0	6
#334 SR-49 / Sutter													
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
#335 SR-49 / Hoffman													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	5	0	0	4	0	0	0	0	0	0	0	9
Total	0	5	0	0	4	0	0	0	0	0	0	0	9
#336 SR-49 / Main (Jackson)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	5	0	0	4	0	0	0	0	0	0	0	9
Total	0	5	0	0	4	0	0	0	0	0	0	0	9
#337 SR-49 / SR-88 (South)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	4	0	0	3	0	0	0	0	0	0	0	7
Total	0	4	0	0	3	0	0	0	0	0	0	0	7
#341 SR 104 / SR 88													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	3	0	0	2	0	5
Total	0	0	0	0	0	0	0	3	0	0	2	0	5

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#333 SR-49 / SR-88 (North)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	8	0	0	0	0	0	0	0	0	8
Total	0	0	0	8	0	0	0	0	0	0	0	0	8
#334 SR-49 / Sutter													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	7	0	0	7	0	0	0	0	0	0	0	14
Total	0	7	0	0	7	0	0	0	0	0	0	0	14
#335 SR-49 / Hoffman													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	7	0	0	7	0	0	0	0	0	0	0	14
Total	0	7	0	0	7	0	0	0	0	0	0	0	14
#336 SR-49 / Main (Jackson)													
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
#337 SR-49 / SR-88 (South)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	6	0	0	6	0	0	0	0	0	0	0	12
Total	0	6	0	0	6	0	0	0	0	0	0	0	12
#341 SR 104 / SR 88													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	16	0	0	18	0	34
Total	0	0	0	0	0	0	0	16	0	0	18	0	34
#345 SR-12 / SR-99 SB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	3	0	0	3	6
Total	0	0	0	0	0	0	0	0	3	0	0	3	6
#346 SR-12 / SR-99 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	3	0	0	3	6
Total	0	0	0	0	0	0	0	0	3	0	0	3	6
#347 Kettleman / SR-99 SB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	7	0	7	0	14
Total	0	0	0	0	0	0	0	0	7	0	7	0	14

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
#345 SR-12 / SR-99 SB Ramps														#348 Kettleman / SR-99 NB Ramps														
Base	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	2	0	0	0	2	0	4	Added	0	0	0	0	0	0	0	0	7	0	0	7	0
Total	0	0	0	0	0	0	0	2	0	0	0	2	0	4	Total	0	0	0	0	0	0	0	0	7	0	0	7	0
#346 SR-12 / SR-99 NB Ramps														#381														
Base	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
Added	0	0	0	0	0	0	0	2	0	0	0	2	0	4	Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	0	0	0	2	0	4	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#347 Kettleman / SR-99 SB Ramps																												
Base	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
Added	0	0	0	0	0	0	0	0	5	0	0	4	0	9	Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	5	0	0	4	0	9	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#348 Kettleman / SR-99 NB Ramps																												
Base	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
Added	0	0	0	0	0	0	0	0	5	0	0	4	0	9	Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	5	0	0	4	0	9	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#381																												
Base	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
Added	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
Total	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

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Impact Analysis Report
Level Of Service

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in	Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C			LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 1 SR 49 / Miller Way	A	8.8	0.000	F	50.2	0.000	+41.372 D/V	# 1 SR 49 / Miller Way	A	8.5	0.000	C	16.9	0.000	+ 8.388 D/V
# 2 SR 49 / Main	C	20.4	0.000	F	545.7	0.000	+525.310 D/V	# 2 SR 49 / Main	C	24.5	0.000	F	OVRFL	0.000	+1559.277 D/V
# 3 SR 49 / Poplar	B	10.3	0.000	B	12.6	0.000	+ 2.343 D/V	# 3 SR 49 / Poplar	B	10.5	0.000	B	13.0	0.000	+ 2.511 D/V
# 4 SR 49 / Empire	C	16.0	0.000	D	28.5	0.000	+12.503 D/V	# 4 SR 49 / Empire	B	14.6	0.000	D	28.0	0.000	+13.379 D/V
# 5 SR 49 / Randolph Dr.	A	7.4	0.301	C	21.7	0.690	+14.276 D/V	# 5 SR 49 / Randolph Dr.	A	5.0	0.224	C	28.0	0.714	+23.004 D/V
# 6 SR 49 / SR 16	B	14.6	0.517	B	19.6	0.779	+ 4.993 D/V	# 6 SR 49 / SR 16	B	13.5	0.415	B	16.8	0.712	+ 3.261 D/V
# 7 SR 124 / SR 16	B	13.9	0.000	C	20.2	0.000	+ 6.320 D/V	# 7 SR 124 / SR 16	B	11.9	0.000	C	16.9	0.000	+ 5.019 D/V
# 8 Latrobe (Amador) / SR 16	B	10.5	0.542	B	12.5	0.722	+ 2.004 D/V	# 8 Latrobe (Amador) / SR 16	A	8.9	0.445	B	10.3	0.662	+ 1.345 D/V
# 9 SR 104 (Preston) / SR 124 (Nor	F	138.7	0.000	F	OVRFL	0.000	+6352.446 D/	# 9 SR 104 (Preston)/ SR 124 (Nor	C	19.6	0.000	F	OVRFL	0.000	+1766.108 D/
# 10 Preston Ave. / Main St.	F	151.8	0.000	F	OVRFL	0.000	+980.660 D/V	# 10 Preston Ave. / Main St.	C	16.6	0.000	F	559.7	0.000	+543.077 D/V
# 11 SR 124 (Church) / SR 104 (Main	D	27.2	0.000	F	860.1	0.000	+832.987 D/V	# 11 SR 124 (Church) / SR 104 (Main	B	14.7	0.000	F	867.8	0.000	+853.148 D/V
# 12 SR 124 / SR 88	B	11.3	0.000	B	13.1	0.000	+ 1.846 D/V	# 12 SR 124 / SR 88	B	11.0	0.000	B	14.1	0.000	+ 3.009 D/V
# 13 Jackson Valley / SR 88	B	12.3	0.000	F	94.6	0.000	+82.240 D/V	# 13 Jackson Valley / SR 88	B	10.0	0.000	F	80.1	0.000	+70.091 D/V
# 14 SR 88 / Liberty Rd.	D	27.3	0.000	F	320.5	0.000	+293.257 D/V	# 14 SR 88 / Liberty Rd.	C	16.0	0.000	F	206.2	0.000	+190.175 D/V
# 15 SR 88 / SR 12 (east	B	13.5	0.655	B	15.6	0.775	+ 2.086 D/V	# 15 SR 88 / SR 12 (east	B	12.0	0.487	B	13.4	0.613	+ 1.456 D/V
# 16 Tully Rd. / SR 88	C	20.7	0.761	C	24.5	0.848	+ 3.797 D/V	# 16 Tully Rd. / SR 88	B	15.0	0.571	B	17.1	0.724	+ 2.190 D/V
# 17 SR 88 / Victor (SR 12 west)	B	19.1	0.496	B	19.6	0.589	+ 0.494 D/V	# 17 SR 88 / Victor (SR 12 west)	B	18.1	0.436	B	18.5	0.605	+ 0.457 D/V
# 18 SR 88 / Kettleman Ln.	C	25.4	0.607	C	27.1	0.719	+ 1.655 D/V	# 18 SR 88 / Kettleman Ln.	C	20.7	0.461	C	20.7	0.625	+ 0.024 D/V
# 19 Ione / SR 16	C	16.3	0.000	E	36.7	0.000	+20.464 D/V	# 19 Ione / SR 16	A	9.2	0.000	C	15.9	0.000	+ 6.672 D/V
# 20 Murieta South Pkwy / SR 16	A	9.4	0.400	A	9.5	0.488	+ 0.121 D/V	# 20 Murieta South Pkwy / SR 16	A	9.6	0.391	B	11.5	0.585	+ 1.822 D/V
# 21 Murieta Pkwy / SR 16	B	18.5	0.587	C	24.1	0.794	+ 5.596 D/V	# 21 Murieta Pkwy / SR 16	C	24.7	0.518	D	54.2	1.030	+29.520 D/V
# 22 Stonehouse / SR 16	F	65.8	0.000	F	430.5	0.000	+364.774 D/V	# 22 Stonehouse / SR 16	D	32.7	0.000	F	OVRFL	0.000	+1155.162 D/
# 23 Latrobe (Sac) / SR 16	E	40.7	0.000	F	102.2	0.000	+61.448 D/V	# 23 Latrobe (Sac) / SR 16	C	23.3	0.000	F	208.6	0.000	+185.283 D/V

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Intersection	Base			Future			Change in	Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C			LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 24 Dillard / SR 16	B	19.6	0.792	D	36.8	0.990	+17.211 D/V	# 24 Dillard / SR 16	B	14.2	0.522	D	37.9	0.999	+23.713 D/V
# 25 Sloughhouse / SR 16	C	20.5	0.000	D	33.1	0.000	+12.621 D/V	# 25 Sloughhouse / SR 16	C	18.9	0.000	F	182.5	0.000	+163.528 D/V
# 26 Grant Line / SR 16	F	84.4	1.067	F	159.8	1.333	+75.361 D/V	# 26 Grant Line / SR 16	C	31.6	0.644	F	94.0	1.117	+62.409 D/V
# 27 Sunrise / SR 16	D	54.9	0.970	F	105.8	1.200	+50.908 D/V	# 27 Sunrise / SR 16	C	31.5	0.534	E	55.7	0.987	+24.243 D/V
# 28 Excelsior / SR 16	C	20.0	0.582	C	21.0	0.687	+ 0.993 D/V	# 28 Excelsior / SR 16	B	18.9	0.325	B	18.3	0.371	-0.631 D/V
# 29 Bradshwa / SR 16	D	45.2	0.935	E	77.1	1.095	+31.906 D/V	# 29 Bradshwa / SR 16	C	20.5	0.523	C	21.5	0.600	+ 0.972 D/V
# 30 Latrobe / White Rock	B	19.0	0.566	B	19.0	0.566	-0.005 D/V	# 30 Latrobe / White Rock	B	17.3	0.250	B	17.3	0.251	-0.019 D/V
# 31 Latrobe / S. Shingle	B	12.5	0.000	B	12.6	0.000	+ 0.088 D/V	# 31 Latrobe / S. Shingle	B	11.4	0.000	B	11.5	0.000	+ 0.101 D/V
# 32 Missouri Flat / US 50 WB Ramps	F	83.7	1.124	F	84.1	1.125	+ 0.311 D/V	# 32 Missouri Flat / US 50 WB Ramps	D	37.9	0.954	D	38.2	0.955	+ 0.268 D/V
# 33 Missouri Flat / US 50 EB Ramps	E	60.2	1.065	E	60.6	1.066	+ 0.364 D/V	# 33 Missouri Flat / US 50 EB Ramps	C	27.1	0.924	C	27.3	0.926	+ 0.235 D/V
# 34 Missouri Flat / Motherlode	C	21.2	0.968	C	21.2	0.968	+ 0.011 D/V	# 34 Missouri Flat / Motherlode	B	12.3	0.850	B	12.3	0.850	+ 0.001 D/V
# 35 Missouri Flat / Forni	D	44.3	0.971	D	44.4	0.972	+ 0.178 D/V	# 35 Missouri Flat / Forni	C	29.7	0.844	C	29.8	0.846	+ 0.097 D/V
# 36 Missouri Flat / Pleasant Valle	C	23.6	0.843	C	25.4	0.867	+ 1.793 D/V	# 36 Missouri Flat / Pleasant Valle	B	15.0	0.685	B	16.3	0.720	+ 1.294 D/V
# 37 Forni / Pleasant Valley	D	30.0	0.000	E	36.2	0.000	+ 6.235 D/V	# 37 Forni / Pleasant Valley	B	12.5	0.000	B	13.6	0.000	+ 1.098 D/V
# 38 SR 49 / Pleasant Valley	E	42.4	1.034	E	48.6	1.071	+ 0.037 V/C	# 38 SR 49 / Pleasant Valley	B	14.4	0.612	C	16.8	0.659	+ 0.047 V/C
#100 SR 49 / Project Service Access	A	0.0	0.000	C	15.8	0.000	+15.754 D/V	#100 SR 49 / Project Service Access	A	0.0	0.000	B	14.0	0.000	+14.046 D/V

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	???	???	No / No
# 2 SR 49 / Main	???	???	Yes / Yes
# 3 SR 49 / Poplar	???	???	No / No
# 4 SR 49 / Empire	???	???	No / No
# 7 SR 124 / SR 16	???	???	No / Yes
# 9 SR 104 (Preston) / SR 124 (North)	???	???	Yes / Yes
# 10 Preston Ave. / Main St.	???	???	Yes / Yes
# 11 SR 124 (Church) / SR 104 (Main)	???	???	Yes / Yes
# 12 SR 124 / SR 88	???	???	No / Yes
# 13 Jackson Valley / SR 88	???	???	No / Yes
# 14 SR 88 / Liberty Rd.	???	???	Yes / Yes
# 19 Ione / SR 16	???	???	No / Yes
# 22 Stonehouse / SR 16	???	???	No / No
# 23 Latrobe (Sac) / SR 16	???	???	No / No
# 25 Sloughhouse / SR 16	???	???	No / No
# 31 Latrobe / S. Shingle	???	???	No / No
# 37 Forni / Pleasant Valley	???	???	No / Yes
# 38 SR 49 / Pleasant Valley	???	???	Yes
#100 SR 49 / Project Service Access	???	???	No / No

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	???	???	No / No
# 2 SR 49 / Main	???	???	Yes / Yes
# 3 SR 49 / Poplar	???	???	No / No
# 4 SR 49 / Empire	???	???	No / No
# 7 SR 124 / SR 16	???	???	No / Yes
# 9 SR 104 (Preston) / SR 124 (North)	???	???	Yes / Yes
# 10 Preston Ave. / Main St.	???	???	Yes / Yes
# 11 SR 124 (Church) / SR 104 (Main)	???	???	Yes / Yes
# 12 SR 124 / SR 88	???	???	No / Yes
# 13 Jackson Valley / SR 88	???	???	Yes / Yes
# 14 SR 88 / Liberty Rd.	???	???	Yes / Yes
# 19 Ione / SR 16	???	???	No / No
# 22 Stonehouse / SR 16	???	???	No / No
# 23 Latrobe (Sac) / SR 16	???	???	No / No
# 25 Sloughhouse / SR 16	???	???	No / No
# 31 Latrobe / S. Shingle	???	???	No / No
# 37 Forni / Pleasant Valley	???	???	No / Yes
# 38 SR 49 / Pleasant Valley	???	???	No
#100 SR 49 / Project Service Access	???	???	No / No

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Peak Hour Delay Signal Warrant Report

Intersection #1 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	0	1	0	0	0	0	1	0	0	1
Initial Vol:	156	204	68	43	228	42	25	0	96	54	0	19
ApproachDel:	xxxxxxx			xxxxxxx			9.6			50.2		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=121]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=936]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.0]
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=4][total volume=936]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Delay Signal Warrant Report

Intersection #1 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	0	1	0	0	0	0	1	0	0	1
Initial Vol:	70	209	42	29	213	20	17	0	62	36	0	24
ApproachDel:	xxxxxxx			xxxxxxx			8.9			16.9		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=79]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=722]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=60]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=722]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #1 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	0	1	0	0	1	0	0	1	0	0
Initial Vol:	156	204	68	43	228	42	25	0	96	54	0	19

Major Street Volume: 742
Minor Approach Volume: 121
Minor Approach Volume Threshold: 191

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #1 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	0	1	0	0	0	0	1	0	0	1
Initial Vol:	70	209	42	29	213	20	17	0	62	36	0	24

Major Street Volume: 583
Minor Approach Volume: 79
Minor Approach Volume Threshold: 246

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Peak Hour Delay Signal Warrant Report

Intersection #2 SR 49 / Main

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
Initial Vol:	72 283 259	43 246 90	95 73 66	164 94 68
ApproachDel:	xxxxxx	xxxxxx	201.1	545.7

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=13.0]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=233]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1551]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=49.4]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=326]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1551]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Delay Signal Warrant Report

Intersection #2 SR 49 / Main

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
Initial Vol:	140 181 169	39 191 91	95 90 116	208 132 40
ApproachDel:	xxxxxx	xxxxxx	588.5	1583.8

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=49.1]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=300]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1492]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=167.4]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=380]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1492]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #2 SR 49 / Main

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
Initial Vol:	72	283	259	43	246	90	95	73	66	164	94	68

Major Street Volume: 992
Minor Approach Volume: 326
Minor Approach Volume Threshold: 96

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #2 SR 49 / Main

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
Initial Vol:	140	181	169	39	191	91	95	90	116	208	132	40

Major Street Volume: 811
Minor Approach Volume: 380
Minor Approach Volume Threshold: 129

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Peak Hour Delay Signal Warrant Report

Intersection #3 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
Initial Vol:	41 605 0	0 472 4	2 0 36	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	12.6	xxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=38]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1161]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Delay Signal Warrant Report

Intersection #3 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 0
Initial Vol:	19 501 0	0 507 0	1 0 15	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	13.0	xxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=16]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1043]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 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	0	0
Initial Vol:	41	605	0	0	472	4	2	0	36	0	0	0	0	0	0							

Major Street Volume: 1123
Minor Approach Volume: 38
Minor Approach Volume Threshold: 188

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 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	1	0	0	0	1	0	0	0	1	0	0	0	0	0
Initial Vol:	19	501	0	0	507	0	1	0	15	0	0	0	0						

Major Street Volume: 1027
Minor Approach Volume: 16
Minor Approach Volume Threshold: 212

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Peak Hour Delay Signal Warrant Report

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	41 616 2	10 480 11	14 2 37	8 5 4
ApproachDel:	xxxxxx	xxxxxx	18.6	28.5

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=53]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1229]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1229]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Delay Signal Warrant Report

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1 0 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	42 506 1	0 520 0	1 0 37	5 0 2
ApproachDel:	xxxxxx	xxxxxx	13.1	28.0

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=38]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1114]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1114]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	1	0 0 1	0	0	1! 0 0
Initial Vol:	41	616	2	10	480	11	14	2	37	8	5	4

Major Street Volume: 1159
Minor Approach Volume: 53
Minor Approach Volume Threshold: 246

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1! 0 0	0	0	1 0 0	0	1	0 0 1	0	0	1! 0 0
Initial Vol:	42	506	1	0	520	0	1	0	37	5	0	2

Major Street Volume: 1068
Minor Approach Volume: 38
Minor Approach Volume Threshold: 272

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Peak Hour Delay Signal Warrant Report

Intersection #7 SR 124 / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 1 0 1	1 0 1 0 0
Initial Vol:	13 0 153	0 0 0	0 684 22	118 417 0
ApproachDel:	20.2	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=2][control=Stop Sign]

- 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=166]
SUCCEED - Approach volume >= 150 for two or more lane approach.
- Signal Warrant Rule #3: [approach count=3][total volume=1407]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Delay Signal Warrant Report

Intersection #7 SR 124 / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 1 0 1	1 0 1 0 0
Initial Vol:	9 0 152	0 0 0	0 532 14	148 512 0
ApproachDel:	16.9	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=2][control=Stop Sign]

- 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=161]
SUCCEED - Approach volume >= 150 for two or more lane approach.
- Signal Warrant Rule #3: [approach count=3][total volume=1368]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Future Volume Alternative: Peak Hour Warrant Met

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

Approach:	North Bound	South Bound	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
Initial Vol:	13 0 153	0 0 0	0 684 22	118 417 0

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
Initial Vol:	9 0 152	0 0 0	0 532 14	148 512 0

Major Street Volume: 1241
 Minor Approach Volume: 166
 Minor Approach Volume Threshold: 92 [less than minimum of 100]

Major Street Volume: 1207
 Minor Approach Volume: 161
 Minor Approach Volume Threshold: 100

SIGNAL WARRANT DISCLAIMER
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SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=71.3]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=484.0]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=150.7]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

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jurisdiction.

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

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

Approach:	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
Initial Vol:	120 522 205	101 570 51	33 14 136	155 22 92

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
Initial Vol:	77 501 188	83 480 9	5 11 72	198 17 89

Major Street Volume: 1569
Minor Approach Volume: 268
Minor Approach Volume Threshold: 19 [less than minimum of 75]

Major Street Volume: 1338
Minor Approach Volume: 304
Minor Approach Volume Threshold: 46 [less than minimum of 75]

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=298.1]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=948]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1905]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=119.9]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=772]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1646]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Future Volume Alternative: Peak Hour Warrant Met

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

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 0	0 1 0 0 0	0 0 0 1 0
Initial Vol:	0 0 0	814 0 133	123 34 0	0 24 777

Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 0	0 1 0 0 0	0 0 0 1 0
Initial Vol:	0 0 0	696 0 75	88 29 0	0 22 735

Major Street Volume: 957
Minor Approach Volume: 948
Minor Approach Volume Threshold: 102

Major Street Volume: 874
Minor Approach Volume: 772
Minor Approach Volume Threshold: 117

SIGNAL WARRANT DISCLAIMER

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SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #11 SR 124 (Church) / SR 104 (Main)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

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Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=89.0]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=101.9]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 SR 124 (Church) / SR 104 (Main)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	1	0	0	1
Initial Vol:	357	3	12	5	1	14	14	470	400	10	418	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	1	0	0	1	0	0	1	0	0	1
Initial Vol:	393	4	26	2	0	3	11	312	376	28	375	1

Major Street Volume:	1318
Minor Approach Volume:	372
Minor Approach Volume Threshold:	146

Major Street Volume:	1103
Minor Approach Volume:	423
Minor Approach Volume Threshold:	193

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

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Approach[southbound][lanes=2][control=Stop Sign]

Approach[southbound][lanes=2][control=Stop Sign]

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=227]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1242]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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=263]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1054]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Future Volume Alternative: Peak Hour Warrant Met

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

Approach:	North Bound	South Bound	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
Initial Vol:	0 0 0	3 0 224	269 445 0	0 298 3

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
Initial Vol:	0 0 0	22 0 241	238 259 0	0 277 18

Major Street Volume: 1015
 Minor Approach Volume: 227
 Minor Approach Volume Threshold: 152

Major Street Volume: 792
 Minor Approach Volume: 263
 Minor Approach Volume Threshold: 227

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

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Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=135]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1406]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=4.4]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=197]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1157]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=37]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1406]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=11]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1157]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	1	0	0	1
Initial Vol:	116	14	5	2	26	9	7	618	170	2	434	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		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	192	4	1	8	2	1	1	397	116	3	427	4

Major Street Volume:	1234
Minor Approach Volume:	135
Minor Approach Volume Threshold:	73 [less than minimum of 75]

Major Street Volume:	949
Minor Approach Volume:	197
Minor Approach Volume Threshold:	134

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=17.1]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=238]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1685]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=5.9]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=210]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1490]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
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=120]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1685]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=12.3]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=215]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1490]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Future Volume Alternative: Peak Hour Warrant Met

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

Approach: 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 1 1 0 1 0 0 1 0 0 1! 0 0
Initial Vol: 28 633 98 15 495 58 76 81 81 59 50 11

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 1 0 1 0 1 1 0 1 0 1 0 1 0 0 1! 0 0
Initial Vol: 56 386 106 2 441 75 56 93 61 97 107 11

Major Street Volume: 1327
Minor Approach Volume: 238
Minor Approach Volume Threshold: 72 [less than minimum of 100]

Major Street Volume: 1065
Minor Approach Volume: 215
Minor Approach Volume Threshold: 107

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #19 Ione / SR 16

Intersection #19 Ione / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1 0 0	0 0 0 0 0	0 0 0 1 0	1 0 1 0 0
Initial Vol:	156 0 14	0 0 0	0 530 174	19 335 0
ApproachDel:	36.7	xxxxxx	xxxxxx	xxxxxx

Approach:	North Bound	South Bound	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 0 0 0	0 0 0 1 0	1 0 1 0 0
Initial Vol:	103 0 1	0 0 0	0 426 82	0 446 0
ApproachDel:	15.9	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.7]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 4 for one lane approach.

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=171]

Signal Warrant Rule #2: [approach volume=104]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1229]

Signal Warrant Rule #3: [approach count=3][total volume=1058]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #19 Ione / SR 16

Intersection #19 Ione / SR 16

Future Volume Alternative: Peak Hour Warrant Met

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

Approach:	North Bound	South Bound	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 0 0 0	0 0 0 1 0	1 0 1 0 0
Initial Vol:	156 0 14	0 0 0	0 530 174	19 335 0

Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1 0 0	0 0 0 0 0	0 0 0 1 0	1 0 1 0 0
Initial Vol:	103 0 1	0 0 0	0 426 82	0 446 0

Major Street Volume: 1058
Minor Approach Volume: 171
Minor Approach Volume Threshold: 109

Major Street Volume: 954
Minor Approach Volume: 104
Minor Approach Volume Threshold: 133

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Peak Hour Delay Signal Warrant Report

Intersection #22 Stonehouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 1	1 0 1 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	106 0 6	6 1110 0	0 671 89
ApproachDel:	xxxxxx	430.5	xxxxxx	xxxxxx

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=13.3]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=112]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1987]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Delay Signal Warrant Report

Intersection #22 Stonehouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 1	1 0 1 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	90 0 6	12 1171 0	0 1155 63
ApproachDel:	xxxxxx	1187.9	xxxxxx	xxxxxx

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=31.5]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=95]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2497]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Stonehouse / SR 16

Intersection #22 Stonehouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

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

Approach:	North Bound	South Bound	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
Initial Vol:	0 0 0	106 0 6	6 1110 0	0 671 89

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
Initial Vol:	0 0 0	90 0 6	12 1171 0	0 1155 63

Major Street Volume: 1875
Minor Approach Volume: 112
Minor Approach Volume Threshold: 104 [less than minimum of 150]

Major Street Volume: 2401
Minor Approach Volume: 95
Minor Approach Volume Threshold: -3 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #23 Latrobe (Sac) / SR 16

Intersection #23 Latrobe (Sac) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=13]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1882]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=7]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2481]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=28]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1882]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
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=23]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2481]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include: Approach, Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include: Approach, Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Peak Hour Delay Signal Warrant Report

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 1 0 1	1 0 1 0 0
Initial Vol:	4 0 24	0 0 0	0 1183 7	15 680 0
ApproachDel:	33.1	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]

- FAIL - Vehicle-hours less than 5 for two or more lane approach.
- Signal Warrant Rule #2: [approach volume=29]
FAIL - Approach volume less than 150 for two or more lane approach.
- Signal Warrant Rule #3: [approach count=3][total volume=1913]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Delay Signal Warrant Report

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 1 0 1	1 0 1 0 0
Initial Vol:	30 0 37	0 0 0	0 1168 6	32 1137 0
ApproachDel:	182.5	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=2][control=Stop Sign]
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=67]
FAIL - Approach volume less than 150 for two or more lane approach.
- Signal Warrant Rule #3: [approach count=3][total volume=2409]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #25 Sloughhouse / SR 16

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

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	0	0	0	0	1	1	0	1
Initial Vol:	4	0	24	0	0	0	0	1183	7	15	680	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		
Lanes:	1	0	0	0	0	0	0	0	1	1	0	1
Initial Vol:	30	0	37	0	0	0	0	1168	6	32	1137	0

Major Street Volume:	1885											
Minor Approach Volume:	29											
Minor Approach Volume Threshold:	102 [less than minimum of 150]											

Major Street Volume:	2342											
Minor Approach Volume:	67											
Minor Approach Volume Threshold:	8 [less than minimum of 150]											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=32]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=493]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=26]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=377]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=16]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=493]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
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=377]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, and Initial Vol.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, and Initial Vol.

Major Street Volume: 445
Minor Approach Volume: 32
Minor Approach Volume Threshold: 229

Major Street Volume: 342
Minor Approach Volume: 26
Minor Approach Volume Threshold: 273

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Peak Hour Delay Signal Warrant Report

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	0	1	0	1	0	0	0	1
Initial Vol:	0	0	0	49	0	208	163	543	0	0	416	33
ApproachDel:	xxxxxxx			36.2			xxxxxxx			xxxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.6]

FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=257]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1412]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Delay Signal Warrant Report

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	0	1	0	1	0	0	0	1
Initial Vol:	0	0	0	24	0	128	100	365	0	0	285	15
ApproachDel:	xxxxxxx			13.6			xxxxxxx			xxxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=152]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=917]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant Met

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

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 0 0 1! 0 0 0 1 0 0 0 1 0
Initial Vol: 0 0 0 0 49 0 208 163 543 0 0 416 33

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 0 0 1! 0 0 0 1 0 0 0 1 0
Initial Vol: 0 0 0 0 24 0 128 100 365 0 0 285 15

Major Street Volume: 1155
Minor Approach Volume: 257
Minor Approach Volume Threshold: 70 [less than minimum of 75]

Major Street Volume: 765
Minor Approach Volume: 152
Minor Approach Volume Threshold: 139

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #38 SR 49 / Pleasant Valley

Intersection #38 SR 49 / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant Met

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

Approach:	North Bound	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
Lanes:	0 0 1 0 0	0 0 0 0 0	0 0 0 1 0	1 0 1 0 0
Initial Vol:	195 0 213	0 0 0	0 354 244	329 426 0

Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 0 0 0	0 0 0 1 0	1 0 1 0 0
Initial Vol:	123 0 214	0 0 0	0 217 146	203 262 0

Major Street Volume: 1353
Minor Approach Volume: 408
Minor Approach Volume Threshold: 181

Major Street Volume: 828
Minor Approach Volume: 337
Minor Approach Volume Threshold: 350

SIGNAL WARRANT DISCLAIMER

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SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1328]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=27]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1284]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Future Volume Alternative: Peak Hour Warrant NOT Met

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	1 0 1 0 0	0 0 0 0 0	1 0 0 0 1
Initial Vol:	0 734 63	19 495 0	0 0 0 0	0 0 17

Approach:	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	1 0 1 0 0	0 0 0 0 0	1 0 0 0 1
Initial Vol:	0 595 86	27 549 0	0 0 0 0	0 0 27

Major Street Volume: 1311
Minor Approach Volume: 17
Minor Approach Volume Threshold: 75 [less than minimum of 100]

Major Street Volume: 1257
Minor Approach Volume: 27
Minor Approach Volume Threshold: 88 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
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SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for SR 49 / Miller Way intersection.

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for SR 49 / Miller Way intersection.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, Level Of Service Module. Includes data for North, South, East, and West bounds.

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, Level Of Service Module. Includes data for North, South, East, and West bounds.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for North, South, East, and West bounds of SR 49 / Poplar.

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for North, South, East, and West bounds of SR 49 / Poplar.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for North, South, East, and West bounds.

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for North, South, East, and West bounds.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

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 #5 SR 49 / Randolph Dr.

Intersection #5 SR 49 / Randolph Dr.

Cycle (sec): 95 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Cycle (sec): 95 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: SR 49 Randolph

Street Name: SR 49 Randolph

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module:

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Saturation Flow Module:

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Capacity Analysis Module:

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Table with columns for Street Name (SR 49, SR 16), Approach (North Bound, South Bound, East Bound, West Bound), Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Cycle, Loss Time, Optimal Cycle, Critical Vol./Cap., Average Delay, Level of Service, Base Vol., Growth Adj., Initial Bse, Added Vol., PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume, Sat/Lane, Adjustment, Lanes, Final Sat, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Table with columns for Street Name (SR 49, SR 16), Approach (North Bound, South Bound, East Bound, West Bound), Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Cycle, Loss Time, Optimal Cycle, Critical Vol./Cap., Average Delay, Level of Service, Base Vol., Growth Adj., Initial Bse, Added Vol., PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume, Sat/Lane, Adjustment, Lanes, Final Sat, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, Level Of Service Module. Includes data for SR 124 and SR 16.

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, Level Of Service Module. Includes data for SR 124 and SR 16.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

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 #8 Latrobe (Amador) / SR 16

Intersection #8 Latrobe (Amador) / SR 16

Cycle (sec): 60 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Cycle (sec): 60 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Latrobe (Amador) SR 16

Street Name: Latrobe (Amador) SR 16

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module:

Volume Module:

Table with 12 columns for traffic metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with 12 columns for traffic metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Saturation Flow Module:

Table with 12 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with 12 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with 12 columns for capacity analysis metrics: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
 Existing + Approved + Alt B Ph 2 - Fri
 PM peak hour

Ione Casino
 Existing + Approved + Alt B Ph 2 - Sat
 PM peak hour

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #9 SR 104 (Preston) / SR 124 (North)

 Average Delay (sec/veh): 990.3 Worst Case Level Of Service: F[6491.1]

Street Name:	SR 104 (Preston)			SR 124		
	North Bound	South Bound		East Bound	West Bound	
Approach:	L - T - R	L - T - R		L - T - R	L - T - R	
Control:	Uncontrolled			Stop Sign		
Rights:	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:	110	196	112	48	247	47	30	13	125	66	20	30
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	120	214	122	52	269	51	33	14	136	72	22	33
Added Vol:	0	240	65	49	200	0	0	0	0	56	0	59
PasserByVol:	0	68	18	0	101	0	0	0	0	27	0	0
Initial Fut:	120	522	205	101	570	51	33	14	136	155	22	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	141	614	241	119	671	60	38	17	160	182	26	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	141	614	241	119	671	60	38	17	160	182	26	108

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.2	6.6	6.3
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	731	xxxx	xxxxx	855	xxxx	xxxxx	2023	2076	701	2044	1986	734
Potent Cap.:	882	xxxx	xxxxx	793	xxxx	xxxxx	44	54	442	41	60	415
Move Cap.:	882	xxxx	xxxxx	793	xxxx	xxxxx	13	38	442	13	42	415
Volume/Cap:	0.16	xxxx	xxxxx	0.15	xxxx	xxxxx	2.98	0.44	0.36	13.78	0.62	0.26

Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:	9.9	xxxx	xxxxx	10.3	xxxx	xxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	57	xxxxx	xxxx	22	xxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	23.3	xxxxxx	xxxxxx	39.8	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1401	xxxxxx	xxxxxx	6491	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxxx			xxxxxxx				1401.3			6491.1	
ApproachLOS:	*			*				F			F	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #9 SR 104 (Preston) / SR 124 (North)

 Average Delay (sec/veh): 316.3 Worst Case Level Of Service: F[1785.8]

Street Name:	SR 104 (Preston)			SR 124		
	North Bound	South Bound		East Bound	West Bound	
Approach:	L - T - R	L - T - R		L - T - R	L - T - R	
Control:	Uncontrolled			Stop Sign		
Rights:	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:	71	109	67	19	133	8	5	10	66	77	16	17
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	77	119	73	21	145	9	5	11	72	84	17	19
Added Vol:	0	324	102	62	300	0	0	0	0	106	0	70
PasserByVol:	0	58	13	0	35	0	0	0	0	8	0	0
Initial Fut:	77	501	188	83	480	9	5	11	72	198	17	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	87	563	211	93	539	10	6	12	81	222	20	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	87	563	211	93	539	10	6	12	81	222	20	99

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.2	6.6	6.3
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	549	xxxx	xxxxx	774	xxxx	xxxxx	1632	1678	544	1619	1577	668
Potent Cap.:	1031	xxxx	xxxxx	851	xxxx	xxxxx	82	96	543	82	108	453
Move Cap.:	1031	xxxx	xxxxx	851	xxxx	xxxxx	45	77	543	52	87	453
Volume/Cap:	0.08	xxxx	xxxxx	0.11	xxxx	xxxxx	0.14	0.16	0.15	4.27	0.23	0.22

Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.8	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	224	xxxxx	xxxx	72	xxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	2.1	xxxxxx	xxxxxx	37.1	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	33.2	xxxxxx	xxxxxx	1786	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	F	*
ApproachDel:	xxxxxxx			xxxxxxx				33.2			1785.8	
ApproachLOS:	*			*				D			F	

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Preston Ave. / Main St.

Average Delay (sec/veh): 564.1 Worst Case Level Of Service: F[1132.5]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Preston Ave. / Main St.

Average Delay (sec/veh): 263.0 Worst Case Level Of Service: F[559.7]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #11 SR 124 (Church) / SR 104 (Main)
Average Delay (sec/veh): 187.5 Worst Case Level Of Service: F[860.1]
Street Name: SR 124 (Church) SR 104 (Main)
Approach: North Bound South Bound 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: 170 3 10 5 1 13 13 218 213 6 181 6
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 185 3 11 5 1 14 14 238 232 7 197 7
Added Vol: 122 0 0 0 0 0 0 143 103 0 172 0
PasserByVol: 50 0 1 0 0 0 0 89 65 3 49 0
Initial Fut: 357 3 12 5 1 14 14 470 400 10 418 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 384 4 13 6 1 15 15 505 430 10 450 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 384 4 13 6 1 15 15 505 430 10 450 7
Critical Gap Module:
Critical Gp: 7.2 6.6 6.3 7.1 6.5 6.2 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx
FollowUpTim: 3.6 4.1 3.4 3.5 4.0 3.3 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx
Capacity Module:
Cnflct Vol: 1233 1228 720 1233 1440 453 457 xxxx xxxxxx 935 xxxx xxxxxx
Potent Cap.: 149 173 418 155 134 611 1115 xxxx xxxxxx 740 xxxx xxxxxx
Move Cap.: 142 169 418 145 130 611 1115 xxxx xxxxxx 740 xxxx xxxxxx
Volume/Cap: 2.71 0.02 0.03 0.04 0.01 0.02 0.01 xxxx xxxx 0.01 xxxx xxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 0.0 xxxx xxxxxx 0.0 xxxx xxxxxx
Control Del:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 8.3 xxxx xxxxxx 9.9 xxxx xxxxxx
LOS by Move: * * * * * A * * * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 145 xxxxxx xxxx 300 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxx 36.1 xxxxxx xxxxxx 0.2 xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shrd ConDel:xxxxx 860 xxxxxx xxxxxx 18.0 xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shared LOS: * F * * C * * * * * * * *
ApproachDel: 860.1 18.0 xxxxxxxx xxxxxxxx
ApproachLOS: F C * *

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #11 SR 124 (Church) / SR 104 (Main)
Average Delay (sec/veh): 239.9 Worst Case Level Of Service: F[867.8]
Street Name: SR 124 (Church) SR 104 (Main)
Approach: North Bound South Bound 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: 98 4 7 2 0 3 10 115 104 6 152 1
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 107 4 8 2 0 3 11 125 113 7 166 1
Added Vol: 215 0 18 0 0 0 0 187 220 21 209 0
PasserByVol: 71 0 0 0 0 0 0 43 0 0 0 0
Initial Fut: 393 4 26 2 0 3 11 312 376 28 375 1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 462 5 30 3 0 4 13 367 443 32 441 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 462 5 30 3 0 4 13 367 443 32 441 1
Critical Gap Module:
Critical Gp: 7.2 6.6 6.3 7.1 6.5 6.2 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx
FollowUpTim: 3.6 4.1 3.4 3.5 4.0 3.3 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx
Capacity Module:
Cnflct Vol: 1123 1121 589 1138 1342 441 442 xxxx xxxxxx 810 xxxx xxxxxx
Potent Cap.: 178 201 497 180 154 620 1129 xxxx xxxxxx 825 xxxx xxxxxx
Move Cap.: 170 191 497 159 146 620 1129 xxxx xxxxxx 825 xxxx xxxxxx
Volume/Cap: 2.72 0.03 0.06 0.02 0.00 0.01 0.01 xxxx xxxx 0.04 xxxx xxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 0.0 xxxx xxxxxx 0.1 xxxx xxxxxx
Control Del:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 8.2 xxxx xxxxxx 9.5 xxxx xxxxxx
LOS by Move: * * * * * A * * * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 177 xxxxxx xxxx 287 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxx 44.2 xxxxxx xxxxxx 0.1 xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shrd ConDel:xxxxx 868 xxxxxx xxxxxx 17.8 xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shared LOS: * F * * C * * * * * * * *
ApproachDel: 867.8 17.8 xxxxxxxx xxxxxxxx
ApproachLOS: F C * *

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, Level Of Service Module. Includes data for SR 124 and SR 88.

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, Level Of Service Module. Includes data for SR 124 and SR 88.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Average Delay (sec/veh): 9.5 Worst Case Level Of Service: F[94.6]

Average Delay (sec/veh): 13.8 Worst Case Level Of Service: F[80.1]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Average Delay (sec/veh): 59.6 Worst Case Level Of Service: F[320.5]

Average Delay (sec/veh): 44.4 Worst Case Level Of Service: F[206.2]

Street Name: SR 88 Liberty

Street Name: SR 88 Liberty

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 1 0 1 1 0 1 0 0 1 0 0 1! 0 0

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 1 0 1 1 0 1 0 0 1 0 0 1! 0 0

Volume Module:

Volume Module:

Base Vol: 26 485 48 14 377 39 53 25 76 18 5 10
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 28 519 51 15 403 42 57 27 81 19 5 11
Added Vol: 0 0 35 0 0 0 0 30 25 0 30 25 0
PasserByVol: 0 114 12 0 92 16 19 24 0 10 20 0
Initial Fut: 28 633 98 15 495 58 76 81 81 59 50 11
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 30 673 105 16 527 61 81 86 87 63 54 11
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 30 673 105 16 527 61 81 86 87 63 54 11

Base Vol: 52 269 45 2 265 45 37 29 57 30 29 10
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 56 288 48 2 284 48 40 31 61 32 31 11
Added Vol: 0 0 48 0 0 0 0 41 0 49 42 0
PasserByVol: 0 98 10 0 157 27 16 21 0 16 34 0
Initial Fut: 56 386 106 2 441 75 56 93 61 97 107 11
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 58 402 111 2 459 78 58 97 64 101 111 11
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 58 402 111 2 459 78 58 97 64 101 111 11

Critical Gap Module:

Critical Gap Module:

Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:

Capacity Module:

Cnflct Vol: 588 xxxx xxxxx 778 xxxx xxxxx 1376 1396 527 1408 1353 673
Potent Cap.: 963 xxxx xxxxx 817 xxxx xxxxx 124 142 555 117 151 458
Move Cap.: 963 xxxx xxxxx 817 xxxx xxxxx 83 135 555 47 144 458
Volume/Cap: 0.03 xxxx xxxxx 0.02 xxxx xxxxx 0.98 0.63 0.16 1.34 0.37 0.02

Cnflct Vol: 537 xxxx xxxxx 512 xxxx xxxxx 1098 1092 459 1101 1059 402
Potent Cap.: 1006 xxxx xxxxx 1028 xxxx xxxxx 192 216 606 191 226 653
Move Cap.: 1006 xxxx xxxxx 1028 xxxx xxxxx 106 203 606 103 213 653
Volume/Cap: 0.06 xxxx xxxxx 0.00 xxxx xxxxx 0.55 0.48 0.10 0.98 0.52 0.02

Level Of Service Module:

Level Of Service Module:

2Way95thQ: 0.1 xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxxx 0.5 xxxx xxxxx xxxxx
Control Del: 8.9 xxxx xxxxx 9.5 xxxx xxxxx xxxxx xxxxx 12.7 xxxx xxxxx xxxxx
LOS by Move: A * * A * * * B * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 103 xxxx xxxxx xxxx 91 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 12.8 xxxx xxxxx xxxxx 9.6 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 386.9 xxxx xxxxx xxxxx 321 xxxxx
Shared LOS: * * * * * F * * * F *
ApproachDel: xxxxxx xxxxxx 258.9 320.5
ApproachLOS: * * F F

2Way95thQ: 0.2 xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxxx 0.3 xxxx xxxxx xxxxx
Control Del: 8.8 xxxx xxxxx 8.5 xxxx xxxxx xxxxx xxxxx 11.6 xxxx xxxxx xxxxx
LOS by Move: A * * A * * B * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 151 xxxx xxxxx xxxx 178 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.8 xxxx xxxxx xxxxx 12.5 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 138.4 xxxx xxxxx xxxxx 206 xxxxx
Shared LOS: * * * * * F * * * F *
ApproachDel: xxxxxx xxxxxx 101.5 206.2
ApproachLOS: * * F F

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for SR 88 and SR 12 (east).

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for SR 88 and SR 12 (east).

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Table with 12 columns for traffic movements (L, T, R for North, South, East, West bounds) and 12 rows for performance metrics (Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module).

Table with 12 columns for traffic movements (L, T, R for North, South, East, West bounds) and 12 rows for performance metrics (Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module).

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for SR 88 and SR 12 (west).

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for SR 88 and SR 12 (west).

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

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 #18 SR 88 / Kettleman Ln.

Intersection #18 SR 88 / Kettleman Ln.

Cycle (sec): 95 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Cycle (sec): 85 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: SR 88 Kettleman

Street Name: SR 88 Kettleman

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Includes Control (Protected, Split Phase), Rights (Include), and Min. Green values.

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Includes Control (Protected, Split Phase), Rights (Include), and Min. Green values.

Volume Module:

Volume Module:

Table of traffic volume metrics including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table of traffic volume metrics including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Saturation Flow Module:

Table of saturation flow metrics including Sat/Lane, Adjustment, Lanes, and Final Sat.

Table of saturation flow metrics including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Capacity Analysis Module:

Table of capacity analysis metrics including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Table of capacity analysis metrics including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for Ione / SR 16 intersection.

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for Ione / SR 16 intersection.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

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 #20 Murieta South Pkwy / SR 16

Intersection #20 Murieta South Pkwy / SR 16

Cycle (sec): 60 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: OPTIMIZED Level Of Service: A

Cycle (sec): 60 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Murieta South Parkway SR 16

Street Name: Murieta South Parkway SR 16

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 5 5 5 5 5 5 4 7 7 4 7 7
Lanes: 0 0 1 0 0 0 1 0 0 1 0 1 0 1 0

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 5 5 5 5 5 5 4 7 7 4 7 7
Lanes: 0 1 0 0 0 0 1 0 0 1 0 1 0 1 0

Volume Module:

Volume Module:

Base Vol: 4 3 3 9 1 93 146 472 9 0 282 20
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 4 3 3 10 1 102 161 519 10 0 310 22
Added Vol: 0 0 0 0 0 0 0 78 0 0 67 0
PasserByVol: 0 0 0 0 0 0 0 41 0 0 44 0
Initial Fut: 4 3 3 10 1 102 161 638 10 0 421 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 5 4 4 11 1 109 171 679 11 0 448 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 4 4 11 1 109 171 679 11 0 448 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 4 4 11 1 109 171 679 11 0 448 23

Base Vol: 3 1 0 8 3 81 122 331 4 0 336 14
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 3 1 0 9 3 89 134 364 4 0 370 15
Added Vol: 0 0 0 0 0 0 0 107 0 0 110 0
PasserByVol: 0 0 0 0 0 0 0 62 0 0 99 0
Initial Fut: 3 1 0 9 3 151 191 549 4 0 579 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 3 1 0 9 3 157 199 572 5 0 603 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 3 1 0 9 3 157 199 572 5 0 603 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 3 1 0 9 3 157 199 572 5 0 603 16

Saturation Flow Module:

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.83 0.83 0.83 0.76 0.76 0.85 0.90 0.95 0.95 1.00 0.95 0.95
Lanes: 0.40 0.30 0.30 0.90 0.10 1.00 1.00 0.98 0.02 1.00 0.95 0.05
Final Sat.: 630 472 472 1300 144 1615 1718 1778 28 1900 1707 89

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.78 0.78 1.00 0.77 0.77 0.85 0.90 0.95 0.95 1.00 0.95 0.95
Lanes: 0.75 0.25 0.00 0.73 0.27 1.00 1.00 0.99 0.01 1.00 0.97 0.03
Final Sat.: 1107 369 0 1065 400 1615 1718 1793 14 1900 1755 47

Capacity Analysis Module:

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.01 0.01 0.07 0.10 0.38 0.38 0.00 0.26 0.26
Crit Moves: ****
Green/Cycle: 0.08 0.08 0.08 0.08 0.08 0.28 0.20 0.72 0.72 0.00 0.52 0.52
Volume/Cap: 0.09 0.09 0.09 0.10 0.10 0.24 0.51 0.53 0.53 0.00 0.51 0.51
Delay/Veh: 25.7 25.7 25.7 25.8 25.8 16.9 22.7 4.3 4.3 0.0 9.8 9.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 25.7 25.7 25.7 25.8 25.8 16.9 22.7 4.3 4.3 0.0 9.8 9.8
LOS by Move: C C C C C B C A A A A A
DesignQueue: 0 0 0 0 0 3 5 7 7 0 8 8

Vol/Sat: 0.00 0.00 0.00 0.01 0.01 0.10 0.12 0.32 0.32 0.00 0.34 0.34
Crit Moves: ****
Green/Cycle: 0.08 0.08 0.00 0.08 0.08 0.26 0.18 0.72 0.72 0.00 0.54 0.54
Volume/Cap: 0.04 0.04 0.00 0.10 0.10 0.37 0.64 0.45 0.45 0.00 0.64 0.64
Delay/Veh: 25.4 25.4 0.0 25.8 25.8 18.5 27.3 3.8 3.8 0.0 11.3 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: 25.4 25.4 0.0 25.8 25.8 18.5 27.3 3.8 3.8 0.0 11.3 11.3
LOS by Move: C C A C C B C A A A B B
DesignQueue: 0 0 0 0 0 4 6 6 6 0 10 10

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Murieta Pkwy / SR 16

Cycle (sec): 65 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Murieta Pkwy SR 16

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Ovl Ovl Ovl Include
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 1 0 1 1 0 1 0 1 1 0 0 1 0

Volume Module:

Base Vol: 99 119 99 34 100 104 202 521 127 31 266 39
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 109 131 109 37 110 114 222 573 140 34 293 43
Added Vol: 0 0 0 0 0 0 0 77 0 0 66 0
PasserByVol: 0 7 0 13 4 115 195 28 0 0 22 22
Initial Fut: 109 138 109 50 114 229 417 678 140 34 381 65
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 115 145 115 53 120 241 439 714 147 36 401 68
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 115 145 115 53 120 241 439 714 147 36 401 68
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 115 145 115 53 120 241 439 714 147 36 401 68

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 0.90 0.95 0.81 0.90 0.93 0.93
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.85 0.15
Final Sat.: 1805 1900 1615 1805 1900 1615 1718 1809 1537 1718 1511 258

Capacity Analysis Module:

Vol/Sat: 0.06 0.08 0.07 0.03 0.06 0.15 0.26 0.39 0.10 0.02 0.27 0.27
Crit Moves: **** **** **** ****
Green/Cycle: 0.08 0.12 0.20 0.07 0.11 0.42 0.31 0.55 0.62 0.09 0.32 0.32
Volume/Cap: 0.83 0.65 0.35 0.44 0.59 0.36 0.83 0.72 0.15 0.25 0.83 0.83
Delay/Veh: 61.1 34.0 22.9 31.7 32.0 13.3 31.0 13.8 5.2 28.7 30.0 30.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 61.1 34.0 22.9 31.7 32.0 13.3 31.0 13.8 5.2 28.7 30.0 30.0
LOS by Move: E C C C B C B A C C C
DesignQueue: 4 5 3 2 4 5 12 13 2 1 12 12

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Murieta Pkwy / SR 16

Cycle (sec): 100 Critical Vol./Cap.(X): 1.030
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 54.2
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name: Murieta Pkwy SR 16

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Ovl Ovl Ovl Include
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 1 0 1 1 0 1 0 1 1 0 0 1 0

Volume Module:

Base Vol: 75 89 39 15 119 82 115 375 71 44 377 16
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 83 98 43 17 131 90 127 413 78 48 415 18
Added Vol: 0 0 0 0 0 0 0 107 0 0 109 0
PasserByVol: 92 50 32 62 54 133 156 289 102 35 279 61
Initial Fut: 175 148 75 79 185 223 283 809 180 83 803 79
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 186 157 80 84 197 237 301 860 192 89 854 84
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 186 157 80 84 197 237 301 860 192 89 854 84
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 186 157 80 84 197 237 301 860 192 89 854 84

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 0.90 0.95 0.81 0.90 0.94 0.94
Lanes: 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 1718 1809 1537 1718 1626 159

Capacity Analysis Module:

Vol/Sat: 0.10 0.08 0.05 0.05 0.10 0.15 0.17 0.48 0.12 0.05 0.53 0.53
Crit Moves: **** **** **** ****
Green/Cycle: 0.10 0.13 0.20 0.07 0.10 0.27 0.17 0.61 0.71 0.07 0.51 0.51
Volume/Cap: 1.03 0.64 0.25 0.64 1.03 0.54 1.03 0.78 0.17 0.78 1.03 1.03
Delay/Veh: 120.1 47.2 34.5 55.8 118 32.6 102.2 17.8 4.8 73.5 62.3 62.3
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: 120.1 47.2 34.5 55.8 118 32.6 102.2 17.8 4.8 73.5 62.3 62.3
LOS by Move: F D C E F C F B A E E E
DesignQueue: 10 8 4 4 10 10 14 21 3 5 29 29

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Capacity Module, Level Of Service Module. Includes data for Stonehouse / SR 16 intersection.

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Capacity Module, Level Of Service Module. Includes data for Stonehouse / SR 16 intersection.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Latrobe (Sac) / SR 16

Intersection #23 Latrobe (Sac) / SR 16

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: F[102.2]

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: F[208.6]

Street Name: Latrobe (Sac) SR 16

Street Name: Latrobe (Sac) SR 16

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0

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 0 1 0

Volume Module:

Volume Module:

Base Vol: 8 1 3 7 1 17 21 756 9 2 445 10
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 9 1 3 8 1 19 23 832 10 2 490 11
Added Vol: 0 0 0 0 0 0 0 77 0 0 66 0
PasserByVol: 0 0 0 0 0 0 0 205 0 0 126 0
Initial Fut: 9 1 3 8 1 19 23 1114 10 2 682 11
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 10 1 4 8 1 21 25 1224 11 2 749 12
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 10 1 4 8 1 21 25 1224 11 2 749 12

Base Vol: 2 2 2 5 1 15 19 504 3 2 489 18
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 2 2 2 6 1 17 21 554 3 2 538 20
Added Vol: 0 0 0 0 0 0 0 107 0 0 109 0
PasserByVol: 0 0 0 0 0 0 0 570 0 0 527 0
Initial Fut: 2 2 2 6 1 17 21 1231 3 2 1174 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 2 2 2 6 1 18 22 1324 4 2 1262 21
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 2 2 2 6 1 18 22 1324 4 2 1262 21

Critical Gap Module:

Critical Gap Module:

Critical Gp: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx 2.2 xxxx xxxxx

Critical Gp: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx 2.2 xxxx xxxxx

Capacity Module:

Capacity Module:

Cnflct Vol: 2051 2046 1229 2042 2045 755 761 xxxx xxxxx 1235 xxxx xxxxx
Potent Cap.: 42 57 219 42 57 412 838 xxxx xxxxx 554 xxxx xxxxx
Move Cap.: 38 55 219 40 55 412 838 xxxx xxxxx 554 xxxx xxxxx
Volume/Cap: 0.26 0.02 0.02 0.21 0.02 0.05 0.03 xxxx xxxxx 0.00 xxxx xxxxx

Cnflct Vol: 2658 2659 1326 2651 2650 1273 1284 xxxx xxxxx 1328 xxxx xxxxx
Potent Cap.: 15 23 192 15 23 206 531 xxxx xxxxx 510 xxxx xxxxx
Move Cap.: 13 22 192 13 22 206 531 xxxx xxxxx 510 xxxx xxxxx
Volume/Cap: 0.18 0.11 0.01 0.44 0.05 0.09 0.04 xxxx xxxxx 0.00 xxxx xxxxx

Level Of Service Module:

Level Of Service Module:

2Way95thQ: xxxx xxxx 0.1 xxxx xxxx 0.2 0.1 xxxx xxxxx 0.0 xxxx xxxxx
Control Del:xxxxx xxxx 21.7 xxxxx xxxx 14.2 9.4 xxxx xxxxx 11.5 xxxx xxxxx
LOS by Move: * * C * * B A * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: 39 xxxx xxxxx 41 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue: 0.9 xxxx xxxxx 0.8 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Shrd ConDel:129.0 xxxx xxxxx 117.6 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Shared LOS: F * * F * * * * * * * * * *
ApproachDel: 102.2 47.3 xxxxxxxx xxxxxxxx
ApproachLOS: F E * *

2Way95thQ: xxxx xxxx 0.0 xxxx xxxx 0.3 0.1 xxxx xxxxx 0.0 xxxx xxxxx
Control Del:xxxxx xxxx 24.0 xxxxx xxxx 24.1 12.1 xxxx xxxxx 12.1 xxxx xxxxx
LOS by Move: * * C * * B * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: 16 xxxx xxxxx 14 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue: 0.8 xxxx xxxxx 1.2 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Shrd ConDel:300.9 xxxx xxxxx 402.3 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Shared LOS: F * * F * * * * * * * * * *
ApproachDel: 208.6 132.1 xxxxxxxx xxxxxxxx
ApproachLOS: F F * *

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

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 Dillard / SR 16

Intersection #24 Dillard / SR 16

Cycle (sec): 120 Critical Vol./Cap.(X): 0.990
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 36.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Cycle (sec): 120 Critical Vol./Cap.(X): 0.999
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 37.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name: Dillard SR 16

Street Name: Dillard SR 16

Approach: North Bound South Bound East Bound 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 0 7 0 0 0 0 7 7 4 7 0
Lanes: 0 0 1 0 0 0 0 0 0 1 0 1 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: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 7 0 7 0 0 0 0 7 7 4 7 0
Lanes: 0 0 1 0 0 0 0 0 0 0 0 1 0 1 0 0

Volume Module:

Volume Module:

Base Vol: 46 0 57 0 0 0 0 725 114 77 339 0
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 51 0 63 0 0 0 0 798 125 85 373 0
Added Vol: 0 0 1 0 0 0 0 76 0 1 66 0
PasserByVol: 0 0 4 0 0 0 0 200 0 3 124 0
Initial Fut: 51 0 68 0 0 0 0 1074 125 89 563 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 57 0 76 0 0 0 0 1206 141 100 632 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 57 0 76 0 0 0 0 1206 141 100 632 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 57 0 76 0 0 0 0 1206 141 100 632 0

Base Vol: 56 0 55 0 0 0 0 462 76 58 465 0
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 62 0 61 0 0 0 0 508 84 64 512 0
Added Vol: 0 0 2 0 0 0 0 105 0 2 107 0
PasserByVol: 0 0 49 0 0 0 0 522 0 44 482 0
Initial Fut: 62 0 112 0 0 0 0 1135 84 110 1101 0
User Adj: 1.00 1.00 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: 66 0 119 0 0 0 0 1208 89 117 1171 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 66 0 119 0 0 0 0 1208 89 117 1171 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 66 0 119 0 0 0 0 1208 89 117 1171 0

Saturation Flow Module:

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 1.00 0.90 1.00 1.00 1.00 1.00 0.94 0.94 0.90 0.95 1.00
Lanes: 0.43 0.00 0.57 0.00 0.00 0.00 0.00 0.90 0.10 1.00 1.00 0.00
Final Sat.: 734 0 983 0 0 0 0 1597 187 1718 1809 0

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 1.00 0.90 1.00 1.00 1.00 1.00 0.94 0.94 0.90 0.95 1.00
Lanes: 0.36 0.00 0.64 0.00 0.00 0.00 0.00 0.93 0.07 1.00 1.00 0.00
Final Sat.: 607 0 1098 0 0 0 0 1670 123 1718 1809 0

Capacity Analysis Module:

Capacity Analysis Module:

Vol/Sat: 0.08 0.00 0.08 0.00 0.00 0.00 0.00 0.76 0.76 0.06 0.35 0.00
Crit Moves: ****
Green/Cycle: 0.08 0.00 0.08 0.00 0.00 0.00 0.00 0.76 0.76 0.06 0.82 0.00
Volume/Cap: 0.99 0.00 0.99 0.00 0.00 0.00 0.00 0.99 0.99 0.99 0.43 0.00
Delay/Veh: 129.6 0.0 129.6 0.0 0.0 0.0 0.0 35.6 35.6 142.6 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: 129.6 0.0 129.6 0.0 0.0 0.0 0.0 35.6 35.6 142.6 3.1 0.0
LOS by Move: F A F A A A A D D F A A
DesignQueue: 8 0 8 0 0 0 0 26 26 6 8 0

Vol/Sat: 0.11 0.00 0.11 0.00 0.00 0.00 0.00 0.72 0.72 0.07 0.65 0.00
Crit Moves: ****
Green/Cycle: 0.11 0.00 0.11 0.00 0.00 0.00 0.00 0.72 0.72 0.07 0.79 0.00
Volume/Cap: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 1.00 1.00 1.00 0.82 0.00
Delay/Veh: 119.6 0.0 119.6 0.0 0.0 0.0 0.0 41.3 41.3 138.9 11.2 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 119.6 0.0 119.6 0.0 0.0 0.0 0.0 41.3 41.3 138.9 11.2 0.0
LOS by Move: F A F A A A A D D F B A
DesignQueue: 11 0 11 0 0 0 0 29 29 7 19 0

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, Level Of Service Module. Includes data for Sloughhouse SR 16 intersection.

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, Volume Module, Critical Gap Module, Capacity Module, Level Of Service Module. Includes data for Sloughhouse SR 16 intersection.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Table with 12 columns for traffic directions (North/South/East/West Bound) and 12 rows of performance metrics including Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

Table with 12 columns for traffic directions (North/South/East/West Bound) and 12 rows of performance metrics including Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, and Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Table with 12 columns for traffic movements (L, T, R) and 12 rows for performance metrics (Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue).

Table with 12 columns for traffic movements (L, T, R) and 12 rows for performance metrics (Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue).

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Table with 12 columns for traffic flow metrics. Includes Intersection #29 Bradshwa / SR 16, Cycle (sec): 120, Critical Vol./Cap.(X): 1.095, Average Delay (sec/veh): 77.1, Level Of Service: E. Includes Volume Module, Saturation Flow Module, and Capacity Analysis Module data.

Table with 12 columns for traffic flow metrics. Includes Intersection #29 Bradshwa / SR 16, Cycle (sec): 60, Critical Vol./Cap.(X): 0.600, Average Delay (sec/veh): 21.5, Level Of Service: C. Includes Volume Module, Saturation Flow Module, and Capacity Analysis Module data.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

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 #30 Latrobe / White Rock

Intersection #30 Latrobe / White Rock

Cycle (sec): 60 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 19.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Cycle (sec): 60 Critical Vol./Cap.(X): 0.251
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Latrobe White Rock

Street Name: Latrobe White Rock

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R) for Control, Rights, Min. Green, and Lanes.

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R) for Control, Rights, Min. Green, and Lanes.

Volume Module:

Volume Module:

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Saturation Flow Module:

Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Capacity Analysis Module:

Table showing capacity analysis data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Table showing capacity analysis data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[12.6]

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[11.5]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module: Critical Gap, FollowUpTim.

Critical Gap Module: Critical Gap, FollowUpTim.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Missouri Flat / US 50 WB Ramps

Cycle (sec): 120 Critical Vol./Cap.(X): 1.125
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 84.1
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name: Missouri Flat US 50 WB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Ignore Include Ovl
Min. Green: 4 7 0 0 7 7 0 0 0 7 0 7
Lanes: 2 0 2 0 0 0 0 2 0 1 0 0 0 0 0 2 0 0 0 2

Volume Module:
Base Vol: 724 894 0 0 1270 366 0 0 0 1304 0 473
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 724 894 0 0 1270 366 0 0 0 1304 0 473
Added Vol: 3 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: 727 894 0 0 1270 366 0 0 0 1304 0 473
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 790 972 0 0 1380 0 0 0 0 1417 0 514
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 790 972 0 0 1380 0 0 0 0 1417 0 514
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 790 972 0 0 1380 0 0 0 0 1417 0 514

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.95 1.00 1.00 0.95 1.00 1.00 1.00 1.00 0.92 1.00 0.75
Lanes: 2.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.: 3502 3610 0 0 3610 1900 0 0 0 3502 0 2842

Capacity Analysis Module:
Vol/Sat: 0.23 0.27 0.00 0.00 0.38 0.00 0.00 0.00 0.00 0.40 0.00 0.18
Crit Moves: ****
Green/Cycle: 0.20 0.54 0.00 0.00 0.34 0.00 0.00 0.00 0.00 0.36 0.00 0.36
Volume/Cap: 1.13 0.50 0.00 0.00 1.13 0.00 0.00 0.00 0.00 1.13 0.00 0.50
Delay/Veh: 121.9 17.5 0.0 0.0 107 0.0 0.0 0.0 0.0 105.6 0.0 30.4
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: 121.9 17.5 0.0 0.0 107 0.0 0.0 0.0 0.0 105.6 0.0 30.4
LOS by Move: F B A A F A A A A F A C
DesignQueue: 23 17 0 0 36 0 0 0 0 35 0 13

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Missouri Flat / US 50 WB Ramps

Cycle (sec): 85 Critical Vol./Cap.(X): 0.955
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 38.2
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name: Missouri Flat US 50 WB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Ignore Include Ovl
Min. Green: 4 7 0 0 7 7 0 0 0 7 0 7
Lanes: 2 0 2 0 0 0 0 2 0 1 0 0 0 0 0 2 0 0 0 2

Volume Module:
Base Vol: 589 726 0 0 1020 298 0 0 0 1060 0 385
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 589 726 0 0 1020 298 0 0 0 1060 0 385
Added Vol: 5 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: 594 726 0 0 1020 298 0 0 0 1060 0 385
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 646 789 0 0 1109 0 0 0 0 1152 0 418
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 646 789 0 0 1109 0 0 0 0 1152 0 418
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 646 789 0 0 1109 0 0 0 0 1152 0 418

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.95 1.00 1.00 0.95 1.00 1.00 1.00 1.00 0.92 1.00 0.75
Lanes: 2.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.: 3502 3610 0 0 3610 1900 0 0 0 3502 0 2842

Capacity Analysis Module:
Vol/Sat: 0.18 0.22 0.00 0.00 0.31 0.00 0.00 0.00 0.00 0.33 0.00 0.15
Crit Moves: ****
Green/Cycle: 0.19 0.51 0.00 0.00 0.32 0.00 0.00 0.00 0.00 0.34 0.00 0.34
Volume/Cap: 0.96 0.42 0.00 0.00 0.96 0.00 0.00 0.00 0.00 0.96 0.00 0.43
Delay/Veh: 58.0 13.0 0.0 0.0 45.0 0.0 0.0 0.0 0.0 43.6 0.0 21.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 58.0 13.0 0.0 0.0 45.0 0.0 0.0 0.0 0.0 43.6 0.0 21.7
LOS by Move: E B A A D A A A A D A C
DesignQueue: 13 10 0 0 20 0 0 0 0 20 0 8

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

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 #34 Missouri Flat / Motherlode
Cycle (sec): 120 Critical Vol./Cap.(X): 0.968
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: OPTIMIZED Level Of Service: C
Street Name: Missouri Flat Motherlode
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Ovl Include Ovl Include
Min. Green: 4 7 0 0 7 7 7 0 7 0 0 0
Lanes: 1 0 2 0 1 0 0 2 1 0 2 0 0 0 1 0 0 0 0 0
Volume Module:
Base Vol: 108 1050 1156 0 2532 360 300 0 110 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 108 1050 1156 0 2532 360 300 0 110 0 0 0
Added Vol: 0 3 0 0 4 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 108 1053 1156 0 2536 360 300 0 110 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 117 1145 1257 0 2757 391 326 0 120 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 117 1145 1257 0 2757 391 326 0 120 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 117 1145 1257 0 2757 391 326 0 120 0 0 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 1.00 0.89 0.89 0.92 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 0.00 2.63 0.37 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1805 3610 1615 0 4456 633 3502 0 1615 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.07 0.32 0.78 0.00 0.62 0.62 0.09 0.00 0.07 0.00 0.00 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.08 0.80 0.80 0.00 0.73 0.73 0.10 0.00 0.17 0.00 0.00 0.00
Volume/Cap: 0.85 0.39 0.97 0.00 0.85 0.85 0.97 0.00 0.43 0.00 0.00 0.00
Delay/Veh: 91.3 3.5 28.2 0.0 13.7 13.7 94.4 0.0 45.4 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
AdjDel/Veh: 91.3 3.5 28.2 0.0 13.7 13.7 94.4 0.0 45.4 0.0 0.0 0.0
LOS by Move: F A C A B B F A D A A A
DesignQueue: 7 9 20 0 25 25 10 0 7 0 0 0

Intersection #34 Missouri Flat / Motherlode
Cycle (sec): 85 Critical Vol./Cap.(X): 0.850
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: OPTIMIZED Level Of Service: B
Street Name: Missouri Flat Motherlode
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Ovl Include Ovl Include
Min. Green: 4 7 0 0 7 7 7 0 7 0 0 0
Lanes: 1 0 2 0 1 0 0 2 1 0 2 0 0 0 1 0 0 0 0 0
Volume Module:
Base Vol: 80 880 969 0 2122 290 250 0 90 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 80 880 969 0 2122 290 250 0 90 0 0 0
Added Vol: 0 5 0 0 5 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 80 885 969 0 2127 290 250 0 90 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 87 962 1053 0 2312 315 272 0 98 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 87 962 1053 0 2312 315 272 0 98 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 87 962 1053 0 2312 315 272 0 98 0 0 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 1.00 0.89 0.89 0.92 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 0.00 2.64 0.36 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1805 3610 1615 0 4482 611 3502 0 1615 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.05 0.27 0.65 0.00 0.52 0.52 0.08 0.00 0.06 0.00 0.00 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.07 0.77 0.77 0.00 0.70 0.70 0.09 0.00 0.16 0.00 0.00 0.00
Volume/Cap: 0.73 0.35 0.85 0.00 0.73 0.73 0.85 0.00 0.39 0.00 0.00 0.00
Delay/Veh: 60.1 3.2 12.4 0.0 8.6 8.6 56.9 0.0 33.1 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
AdjDel/Veh: 60.1 3.2 12.4 0.0 8.6 8.6 56.9 0.0 33.1 0.0 0.0 0.0
LOS by Move: E A B A A A E A C A A A
DesignQueue: 4 6 14 0 16 16 6 0 4 0 0 0

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Missouri Flat and Forni intersections.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Missouri Flat and Forni intersections.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

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 #36 Missouri Flat / Pleasant Valley

Intersection #36 Missouri Flat / Pleasant Valley

Cycle (sec): 70 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 25.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Cycle (sec): 60 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Missouri Flat Pleasant Valley
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Street Name: Missouri Flat Pleasant Valley
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Ovl
Min. Green: 0 0 0 7 0 7 4 7 0 0 7 7
Lanes: 0 0 0 0 0 1 0 0 0 1 2 0 1 0 0 0 0 1 0 1

Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Ovl
Min. Green: 0 0 0 0 7 0 7 4 7 0 0 0 7 7
Lanes: 0 0 0 0 0 1 0 0 0 1 2 0 1 0 0 0 0 1 0 1

Volume Module:
Base Vol: 0 0 0 786 0 371 257 437 0 0 320 348
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 786 0 371 257 437 0 0 320 348
Added Vol: 0 0 0 0 0 4 3 30 0 0 35 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 786 0 375 260 467 0 0 355 348
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 0 0 0 810 0 387 268 481 0 0 366 359
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 810 0 387 268 481 0 0 366 359
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 810 0 387 268 481 0 0 366 359

Volume Module:
Base Vol: 0 0 0 607 0 286 198 261 0 0 232 310
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 607 0 286 198 261 0 0 232 310
Added Vol: 0 0 0 0 0 5 5 49 0 0 48 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 607 0 291 203 310 0 0 280 310
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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 0 646 0 310 216 330 0 0 298 330
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 646 0 310 216 330 0 0 298 330
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 646 0 310 216 330 0 0 298 330

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.95 1.00 0.85 0.92 1.00 1.00 1.00 1.00 0.85
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 2.00 1.00 0.00 0.00 1.00 1.00
Final Sat.: 0 0 0 1805 0 1615 3502 1900 0 0 1900 1615

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.95 1.00 0.85 0.92 1.00 1.00 1.00 1.00 0.85
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 2.00 1.00 0.00 0.00 1.00 1.00
Final Sat.: 0 0 0 1805 0 1615 3502 1900 0 0 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.45 0.00 0.24 0.08 0.25 0.00 0.00 0.19 0.22
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.52 0.00 0.61 0.09 0.31 0.00 0.00 0.22 0.74
Volume/Cap: 0.00 0.00 0.00 0.87 0.00 0.39 0.87 0.82 0.00 0.00 0.87 0.30
Delay/Veh: 0.0 0.0 0.0 23.4 0.0 7.4 53.3 30.9 0.0 0.0 43.2 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 1.00
AdjDel/Veh: 0.0 0.0 0.0 23.4 0.0 7.4 53.3 30.9 0.0 0.0 43.2 3.2
LOS by Move: A A A C A A D C A A D A
DesignQueue: 0 0 0 17 0 6 5 14 0 0 12 4

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.36 0.00 0.19 0.06 0.17 0.00 0.00 0.16 0.20
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.50 0.00 0.58 0.09 0.30 0.00 0.00 0.22 0.71
Volume/Cap: 0.00 0.00 0.00 0.72 0.00 0.33 0.72 0.57 0.00 0.00 0.72 0.29
Delay/Veh: 0.0 0.0 0.0 14.7 0.0 6.7 35.0 19.0 0.0 0.0 27.9 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 1.00
AdjDel/Veh: 0.0 0.0 0.0 14.7 0.0 6.7 35.0 19.0 0.0 0.0 27.9 3.2
LOS by Move: A A A B A A C B A A C A
DesignQueue: 0 0 0 12 0 5 3 8 0 0 8 3

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #37 Forni / Pleasant Valley
Average Delay (sec/veh): 7.6 Worst Case Level Of Service: E[36.2]
Street Name: Forni Pleasant Valley
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 1! 0 0 0 1 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 49 0 208 163 510 0 0 377 33
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 49 0 208 163 510 0 0 377 33
Added Vol: 0 0 0 0 0 0 0 33 0 0 39 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 49 0 208 163 543 0 0 416 33
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 0 0 52 0 219 172 572 0 0 438 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 52 0 219 172 572 0 0 438 35
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.4 6.5 6.2 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx 3.5 4.0 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 1370 1370 455 473 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 163 148 609 1100 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 141 122 609 1100 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx 0.36 0.00 0.36 0.16 xxxx xxxxx xxxx xxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.6 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.9 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx 374 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 5.5 xxxxx 0.6 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 36.2 xxxxx 8.9 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * E * * * * * A * * * * *
ApproachDel: xxxxxx 36.2 xxxxxx xxxxxx
ApproachLOS: * E * * *

Intersection #37 Forni / Pleasant Valley
Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B[13.6]
Street Name: Forni Pleasant Valley
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 1! 0 0 0 1 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 24 0 128 100 310 0 0 232 15
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 24 0 128 100 310 0 0 232 15
Added Vol: 0 0 0 0 0 0 0 55 0 0 53 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 24 0 128 100 365 0 0 285 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 0 0 0 26 0 138 108 392 0 0 306 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 26 0 138 108 392 0 0 306 16
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.4 6.5 6.2 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx 3.5 4.0 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 922 922 315 323 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 302 272 731 1249 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 281 247 731 1249 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx 0.09 0.00 0.19 0.09 xxxx xxxxx xxxx xxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.3 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.2 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx 583 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 1.1 xxxxx 0.3 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 13.6 xxxxx 8.2 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * B * * * * * A * * * * *
ApproachDel: xxxxxx 13.6 xxxxxx xxxxxx
ApproachLOS: * B * * *

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #38 SR 49 / Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap.(X): 1.071
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 48.6
Optimal Cycle: 0 Level Of Service: E

Street Name: SR 49 Pleasant Valley

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 0 0 1 0 0

Volume Module:

Base Vol: 191 0 180 0 0 0 0 354 240 290 426 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 191 0 180 0 0 0 0 354 240 290 426 0
Added Vol: 4 0 33 0 0 0 0 0 4 39 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 195 0 213 0 0 0 0 354 244 329 426 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 203 0 222 0 0 0 0 369 254 343 444 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 203 0 222 0 0 0 0 369 254 343 444 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 203 0 222 0 0 0 0 369 254 343 444 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: 0.48 0.00 0.52 0.00 0.00 0.00 0.00 0.59 0.41 1.00 1.00 0.00
Final Sat.: 259 0 283 0 0 0 0 344 237 485 520 0

Capacity Analysis Module:

Vol/Sat: 0.79 xxxx 0.79 xxxx xxxx xxxx xxxx 1.07 1.07 0.71 0.85 xxxx
Crit Moves: ****
Delay/Veh: 29.5 0.0 29.5 0.0 0.0 0.0 0.0 82.0 82.0 26.0 37.6 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 1.00
AdjDel/Veh: 29.5 0.0 29.5 0.0 0.0 0.0 0.0 82.0 82.0 26.0 37.6 0.0
LOS by Move: D * D * * * * F F D E *
ApproachDel: 29.5 xxxxxx 82.0 32.5
Delay Adj: 1.00 xxxxxx 1.00 1.00
ApprAdjDel: 29.5 xxxxxx 82.0 32.5
LOS by Appr: D * * F D
AllWayAvgQ: 3.0 3.0 3.0 0.0 0.0 0.0 11.8 11.8 11.8 2.1 4.0 0.0

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #38 SR 49 / Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 0 Level Of Service: C

Street Name: SR 49 Pleasant Valley

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 0 0 1 0 0

Volume Module:

Base Vol: 117 0 159 0 0 0 0 217 140 150 262 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 117 0 159 0 0 0 0 217 140 150 262 0
Added Vol: 6 0 55 0 0 0 0 0 6 53 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 123 0 214 0 0 0 0 217 146 203 262 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 140 0 243 0 0 0 0 247 166 231 298 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 140 0 243 0 0 0 0 247 166 231 298 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 140 0 243 0 0 0 0 247 166 231 298 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 0.60 0.40 1.00 1.00 0.00
Final Sat.: 217 0 377 0 0 0 0 374 252 526 568 0

Capacity Analysis Module:

Vol/Sat: 0.64 xxxx 0.64 xxxx xxxx xxxx xxxx 0.66 0.66 0.44 0.52 xxxx
Crit Moves: ****
Delay/Veh: 18.0 0.0 18.0 0.0 0.0 0.0 0.0 18.2 18.2 14.4 15.3 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 18.0 0.0 18.0 0.0 0.0 0.0 0.0 18.2 18.2 14.4 15.3 0.0
LOS by Move: C * C * * * * C C B C *
ApproachDel: 18.0 xxxxxx 18.2 14.9
Delay Adj: 1.00 xxxxxx 1.00 1.00
ApprAdjDel: 18.0 xxxxxx 18.2 14.9
LOS by Appr: C * C B
AllWayAvgQ: 1.5 1.5 1.5 0.0 0.0 0.0 1.7 1.7 1.7 0.7 1.0 0.0

Ione Casino
Existing + Approved + Alt B Ph 2 - Fri
PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Sat
PM peak hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[15.8]

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[14.0]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module: Critical Gp, FollowUpTim.

Critical Gap Module: Critical Gp, FollowUpTim.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.



APPENDIX A

Intersection Operations Level of Service Calculation Worksheets 2013 EPAP Plus Alternative B Phase 1 and 2 with Mitigation Measures

Ione Casino
Existing + Approved + Alt B Ph 2 - Mitigation Measures
Friday PM peak hour

Scenario: 2013 Ex + Ap + Alt B II Fri
Command: 2013 Ex + Ap + Alt B II Fri
Volume: 2013 Ex + Ap NP Friday
Geometry: EPAP MIT
Impact Fee: Existing
Trip Generation: Alt B (Ph II) Friday
Trip Distribution: Existing
Paths: 2006 (Amador Bypass)
Routes: Existing
Configuration: Existing

Ione Casino
Existing + Approved + Alt B Ph 2 - Mitigation Measures
Saturday PM peak hour

Scenario: 2013 Ex + Ap + Alt B II Sat
Command: 2013 Ex + Ap + Alt B II Sat
Volume: 2013 Ex + Ap NP Saturday
Geometry: EPAP MIT
Impact Fee: Existing
Trip Generation: Alt B (Ph II) Saturday
Trip Distribution: Existing
Paths: 2006 (Amador Bypass)
Routes: Existing
Configuration: Existing

Ione Casino
Existing + Approved + Alt B Ph 2 - Mitigation Measures
Friday PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Mitigation Measures
Saturday PM peak hour

Impact Analysis Report
Level Of Service

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ C	Del/ LOS	V/ C	
# 2 SR 49 / Main	B	17.9 0.428	C	25.8 0.736	+ 7.898 D/V
# 13 Jackson Valley / SR 88	B	11.7 0.433	B	19.7 0.654	+ 7.995 D/V
# 14 SR 88 / Liberty Rd.	B	16.2 0.495	C	22.0 0.697	+ 5.838 D/V
# 19 Ione / SR 16	B	13.4 0.566	B	15.4 0.672	+ 1.985 D/V
# 26 Grant Line / SR 16	C	30.4 0.803	D	53.0 1.029	+22.583 D/V
# 27 Sunrise / SR 16	D	37.5 0.718	D	52.6 0.909	+15.097 D/V

Intersection	Base		Future		Change in
	Del/ LOS	V/ C	Del/ LOS	V/ C	
# 2 SR 49 / Main	B	17.6 0.424	C	26.4 0.718	+ 8.763 D/V
# 13 Jackson Valley / SR 88	B	11.9 0.271	C	21.6 0.568	+ 9.689 D/V
# 14 SR 88 / Liberty Rd.	B	16.8 0.385	C	22.4 0.678	+ 5.610 D/V
# 19 Ione / SR 16	A	6.2 0.281	A	6.8 0.440	+ 0.657 D/V
# 26 Grant Line / SR 16	B	19.3 0.492	C	30.9 0.915	+11.528 D/V
# 27 Sunrise / SR 16	C	32.0 0.518	D	50.5 0.960	+18.467 D/V

Ione Casino
Existing + Approved + Alt B Ph 2 - Mitigation Measures
Friday PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Mitigation Measures
Saturday PM peak hour

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 #2 SR 49 / Main
Cycle (sec): 70
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED

Intersection #2 SR 49 / Main
Cycle (sec): 60
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED

Table with columns for Street Name (SR 49, Main), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Split Phase), Rights (Ovl, Include), and Min. Green values.

Table with columns for Street Name (SR 49, Main), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Split Phase), Rights (Ovl, Include), and Min. Green values.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for various movements.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for various movements.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue values.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue values.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Mitigation Measures
Friday PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Mitigation Measures
Saturday PM peak hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Jackson Valley / SR 88

Cycle (sec): 110 Critical Vol./Cap.(X): 0.654
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Jackson Valley SR 88

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 4 7 7 4 7 7
Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 0 1 0 1 0

Volume Module:

Base Vol: 7 12 5 2 23 8 6 508 34 2 348 3
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 8 13 5 2 25 9 7 554 37 2 379 3
Added Vol: 0 1 0 0 1 0 0 0 64 0 0 55 0
PasserByVol: 108 0 0 0 0 0 0 0 133 0 0 0 0
Initial Fut: 116 14 5 2 26 9 7 618 170 2 434 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 122 15 6 2 27 9 7 650 179 2 457 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 122 15 6 2 27 9 7 650 179 2 457 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 122 15 6 2 27 9 7 650 179 2 457 3

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.89 0.89 0.90 0.90 0.90 0.95 0.97 0.97 0.95 1.00 1.00
Lanes: 0.86 0.10 0.04 0.06 0.70 0.24 1.00 0.78 0.22 1.00 0.99 0.01
Final Sat.: 1450 177 68 101 1209 404 1805 1442 397 1805 1884 14

Capacity Analysis Module:

Vol/Sat: 0.08 0.08 0.08 0.02 0.02 0.02 0.00 0.45 0.45 0.00 0.24 0.24
Crit Moves: **** **** **** ****
Green/Cycle: 0.12 0.12 0.12 0.06 0.06 0.06 0.09 0.64 0.64 0.04 0.58 0.58
Volume/Cap: 0.71 0.71 0.71 0.36 0.36 0.36 0.04 0.71 0.71 0.03 0.41 0.41
Delay/Veh: 57.8 57.8 57.8 51.3 51.3 51.3 46.1 15.3 15.3 51.4 12.8 12.8
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: 57.8 57.8 57.8 51.3 51.3 51.3 46.1 15.3 15.3 51.4 12.8 12.8
LOS by Move: E E E D D D D B B D B B
DesignQueue: 8 8 8 2 2 2 0 21 21 0 12 12

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Jackson Valley / SR 88

Cycle (sec): 80 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Jackson Valley SR 88

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 4 7 7 4 7 7
Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 0 1 0 1 0

Volume Module:

Base Vol: 7 3 1 7 1 1 1 283 2 3 308 4
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09
Initial Bse: 8 3 1 8 1 1 1 308 2 3 336 4
Added Vol: 0 1 0 0 1 0 0 0 89 0 0 91 0
PasserByVol: 184 0 0 0 0 0 0 0 114 0 0 0 0
Initial Fut: 192 4 1 8 2 1 1 397 116 3 427 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: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 215 5 1 9 2 1 1 447 131 4 479 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 215 5 1 9 2 1 1 447 131 4 479 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 215 5 1 9 2 1 1 447 131 4 479 5

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.89 0.89 0.89 0.89 0.89 0.95 0.97 0.97 0.95 1.00 1.00
Lanes: 0.97 0.02 0.01 0.71 0.19 0.10 1.00 0.77 0.23 1.00 0.99 0.01
Final Sat.: 1647 37 9 1194 327 171 1805 1420 415 1805 1879 19

Capacity Analysis Module:

Vol/Sat: 0.13 0.13 0.13 0.01 0.01 0.01 0.00 0.31 0.31 0.00 0.26 0.26
Crit Moves: **** **** **** ****
Green/Cycle: 0.19 0.19 0.19 0.09 0.09 0.09 0.08 0.47 0.47 0.05 0.43 0.43
Volume/Cap: 0.67 0.67 0.67 0.08 0.08 0.08 0.01 0.67 0.67 0.04 0.59 0.59
Delay/Veh: 35.2 35.2 35.2 33.8 33.8 33.8 33.5 18.6 18.6 36.4 18.4 18.4
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: 35.2 35.2 35.2 33.8 33.8 33.8 33.5 18.6 18.6 36.4 18.4 18.4
LOS by Move: D D D C C C C B B D B B
DesignQueue: 8 8 8 0 0 0 0 15 15 0 13 13

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Mitigation Measures
Friday PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Mitigation Measures
Saturday PM peak hour

Level Of Service Computation Report

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Cycle (sec): 75 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Cycle (sec): 60 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: SR 88 Liberty

Street Name: SR 88 Liberty

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ovl Ovl Ovl Include
Min. Green: 5 7 7 5 7 7 7 7 7 7 7 7
Lanes: 1 0 1 0 1 1 0 1 0 0 1 0 0 1 0 0

Control: Protected Protected Split Phase Split Phase
Rights: Ovl Ovl Ovl Include
Min. Green: 5 7 7 5 7 7 7 7 7 7 7 7
Lanes: 1 0 1 0 1 1 0 1 0 0 1 0 0 1 0 0

Volume Module:

Volume Module:

Base Vol: 26 485 48 14 377 39 53 25 76 18 5 10
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 28 519 51 15 403 42 57 27 81 19 5 11
Added Vol: 0 0 35 0 0 0 0 30 0 30 25 0
PasserByVol: 0 114 12 0 92 16 19 24 0 10 20 0
Initial Fut: 28 633 98 15 495 58 76 81 81 59 50 11
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 30 673 105 16 527 61 81 86 87 63 54 11
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 673 105 16 527 61 81 86 87 63 54 11
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 673 105 16 527 61 81 86 87 63 54 11

Base Vol: 52 269 45 2 265 45 37 29 57 30 29 10
Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
Initial Bse: 56 288 48 2 284 48 40 31 61 32 31 11
Added Vol: 0 0 48 0 0 0 0 41 0 49 42 0
PasserByVol: 0 98 10 0 157 27 16 21 0 16 34 0
Initial Fut: 56 386 106 2 441 75 56 93 61 97 107 11
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 58 402 111 2 459 78 58 97 64 101 111 11
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 58 402 111 2 459 78 58 97 64 101 111 11
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 58 402 111 2 459 78 58 97 64 101 111 11

Saturation Flow Module:

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.94 0.79 0.89 0.94 0.79 0.98 0.98 0.85 0.96 0.96 0.96
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 0.48 0.52 1.00 0.49 0.42 0.09
Final Sat.: 1688 1777 1510 1688 1777 1510 897 957 1615 902 767 163

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.94 0.79 0.89 0.94 0.79 0.98 0.98 0.85 0.97 0.97 0.97
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 0.37 0.63 1.00 0.45 0.50 0.05
Final Sat.: 1688 1777 1510 1688 1777 1510 698 1168 1615 834 919 92

Capacity Analysis Module:

Capacity Analysis Module:

Vol/Sat: 0.02 0.38 0.07 0.01 0.30 0.04 0.09 0.09 0.05 0.07 0.07 0.07
Crit Moves: ****
Green/Cycle: 0.11 0.51 0.60 0.07 0.47 0.59 0.12 0.12 0.23 0.09 0.09 0.09
Volume/Cap: 0.17 0.75 0.12 0.14 0.63 0.07 0.75 0.75 0.24 0.75 0.75 0.75
Delay/Veh: 31.0 18.2 6.5 33.6 16.7 6.7 45.0 45.0 24.1 49.7 49.7 49.7
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: 31.0 18.2 6.5 33.6 16.7 6.7 45.0 45.0 24.1 49.7 49.7 49.7
LOS by Move: C B A C B A D D C D D D
DesignQueue: 1 15 2 1 13 1 6 6 3 5 5 5

Vol/Sat: 0.03 0.23 0.07 0.00 0.26 0.05 0.08 0.08 0.04 0.12 0.12 0.12
Crit Moves: ****
Green/Cycle: 0.08 0.33 0.50 0.12 0.36 0.48 0.12 0.12 0.20 0.17 0.17 0.17
Volume/Cap: 0.41 0.69 0.15 0.01 0.71 0.11 0.71 0.71 0.20 0.71 0.71 0.71
Delay/Veh: 28.1 21.2 8.3 23.3 20.1 8.6 36.0 36.0 20.3 30.9 30.9 30.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 28.1 21.2 8.3 23.3 20.1 8.6 36.0 36.0 20.3 30.9 30.9 30.9
LOS by Move: C C A C C A D D C C C C
DesignQueue: 2 10 2 0 10 1 5 5 2 6 6 6

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Mitigation Measures
Friday PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Mitigation Measures
Saturday PM peak hour

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 #19 Ione / SR 16

Cycle (sec): 80 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #19 Ione / SR 16

Cycle (sec): 60 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 6.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name: Ione SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 7 7 7 0 0 0 0 7 7 7 7 0
Lanes: 0 0 1 0 0 0 0 0 0 1 0 1 0 0 0

Street Name: Ione SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 7 7 7 0 0 0 0 7 7 7 7 0
Lanes: 0 0 1 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:
Base Vol: 122 0 13 0 0 0 0 398 134 17 224 0
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 134 0 14 0 0 0 0 438 147 19 246 0
Added Vol: 0 0 0 0 0 0 0 78 0 0 67 0
PasserByVol: 22 0 0 0 0 0 0 14 27 0 22 0
Initial Fut: 156 0 14 0 0 0 0 530 174 19 335 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 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 176 0 16 0 0 0 0 595 196 21 377 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 176 0 16 0 0 0 0 595 196 21 377 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 176 0 16 0 0 0 0 595 196 21 377 0

Volume Module:
Base Vol: 60 0 1 0 0 0 0 240 54 0 249 0
Growth Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Initial Bse: 66 0 1 0 0 0 0 264 59 0 274 0
Added Vol: 0 0 0 0 0 0 0 107 0 0 110 0
PasserByVol: 37 0 0 0 0 0 0 55 23 0 62 0
Initial Fut: 103 0 1 0 0 0 0 426 82 0 446 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 105 0 1 0 0 0 0 435 84 0 455 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 105 0 1 0 0 0 0 435 84 0 455 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 105 0 1 0 0 0 0 435 84 0 455 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 0.95 1.00 1.00 1.00 1.00 0.92 0.92 0.90 0.95 1.00
Lanes: 0.92 0.00 0.08 0.00 0.00 0.00 0.00 0.75 0.25 1.00 1.00 0.00
Final Sat.: 1646 0 151 0 0 0 0 1316 433 1718 1809 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 0.95 1.00 1.00 1.00 1.00 0.93 0.93 1.00 0.95 1.00
Lanes: 0.99 0.00 0.01 0.00 0.00 0.00 0.00 0.84 0.16 1.00 1.00 0.00
Final Sat.: 1790 0 19 0 0 0 0 1482 287 1900 1809 0

Capacity Analysis Module:
Vol/Sat: 0.11 0.00 0.11 0.00 0.00 0.00 0.00 0.45 0.45 0.01 0.21 0.00
Crit Moves: ****
Green/Cycle: 0.15 0.00 0.15 0.00 0.00 0.00 0.00 0.62 0.62 0.09 0.70 0.00
Volume/Cap: 0.73 0.00 0.73 0.00 0.00 0.00 0.00 0.73 0.73 0.14 0.30 0.00
Delay/Veh: 42.9 0.0 42.9 0.0 0.0 0.0 0.0 13.3 13.3 34.1 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: 42.9 0.0 42.9 0.0 0.0 0.0 0.0 13.3 13.3 34.1 4.5 0.0
LOS by Move: D A D A A A A B B C A A
DesignQueue: 7 0 7 0 0 0 0 15 15 1 5 0

Capacity Analysis Module:
Vol/Sat: 0.06 0.00 0.06 0.00 0.00 0.00 0.00 0.29 0.29 0.00 0.25 0.00
Crit Moves: ****
Green/Cycle: 0.13 0.00 0.13 0.00 0.00 0.00 0.00 0.67 0.67 0.00 0.67 0.00
Volume/Cap: 0.44 0.00 0.44 0.00 0.00 0.00 0.00 0.44 0.44 0.00 0.38 0.00
Delay/Veh: 25.2 0.0 25.2 0.0 0.0 0.0 0.0 5.0 5.0 0.0 4.7 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 25.2 0.0 25.2 0.0 0.0 0.0 0.0 5.0 5.0 0.0 4.7 0.0
LOS by Move: C A C A A A A A A A A A
DesignQueue: 3 0 3 0 0 0 0 6 6 0 5 0

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Mitigation Measures
Friday PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Mitigation Measures
Saturday PM peak hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Table with 12 columns for traffic flow metrics (Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module) for Grant Line and SR 16.

Table with 12 columns for traffic flow metrics (Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module) for Grant Line and SR 16.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing + Approved + Alt B Ph 2 - Mitigation Measures
Friday PM peak hour

Ione Casino
Existing + Approved + Alt B Ph 2 - Mitigation Measures
Saturday PM peak hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Intersection #27 Sunrise / SR 16.

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Intersection #27 Sunrise / SR 16.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.



APPENDIX A

Intersection Operations Level of Service Calculation Worksheets 2010 EPAP Plus Alternative C

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Scenario Report
Ex + Ap + Alt C Friday

Scenario: Ex + Ap + Alt C Friday
Command: Ex + Ap + Alt C Friday
Volume: 2006 Ex + Ap Friday
Geometry: EPAP Plus Project
Impact Fee: Existing
Trip Generation: Alt C Friday
Trip Distribution: Existing
Paths: 2006 (Amador Bypass)
Routes: Existing
Configuration: Existing

Scenario Report
Ex + Ap + Alt C Saturday

Scenario: Ex + Ap + Alt C Saturday
Command: Ex + Ap + Alt C Saturday
Volume: 2006 Ex + Ap Saturday
Geometry: EPAP Plus Project
Impact Fee: Existing
Trip Generation: Alt C Saturday
Trip Distribution: Existing
Paths: 2006 (Amador Bypass)
Routes: Existing
Configuration: Existing

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Trip Generation Report

Trip Generation Report

Forecast for EPAP NP Fri

Forecast for Alt C Saturday

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total	Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total				
7	Castle Oaks	1.00	Home	275.00	161.00	275	161	436	33.7	1	Ione Casino-	1.00	Ione Casino	186.00	193.00	186	193	379	13.6				
7	Castle Oaks	1.00	Hotel	25.00	22.00	25	22	47	3.6		Zone 1 Subtotal					186	193	379	13.6				
7	Castle Oaks	1.00	Retail	271.00	292.00	271	292	563	43.5														
	Zone 7 Subtotal					571	475	1046	80.8														
TOTAL										TOTAL										186	193	379	13.6
TOTAL						571	475	1046	80.8														

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Trip Generation Report

Trip Generation Report

Forecast for Alt C Friday

Forecast for EPAP NP Sat

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Ione Casino-	1.00	Ione Casino	134.00	114.00	134	114	248	19.2
	Zone 1 Subtotal					134	114	248	19.2
TOTAL						134	114	248	19.2

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Cottage Knol	1.00	Residential	152.00	130.00	152	130	282	10.1
	Zone 2 Subtotal					152	130	282	10.1
3	Shenandoah R	1.00	Residential	76.00	65.00	76	65	141	5.1
	Zone 3 Subtotal					76	65	141	5.1
4	Arroyo Woods	1.00	Residential	66.00	56.00	66	56	122	4.4
	Zone 4 Subtotal					66	56	122	4.4
5	Zinfandel	1.00	Residential	178.00	151.00	178	151	329	11.8
	Zone 5 Subtotal					178	151	329	11.8
6	Wildflower	1.00	Residential	139.00	118.00	139	118	257	9.2
	Zone 6 Subtotal					139	118	257	9.2
7	Castle Oaks	1.00	Home	234.00	200.00	234	200	434	15.6
7	Castle Oaks	1.00	Hotel	34.00	26.00	34	26	60	2.2
7	Castle Oaks	1.00	Retail	405.00	373.00	405	373	778	28.0
	Zone 7 Subtotal					673	599	1272	45.7
TOTAL						1284	1119	2403	86.4

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Trip Distribution Report

Trip Distribution Report

Percent Of Trips Existing

Percent Of Trips Existing

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	16.0	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
7	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	12	13	14	15	16	17	18	19	20	22	23
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	9.6	13.1	0.1	0.1
7	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

Zone	To Gates								
	24	25	26	28	29	36	38	39	40
1	0.8	1.4	1.6	4.8	0.1	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	10.0	10.0	2.0	5.0

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	16.0	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	12	13	14	15	16	17	18	19	20	22	23
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	9.6	13.1	0.1	0.1
2	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	24	25	26	28	29	31	32	33	34	35	36
1	0.8	1.4	1.6	4.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0
4	0.0	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	10.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0

Zone	To Gates			
	37	38	39	40
1	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0
6	10.0	20.0	10.0	15.0
7	0.0	10.0	2.0	5.0

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Turning Movement Report
EPAP NP Fri + Alt C Friday

Turning Movement Report
Alt C Saturday + EPAP NP Sat

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 SR 49 / Miller Way														#1 SR 49 / Miller Way													
Base	30	105	0	0	94	1	1	0	22	0	0	0	253	Base	12	81	0	0	76	1	1	0	12	0	0	0	183
Added	0	23	0	0	27	0	0	0	0	0	0	0	50	Added	57	98	42	29	107	19	16	0	49	36	0	24	477
PassBy	123	53	68	43	82	41	24	0	72	54	0	19	579	Total	69	179	42	29	183	20	17	0	61	36	0	24	660
Total	153	181	68	43	203	42	25	0	94	54	0	19	882	#2 SR 49 / Main													
#2 SR 49 / Main														#2 SR 49 / Main													
Base	45	107	201	7	92	18	14	40	39	109	53	12	737	Base	39	61	129	15	78	4	12	30	29	169	64	16	646
Added	4	23	1	0	27	0	0	0	5	1	0	0	61	Added	93	92	28	23	82	87	82	57	80	24	62	23	733
PassBy	16	128	39	35	102	70	80	29	15	44	36	55	649	Total	132	153	157	38	160	91	94	87	109	193	126	39	1379
Total	65	258	241	42	221	88	94	69	59	154	89	67	1447	#3 SR 49 / Poplar													
#3 SR 49 / Poplar														#3 SR 49 / Poplar													
Base	35	345	0	0	237	4	2	0	30	0	0	0	653	Base	13	239	0	0	269	0	1	0	9	0	0	0	531
Added	2	28	0	0	32	0	0	0	2	0	0	0	64	Added	3	212	0	0	186	0	0	0	3	0	0	0	404
PassBy	0	183	0	0	161	0	0	0	0	0	0	0	344	Total	16	451	0	0	455	0	1	0	12	0	0	0	935
Total	37	556	0	0	430	4	2	0	32	0	0	0	1061	#4 SR 49 / Empire													
#4 SR 49 / Empire														#4 SR 49 / Empire													
Base	32	352	2	9	240	10	13	2	28	7	5	4	704	Base	30	239	1	0	276	0	1	0	26	5	0	2	580
Added	3	29	0	0	34	0	0	0	4	0	0	0	70	Added	6	215	0	0	189	0	0	0	5	0	0	0	415
PassBy	0	183	0	0	161	0	0	0	0	0	0	0	344	Total	36	454	1	0	465	0	1	0	31	5	0	2	995
Total	35	564	2	9	435	10	13	2	32	7	5	4	1118	#5 SR 49 / Randolph Dr.													
#5 SR 49 / Randolph Dr.														#5 SR 49 / Randolph Dr.													
Base	8	366	0	0	248	19	14	0	8	0	0	0	663	Base	4	271	0	0	249	7	4	0	4	0	0	0	539
Added	0	10	57	27	12	0	0	0	0	49	0	23	178	Added	0	182	79	37	157	0	0	0	0	82	0	39	576
PassBy	0	232	0	0	135	0	0	0	0	0	0	0	367	Total	4	453	79	37	406	7	4	0	4	82	0	39	1115
Total	8	608	57	27	395	19	14	0	8	49	0	23	1208	#6 SR 49 / SR 16													
#6 SR 49 / SR 16														#6 SR 49 / SR 16													
Base	240	0	206	0	0	0	0	183	358	163	92	0	1242	Base	217	0	146	0	0	0	0	111	281	131	149	0	1035
Added	0	0	7	0	0	0	0	89	0	6	75	0	177	Added	0	0	104	0	0	0	0	194	0	90	188	0	576
PassBy	0	0	133	0	0	0	0	99	0	77	58	0	367	Total	217	0	250	0	0	0	0	305	281	221	337	0	1611
Total	240	0	346	0	0	0	0	371	358	246	225	0	1786	#7 SR 124 / SR 16													
#7 SR 124 / SR 16														#7 SR 124 / SR 16													
Base	12	0	79	0	0	0	0	465	20	55	268	0	899	Base	8	0	54	0	0	0	0	325	13	49	314	0	763
Added	0	0	41	0	0	0	0	48	0	35	40	0	164	Added	0	0	57	0	0	0	0	137	0	59	129	0	382
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	Total	8	0	111	0	0	0	0	462	13	108	443	0	1145
Total	12	0	120	0	0	0	0	612	20	90	366	0	1220	#8 Latrobe (Amador) / SR 16													
#8 Latrobe (Amador) / SR 16														#8 Latrobe (Amador) / SR 16													
Base	12	0	79	0	0	0	0	465	20	55	268	0	899	Base	0	0	0	97	0	0	3	227	0	0	228	89	644
Added	0	0	41	0	0	0	0	48	0	35	40	0	164	Added	0	0	0	0	0	0	0	137	0	0	129	0	266
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	Total	0	0	0	97	0	0	3	364	0	0	357	89	910
Total	12	0	120	0	0	0	0	612	20	90	366	0	1220	#9 SR 104 (Preston) / SR 124 (North)													
#9 SR 104 (Preston) / SR 124 (North)														#9 SR 104 (Preston) / SR 124 (North)													
Base	12	0	79	0	0	0	0	465	20	55	268	0	899	Base	71	109	67	19	133	8	5	10	66	77	16	17	598
Added	0	0	41	0	0	0	0	48	0	35	40	0	164	Added	0	324	67	61	300	0	0	0	0	71	0	69	892
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	PassBy	0	58	13	0	35	0	0	0	0	8	0	0	114
Total	12	0	120	0	0	0	0	612	20	90	366	0	1220	Total	71	491	147	80	468	8	5	10	66	156	16	86	1604

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#8 Latrobe (Amador) / SR 16														#10 Preston Ave. / Main St.													
Base	0	0	0	131	0	7	4	352	0	0	208	115	817	Base	0	0	0	238	0	57	68	14	0	0	9	231	617
Added	0	0	0	0	0	0	0	48	0	0	40	0	88	Added	0	0	0	359	0	12	14	14	0	0	12	377	788
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	PassBy	0	0	0	43	0	0	0	0	0	0	0	71	114
Total	0	0	0	131	0	7	4	499	0	0	306	115	1062	Total	0	0	0	640	0	69	82	28	0	0	21	679	1519
#9 SR 104 (Preston) / SR 124 (North)														#11 SR 124 (Church) / SR 104 (Main)													
Base	110	196	112	48	247	47	30	13	125	66	20	30	1044	Base	98	4	7	2	0	3	10	115	104	6	152	1	502
Added	0	240	40	49	200	0	0	0	0	34	0	58	621	Added	181	0	18	0	0	0	0	187	186	21	208	0	801
PassBy	0	68	18	0	101	0	0	0	0	27	0	0	214	PassBy	71	0	0	0	0	0	0	0	43	0	0	0	114
Total	110	504	170	97	548	47	30	13	125	127	20	88	1879	Total	350	4	25	2	0	3	10	302	333	27	360	1	1417
#10 Preston Ave. / Main St.														#12 SR 124 / SR 88													
Base	0	0	0	383	0	113	102	28	0	0	20	353	999	Base	0	0	0	9	0	65	53	234	0	0	250	4	615
Added	0	0	0	224	0	10	12	0	0	0	0	268	514	Added	0	0	0	12	0	137	147	2	0	0	3	14	315
PassBy	0	0	0	151	0	0	0	3	0	0	2	98	254	Total	0	0	0	21	0	202	200	236	0	0	253	18	930
Total	0	0	0	758	0	123	114	31	0	0	22	719	1767	#13 Jackson Valley / SR 88													
#11 SR 124 (Church) / SR 104 (Main)														#14 SR 88 / Liberty Rd.													
Base	170	3	10	5	1	13	13	218	213	6	181	6	839	Base	52	269	45	2	265	45	37	29	57	30	29	10	870
Added	96	0	0	0	0	0	0	143	81	0	172	0	492	Added	0	0	29	0	0	0	0	25	0	30	26	0	110
PassBy	50	0	1	0	0	0	0	89	65	3	49	0	257	PassBy	0	98	10	0	157	27	16	21	0	16	34	0	379
Total	316	3	11	5	1	13	13	450	359	9	402	6	1588	Total	52	367	84	2	422	72	53	75	57	76	89	10	1359
#12 SR 124 / SR 88														#15 SR 88 / SR 12 (east)													
Base	0	0	0	2	0	102	116	396	0	0	266	1	883	Base	0	0	0	45	0	303	320	244	0	0	168	49	1129
Added	0	0	0	0	0	79	95	2	0	0	1	0	177	Added	0	0	0	3	0	28	27	0	0	0	0	2	60
PassBy	0	0	0	1	0	13	24	10	0	0	6	2	56	PassBy	0	0	0	0	0	173	108	0	0	0	0	0	281
Total	0	0	0	3	0	194	235	408	0	0	273	3	1116	Total	0	0	0	48	0	504	455	244	0	0	168	51	1470
#13 Jackson Valley / SR 88														#16 Tully Rd. / SR 88													
Base	7	12	5	2	23	8	6	508	34	2	348	3	958	Base	32	34	68	47	28	29	12	485	30	59	577	39	1440
Added	0	0	0	0	0	0	0	39	0	0	33	0	72	Added	0	0	0	0	0	0	0	27	0	0	28	0	55
PassBy	108	0	0	0	0	0	0	0	133	0	0	0	241	PassBy	0	0	0	0	0	0	0	108	0	0	173	0	281
Total	115	12	5	2	23	8	6	547	167	2	381	3	1271	Total	32	34	68	47	28	29	12	620	30	59	778	39	1776
#14 SR 88 / Liberty Rd.														#17 SR 88 / Victor (SR 12 west)													
Base	26	485	48	14	377	39	53	25	76	18	5	10	1176	Base	22	418	0	6	348	203	264	1	17	3	4	4	1290
Added	0	0	21	0	0	0	0	18	0	18	15	0	72	Added	0	25	0	0	26	2	2	0	0	0	0	0	55
PassBy	0	114	12	0	92	16	19	24	0	10	20	0	307	PassBy	0	108	0	0	173	0	0	0	0	0	0	0	281
Total	26	599	81	14	469	55	72	67	76	46	40	10	1555	Total	22	551	0	6	547	205	266	1	17	3	4	4	1626
#15 SR 88 / SR 12 (east)																											
Base	0	0	0	97	0	312	534	371	0	0	164	40	1518														
Added	0	0	0	1	0	16	19	0	0	0	0	2	38														
PassBy	0	0	0	0	0	102	126	0	0	0	0	0	228														
Total	0	0	0	98	0	430	679	371	0	0	164	42	1784														

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#16 Tully Rd. / SR 88														#18 SR 88 / Kettleman Ln.													
Base	49	37	61	54	37	37	21	583	35	50	834	50	1848	Base	14	282	6	7	296	66	102	44	6	7	35	9	874
Added	0	0	0	0	0	0	0	19	0	0	16	0	35	Added	0	21	0	0	22	4	4	0	0	0	0	0	51
PassBy	0	0	0	0	0	0	0	126	0	0	102	0	228	PassBy	0	108	0	0	173	0	0	0	0	0	0	0	281
Total	49	37	61	54	37	37	21	728	35	50	952	50	2111	Total	14	411	6	7	491	70	106	44	6	7	35	9	1206
#17 SR 88 / Victor (SR 12 west)														#19 Ione / SR 16													
Base	19	675	1	10	393	220	364	13	24	4	4	15	1742	Base	60	0	1	0	0	0	0	240	54	0	249	0	604
Added	0	18	0	0	15	1	1	0	0	0	0	0	35	Added	0	0	0	0	0	0	66	0	0	68	0	134	
PassBy	0	126	0	0	102	0	0	0	0	0	0	0	228	PassBy	37	0	0	0	0	0	55	23	0	62	0	177	
Total	19	819	1	10	510	221	365	13	24	4	4	15	2005	Total	97	0	1	0	0	0	0	361	77	0	379	0	915
#18 SR 88 / Kettleman Ln.														#20 Murieta South Pkwy / SR 16													
Base	17	476	5	6	325	75	159	56	22	8	57	6	1212	Base	3	1	0	8	3	81	122	331	4	0	336	14	903
Added	0	15	0	0	13	3	3	0	0	0	0	0	34	Added	0	0	0	0	0	0	66	0	0	68	0	134	
PassBy	0	126	0	0	102	0	0	0	0	0	0	0	228	PassBy	0	0	0	0	0	62	57	78	0	0	99	0	296
Total	17	617	5	6	440	78	162	56	22	8	57	6	1474	Total	3	1	0	8	3	143	179	475	4	0	503	14	1333
#19 Ione / SR 16														#21 Murieta Pkwy / SR 16													
Base	122	0	13	0	0	0	0	398	134	17	224	0	908	Base	75	89	39	15	119	82	115	375	71	44	377	16	1417
Added	0	0	0	0	0	0	0	48	0	0	40	0	88	Added	0	0	0	0	0	0	65	0	0	68	0	133	
PassBy	22	0	0	0	0	0	0	14	27	0	22	0	85	PassBy	92	50	32	62	54	133	156	289	102	35	279	61	1345
Total	144	0	13	0	0	0	0	460	161	17	286	0	1081	Total	167	139	71	77	173	215	271	729	173	79	724	77	2895
#20 Murieta South Pkwy / SR 16														#22 Stonehouse / SR 16													
Base	4	3	3	9	1	93	146	472	9	0	282	20	1042	Base	0	0	0	69	0	5	11	484	0	0	503	46	1118
Added	0	0	0	0	0	0	0	47	0	0	40	0	87	Added	0	0	0	0	0	0	65	0	0	68	0	133	
PassBy	0	0	0	0	0	0	0	41	0	0	44	0	85	PassBy	0	0	0	14	0	0	532	0	0	493	12	1051	
Total	4	3	3	9	1	93	146	560	9	0	366	20	1214	Total	0	0	0	83	0	5	11	1081	0	0	1064	58	2302
#21 Murieta Pkwy / SR 16														#23 Latrobe (Sac) / SR 16													
Base	99	119	99	34	100	104	202	521	127	31	266	39	1741	Base	2	2	2	5	1	15	19	504	3	2	489	18	1062
Added	0	0	0	0	0	0	0	47	0	0	40	0	87	Added	0	0	0	0	0	0	65	0	0	68	0	133	
PassBy	0	7	0	13	4	115	195	28	0	0	22	22	406	PassBy	0	0	0	0	0	0	570	0	0	527	0	1097	
Total	99	126	99	47	104	219	397	596	127	31	328	61	2234	Total	2	2	2	5	1	15	19	1139	3	2	1084	18	2292
#22 Stonehouse / SR 16														#24 Dillard / SR 16													
Base	0	0	0	80	0	5	5	753	0	0	435	71	1349	Base	56	0	55	0	0	0	0	462	76	58	465	0	1172
Added	0	0	0	0	0	0	0	47	0	0	40	0	87	Added	0	0	1	0	0	0	64	0	1	67	0	133	
PassBy	0	0	0	18	0	0	0	205	0	0	126	11	360	PassBy	0	0	49	0	0	0	522	0	44	482	0	1097	
Total	0	0	0	98	0	5	5	1005	0	0	601	82	1796	Total	56	0	105	0	0	0	1048	76	103	1014	0	2402	
#23 Latrobe (Sac) / SR 16														#25 Sloughhouse / SR 16													
Base	8	1	3	7	1	17	21	756	9	2	445	10	1280	Base	27	0	34	0	0	0	0	492	5	29	496	0	1083
Added	0	0	0	0	0	0	0	47	0	0	40	0	87	Added	0	0	0	0	0	0	64	0	0	67	0	131	
PassBy	0	0	0	0	0	0	0	205	0	0	126	0	331	PassBy	0	0	0	0	0	0	522	0	0	484	0	1006	
Total	8	1	3	7	1	17	21	1008	9	2	611	10	1698	Total	27	0	34	0	0	0	1078	5	29	1047	0	2220	

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#24 Dillard / SR 16														#26 Grant Line / SR 16													
Base	46	0	57	0	0	0	0	725	114	77	339	0	1358	Base	0	104	44	26	91	16	9	470	6	61	460	27	1314
Added	0	0	1	0	0	0	0	46	0	1	40	0	88	Added	0	0	7	0	0	0	0	58	0	7	60	0	132
PassBy	0	0	4	0	0	0	0	200	0	3	124	0	331	PassBy	0	0	20	16	0	0	0	486	0	18	451	15	1006
Total	46	0	62	0	0	0	0	971	114	81	503	0	1777	Total	0	104	71	42	91	16	9	1014	6	86	971	42	2452
#25 Sloughhouse / SR 16														#27 Sunrise / SR 16													
Base	4	0	22	0	0	0	0	809	6	14	439	0	1294	Base	6	176	18	191	228	41	25	240	12	27	235	213	1412
Added	0	0	0	0	0	0	0	46	0	0	40	0	86	Added	0	0	3	11	0	0	0	44	0	3	46	11	118
PassBy	0	0	0	0	0	0	0	217	0	0	131	0	348	PassBy	0	0	9	61	0	0	0	416	0	7	389	53	935
Total	4	0	22	0	0	0	0	1072	6	14	610	0	1728	Total	6	176	30	263	228	41	25	700	12	37	670	277	2465
#26 Grant Line / SR 16														#28 Excelsior / SR 16													
Base	2	212	56	40	256	23	39	732	1	59	359	32	1811	Base	14	46	26	8	44	62	99	250	22	23	261	8	863
Added	0	0	5	0	0	0	0	42	0	4	36	0	87	Added	0	0	2	2	0	0	0	41	0	2	42	2	91
PassBy	3	17	13	3	28	3	0	201	9	12	118	1	408	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60
Total	5	229	74	43	284	26	39	975	10	75	513	33	2306	Total	14	46	28	10	44	62	99	314	22	25	340	10	1014
#27 Sunrise / SR 16														#29 Bradshwa / SR 16													
Base	7	267	40	227	847	63	79	471	10	23	205	117	2356	Base	31	316	24	123	381	38	74	237	31	41	197	112	1605
Added	0	0	2	8	0	0	0	32	0	2	27	7	78	Added	0	0	2	8	0	0	0	31	0	2	32	8	83
PassBy	5	8	10	52	126	0	4	153	4	4	98	27	491	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60
Total	12	275	52	287	973	63	83	656	14	29	330	151	2925	Total	31	316	26	131	381	38	74	291	31	43	266	120	1748
#28 Excelsior / SR 16														#30 Latrobe / White Rock													
Base	26	50	42	7	212	47	88	514	76	47	250	11	1370	Base	47	535	109	132	315	126	104	85	14	47	51	75	1640
Added	0	0	1	1	0	0	0	29	0	1	25	1	58	Added	0	3	0	0	3	0	0	0	0	0	0	0	6
PassBy	0	0	0	0	0	0	0	188	0	0	126	0	314	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60
Total	26	50	43	8	212	47	88	731	76	48	401	12	1742	Total	47	538	109	132	318	126	104	85	14	47	51	75	1646
#29 Bradshwa / SR 16														#31 Latrobe / S. Shingle													
Base	41	578	22	221	1396	235	210	451	89	40	202	66	3551	Base	7	116	4	4	130	27	16	3	3	5	4	0	320
Added	0	0	1	6	0	0	0	22	0	1	19	5	54	Added	0	3	0	0	3	0	0	0	0	0	0	0	6
PassBy	0	0	0	0	0	0	0	188	0	0	126	0	314	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60
Total	41	578	23	227	1396	235	210	661	89	41	347	71	3919	Total	7	119	4	4	133	27	16	3	3	5	4	0	326
#30 Latrobe / White Rock														#32 Missouri Flat / US 50 WB Ramps													
Base	99	1223	248	302	721	288	236	188	28	90	104	160	3688	Base	554	683	0	0	960	280	0	0	0	998	0	362	3838
Added	0	2	0	0	2	0	0	0	0	0	0	0	4	Added	3	0	0	0	0	0	0	0	0	0	0	3	3
Total	99	1225	248	302	723	288	236	188	28	90	104	160	3692	Total	557	683	0	0	960	280	0	0	0	998	0	362	3841
#31 Latrobe / S. Shingle														#33 Missouri Flat / US 50 EB Ramps													
Base	16	194	11	4	128	31	22	3	3	2	10	3	427	Base	0	1013	48	348	1589	0	206	0	681	0	0	0	3885
Added	0	2	0	0	2	0	0	0	0	0	0	0	4	Added	0	3	0	0	0	0	0	3	0	0	0	6	
Total	16	196	11	4	130	31	22	3	3	2	10	3	431	Total	0	1016	48	348	1589	0	206	0	684	0	0	0	3891
#32 Missouri Flat / US 50 WB Ramps														#34 Missouri Flat / Motherlode													
Base	554	683	0	0	960	280	0	0	0	0	0	0	3688	Base	75	828	912	0	1997	273	235	0	85	0	0	0	4406
Added	3	0	0	0	0	0	0	0	0	0	0	0	4	Added	0	3	0	0	3	0	0	0	0	0	0	6	
Total	557	683	0	0	960	280	0	0	0	0	0	0	3692	Total	75	831	912	0	2000	273	235	0	85	0	0	0	4412

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#32 Missouri Flat / US 50 WB Ramps														#35 Missouri Flat / Forni													
Base	681	841	0	0	1195	344	0	0	0	1227	0	445	4735	Base	56	1206	33	120	1618	336	460	35	47	116	32	150	4207
Added	2	0	0	0	0	0	0	0	0	0	0	0	2	Added	0	3	0	0	3	0	0	0	0	0	0	0	6
Total	683	841	0	0	1195	344	0	0	0	1227	0	445	4737	Total	56	1209	33	120	1621	336	460	35	47	116	32	150	4213
#33 Missouri Flat / US 50 EB Ramps														#36 Missouri Flat / Pleasant Valley													
Base	0	1246	59	428	1968	0	253	0	838	0	0	0	4793	Base	0	0	0	571	0	269	186	246	0	0	218	292	1783
Added	0	2	0	0	0	0	0	0	2	0	0	0	4	Added	0	0	0	0	0	3	3	31	0	0	30	0	67
Total	0	1248	59	428	1968	0	253	0	840	0	0	0	4797	Total	0	0	0	571	0	272	189	277	0	0	248	292	1850
#34 Missouri Flat / Motherlode														#37 Forni / Pleasant Valley													
Base	102	988	1088	0	2383	339	282	0	104	0	0	0	5286	Base	0	0	0	23	0	120	94	292	0	0	218	14	761
Added	0	2	0	0	2	0	0	0	0	0	0	0	4	Added	0	0	0	0	0	0	0	34	0	0	33	0	67
Total	102	990	1088	0	2385	339	282	0	104	0	0	0	5290	Total	0	0	0	23	0	120	94	326	0	0	251	14	828
#35 Missouri Flat / Forni														#38 SR 49 / Pleasant Valley													
Base	66	1427	85	146	1940	401	550	61	56	137	56	179	5103	Base	110	0	150	0	0	0	0	204	132	141	247	0	984
Added	0	2	0	0	2	0	0	0	0	0	0	0	4	Added	4	0	34	0	0	0	0	0	4	33	0	0	75
Total	66	1429	85	146	1942	401	550	61	56	137	56	179	5107	Total	114	0	184	0	0	0	0	204	136	174	247	0	1059
#36 Missouri Flat / Pleasant Valley														#100 SR 49 / Project Service Access													
Base	0	0	0	740	0	349	242	411	0	0	301	328	2371	Base	0	275	0	0	253	0	0	0	0	0	0	0	528
Added	0	0	0	0	0	2	2	18	0	0	21	0	43	Added	0	245	53	16	223	0	0	0	0	55	0	17	609
Total	0	0	0	740	0	351	244	429	0	0	322	328	2414	Total	0	520	53	16	476	0	0	0	0	55	0	17	1137
#37 Forni / Pleasant Valley														#176 Internal Project Intersection													
Base	0	0	0	46	0	196	153	480	0	0	355	31	1261	Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	20	0	0	24	0	44	Added	0	0	69	0	0	0	0	117	0	72	121	0	379
Total	0	0	0	46	0	196	153	500	0	0	379	31	1305	Total	0	0	69	0	0	0	0	117	0	72	121	0	379
#38 SR 49 / Pleasant Valley														#310 Latrobe / Old Sacramento													
Base	180	0	169	0	0	0	0	333	226	273	401	0	1582	Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	2	0	20	0	0	0	0	0	3	24	0	0	49	Added	0	0	0	82	0	0	0	0	0	0	0	72	154
Total	182	0	189	0	0	0	0	333	229	297	401	0	1631	Total	0	0	0	82	0	0	0	0	0	0	0	72	154
#100 SR 49 / Project Service Access														#322 Main / Sherwood													
Base	0	374	0	0	256	0	0	0	0	0	0	0	630	Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	57	38	12	49	0	0	0	0	32	0	10	198	Added	2	0	0	0	0	0	0	80	2	0	70	0	154
PassBy	0	232	0	0	135	0	0	0	0	0	0	0	367	Total	2	0	0	0	0	0	0	80	2	0	70	0	154
Total	0	663	38	12	440	0	0	0	0	32	0	10	1195														
#176 Internal Project Intersection														#323 Main / Empire													
Base	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	50	0	0	0	0	84	0	42	72	0	248	Added	2	0	0	0	0	0	0	78	2	0	68	0	150
Total	0	0	50	0	0	0	0	84	0	42	72	0	248	Total	2	0	0	0	0	0	0	78	2	0	68	0	150

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#310 Latrobe / Old Sacramento													#324 Main / Poplar															
Base	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
Added	0	0	0	8	0	0	0	0	0	0	0	0	7	15	25	0	121	0	0	0	0	0	52	29	142	46	0	415
Total	0	0	0	8	0	0	0	0	0	0	0	0	7	15	25	0	121	0	0	0	0	0	52	29	142	46	0	415
#322 Main / Sherwood													#325 Main / Mill															
Base	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
Added	1	0	0	0	0	0	0	7	2	0	6	0	0	16	9	0	56	0	0	0	0	0	162	11	63	179	0	480
Total	1	0	0	0	0	0	0	7	2	0	6	0	0	16	9	0	56	0	0	0	0	0	162	11	63	179	0	480
#323 Main / Empire													#326 SR-49 / Main (Drytown)															
Base	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
Added	1	0	0	0	0	0	0	5	1	0	5	0	0	12	0	9	0	0	0	10	0	0	0	0	0	0	0	19
Total	1	0	0	0	0	0	0	5	1	0	5	0	0	12	0	9	0	0	0	10	0	0	0	0	0	0	0	19
#324 Main / Poplar													#327 SR-49 / Water-Amador Creek															
Base	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
Added	2	0	0	0	0	0	0	6	2	0	5	0	0	15	3	0	0	0	0	0	0	0	0	0	3	0	0	6
Total	2	0	0	0	0	0	0	6	2	0	5	0	0	15	3	0	0	0	0	0	0	0	0	0	3	0	0	6
#325 Main / Mill													#328 SR-49 / Gopher Flat															
Base	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
Added	1	0	0	0	0	0	0	5	1	0	4	0	0	11	2	0	0	0	0	0	0	0	0	0	2	0	0	4
Total	1	0	0	0	0	0	0	5	1	0	4	0	0	11	2	0	0	0	0	0	0	0	0	0	2	0	0	4
#326 SR-49 / Main (Drytown)													#329 SR-49 / Eureka															
Base	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
Added	0	7	0	0	6	0	0	0	0	0	0	0	0	13	0	2	0	0	0	2	0	0	0	0	0	0	0	4
Total	0	7	0	0	6	0	0	0	0	0	0	0	0	13	0	2	0	0	0	2	0	0	0	0	0	0	0	4
#327 SR-49 / Water-Amador Creek													#330 SR-49 / Church															
Base	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
Added	2	0	0	0	0	0	0	0	2	0	0	0	0	4	0	2	0	0	0	2	0	0	0	0	0	0	0	4
Total	2	0	0	0	0	0	0	0	2	0	0	0	0	4	0	2	0	0	0	2	0	0	0	0	0	0	0	4
#328 SR-49 / Gopher Flat													#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]															
Base	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
Added	2	0	0	0	0	0	0	0	1	0	0	0	0	3	0	5	0	0	0	5	3	2	0	0	0	0	0	15
Total	2	0	0	0	0	0	0	0	1	0	0	0	0	3	0	5	0	0	0	5	3	2	0	0	0	0	0	15
#329 SR-49 / Eureka													#332 SR-49 / Jackson Gate-Ione Martell															
Base	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
Added	0	2	0	0	1	0	0	0	0	0	0	0	0	3	0	5	0	0	0	5	0	0	0	0	0	0	0	10
Total	0	2	0	0	1	0	0	0	0	0	0	0	0	3	0	5	0	0	0	5	0	0	0	0	0	0	0	10

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#330 SR-49 / Church													#333 SR-49 / SR-88 (North)														
Base	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	
Added	0	2	0	0	1	0	0	0	0	0	0	0	0	3	0	0	5	0	0	0	0	0	0	0	0	5	
Total	0	2	0	0	1	0	0	0	0	0	0	0	0	3	0	0	5	0	0	0	0	0	0	0	0	5	
#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]													#334 SR-49 / Sutter														
Base	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	
Added	0	4	0	0	3	1	2	0	0	0	0	0	0	10	4	0	0	5	0	0	0	0	0	0	0	9	
Total	0	4	0	0	3	1	2	0	0	0	0	0	0	10	4	0	0	5	0	0	0	0	0	0	0	9	
#332 SR-49 / Jackson Gate-Ione Martell													#335 SR-49 / Hoffman														
Base	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	
Added	0	3	0	0	3	0	0	0	0	0	0	0	0	6	4	0	0	4	0	0	0	0	0	0	0	8	
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	6	4	0	0	4	0	0	0	0	0	0	0	8	
#333 SR-49 / SR-88 (North)													#336 SR-49 / Main (Jackson)														
Base	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	
Added	0	0	0	3	0	0	0	0	0	0	0	0	3	6	4	0	0	4	0	0	0	0	0	0	0	8	
Total	0	0	0	3	0	0	0	0	0	0	0	0	3	6	4	0	0	4	0	0	0	0	0	0	0	8	
#334 SR-49 / Sutter													#337 SR-49 / SR-88 (South)														
Base	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	
Added	0	3	0	0	3	0	0	0	0	0	0	0	0	6	3	0	0	4	0	0	0	0	0	0	0	7	
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	6	3	0	0	4	0	0	0	0	0	0	0	7	
#335 SR-49 / Hoffman													#341 SR 104 / SR 88														
Base	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	
Added	0	3	0	0	3	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	14	0	0	16	30	
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	14	0	0	16	30	
#336 SR-49 / Main (Jackson)													#345 SR-12 / SR-99 SB Ramps														
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	3	0	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	2	0	0	2	4	
Total	0	3	0	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	2	0	0	2	4	
#337 SR-49 / SR-88 (South)													#346 SR-12 / SR-99 NB Ramps														
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	2	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	2	4	
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	2	4	
#341 SR 104 / SR 88													#347 Kettleman / SR-99 SB Ramps														
Base	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	
Added	0	0	0	0	0	0	0	2	0	0	1	0	0	3	0	0	0	0	0	0	0	4	0	0	4	8	
Total	0	0	0	0	0	0	0	2	0	0	1	0	0	3	0	0	0	0	0	0	0	4	0	0	4	8	

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#345 SR-12 / SR-99 SB Ramps													#348 Kettleman / SR-99 NB Ramps														
Base	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	1	0	0	1	0	2	Added	0	0	0	0	0	0	0	4	0	0	4	0	8
Total	0	0	0	0	0	0	0	1	0	0	1	0	2	Total	0	0	0	0	0	0	0	4	0	0	4	0	8
#346 SR-12 / SR-99 NB Ramps													#381														
Base	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	1	0	0	1	0	2	Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	1	0	2	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#347 Kettleman / SR-99 SB Ramps																											
Base	0	0	0	0	0	0	0	0	0	0	0	0	0														
Added	0	0	0	0	0	0	0	3	0	0	3	0	6														
Total	0	0	0	0	0	0	0	3	0	0	3	0	6														
#348 Kettleman / SR-99 NB Ramps																											
Base	0	0	0	0	0	0	0	0	0	0	0	0	0														
Added	0	0	0	0	0	0	0	3	0	0	3	0	6														
Total	0	0	0	0	0	0	0	3	0	0	3	0	6														
#381																											
Base	0	0	0	0	0	0	0	0	0	0	0	0	0														
Added	0	0	0	0	0	0	0	0	0	0	0	0	0														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0														

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Impact Analysis Report
Level Of Service

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in	Intersection	Base			Future			Change in
	Del/ LOS	V/ Veh	C/ C	Del/ LOS	V/ Veh	C/ C			Del/ LOS	V/ Veh	C/ C	Del/ LOS	V/ Veh	C/ C	
# 1 SR 49 / Miller Way	A	8.8	0.000	E	41.3	0.000	+32.531 D/V	# 1 SR 49 / Miller Way	A	8.4	0.000	C	15.5	0.000	+ 7.039 D/V
# 2 SR 49 / Main	C	17.7	0.000	F	338.4	0.000	+320.656 D/V	# 2 SR 49 / Main	C	20.0	0.000	F	969.9	0.000	+949.896 D/V
# 3 SR 49 / Poplar	B	10.1	0.000	B	12.0	0.000	+ 1.945 D/V	# 3 SR 49 / Poplar	B	10.3	0.000	B	12.3	0.000	+ 2.037 D/V
# 4 SR 49 / Empire	B	14.9	0.000	C	24.1	0.000	+ 9.162 D/V	# 4 SR 49 / Empire	B	13.7	0.000	C	23.0	0.000	+ 9.320 D/V
# 5 SR 49 / Randolph Dr.	B	12.4	0.000	D	30.2	0.000	+17.784 D/V	# 5 SR 49 / Randolph Dr.	B	11.3	0.000	E	35.1	0.000	+23.805 D/V
# 6 SR 49 / SR 16	B	14.2	0.474	B	17.2	0.689	+ 2.989 D/V	# 6 SR 49 / SR 16	B	13.3	0.381	B	15.2	0.612	+ 1.905 D/V
# 7 SR 124 / SR 16	B	13.1	0.000	C	16.6	0.000	+ 3.564 D/V	# 7 SR 124 / SR 16	B	11.5	0.000	B	14.2	0.000	+ 2.703 D/V
# 8 Latrobe (Amador) / SR 16	B	12.1	0.000	C	16.4	0.000	+ 4.265 D/V	# 8 Latrobe (Amador) / SR 16	B	14.3	0.000	C	20.8	0.000	+ 6.507 D/V
# 9 SR 104 (Preston) / SR 124 (Nor	F	70.7	0.000	F	OVRFL	0.000	+3425.970 D/	# 9 SR 104 (Preston) / SR 124 (Nor	C	17.4	0.000	F	OVRFL	0.000	+1075.947 D/
# 10 Preston Ave. / Main St.	F	86.7	0.000	F	882.9	0.000	+796.199 D/V	# 10 Preston Ave. / Main St.	B	14.8	0.000	F	415.7	0.000	+400.832 D/V
# 11 SR 124 (Church) / SR 104 (Main	C	22.1	0.000	F	601.4	0.000	+579.380 D/V	# 11 SR 124 (Church) / SR 104 (Main	B	13.7	0.000	F	629.1	0.000	+615.405 D/V
# 12 SR 124 / SR 88	B	10.9	0.000	B	12.2	0.000	+ 1.286 D/V	# 12 SR 124 / SR 88	B	10.7	0.000	B	12.9	0.000	+ 2.117 D/V
# 13 Jackson Valley / SR 88	B	11.3	0.000	E	37.6	0.000	+26.241 D/V	# 13 Jackson Valley / SR 88	A	9.6	0.000	D	33.6	0.000	+23.963 D/V
# 14 SR 88 / Liberty Rd.	C	22.9	0.000	F	137.3	0.000	+114.411 D/V	# 14 SR 88 / Liberty Rd.	B	14.9	0.000	F	50.7	0.000	+35.816 D/V
# 15 SR 88 / SR 12 (east	B	12.8	0.612	B	14.0	0.721	+ 1.220 D/V	# 15 SR 88 / SR 12 (east	B	11.7	0.455	B	12.5	0.566	+ 0.848 D/V
# 16 Tully Rd. / SR 88	B	18.2	0.719	C	20.7	0.798	+ 2.464 D/V	# 16 Tully Rd. / SR 88	B	13.7	0.547	B	15.3	0.690	+ 1.634 D/V
# 17 SR 88 / Victor (SR 12 west)	B	18.5	0.472	B	18.9	0.560	+ 0.409 D/V	# 17 SR 88 / Victor (SR 12 west)	B	17.6	0.414	B	17.9	0.573	+ 0.278 D/V
# 18 SR 88 / Kettleman Ln.	C	24.0	0.573	C	25.0	0.678	+ 1.055 D/V	# 18 SR 88 / Kettleman Ln.	B	19.9	0.437	B	19.6	0.589	-0.362 D/V
# 19 Ione / SR 16	B	14.2	0.000	C	21.9	0.000	+ 7.700 D/V	# 19 Ione / SR 16	A	8.9	0.000	B	13.5	0.000	+ 4.580 D/V
# 20 Murieta South Pkwy / SR 16	A	9.2	0.364	A	9.2	0.428	-0.017 D/V	# 20 Murieta South Pkwy / SR 16	A	9.4	0.356	B	10.8	0.519	+ 1.353 D/V
# 21 Murieta Pkwy / SR 16	B	17.0	0.544	C	21.2	0.738	+ 4.219 D/V	# 21 Murieta Pkwy / SR 16	C	22.4	0.478	D	43.5	0.970	+21.143 D/V
# 22 Stonehouse / SR 16	E	43.0	0.000	F	219.1	0.000	+176.067 D/V	# 22 Stonehouse / SR 16	D	26.0	0.000	F	720.1	0.000	+694.033 D/V
# 23 Latrobe (Sac) / SR 16	D	32.8	0.000	F	67.8	0.000	+35.059 D/V	# 23 Latrobe (Sac) / SR 16	C	20.5	0.000	F	136.5	0.000	+116.014 D/V

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Intersection	Base			Future			Change in	Intersection	Base			Future			Change in
	Del/ LOS	V/ Veh	V/ C	Del/ LOS	V/ Veh	V/ C			Del/ LOS	V/ Veh	V/ C	Del/ LOS	V/ Veh	V/ C	
# 24 Dillard / SR 16	B	16.7	0.720	C	23.8	0.897	+ 7.040 D/V	# 24 Dillard / SR 16	B	13.7	0.474	C	26.9	0.924	+13.248 D/V
# 25 Sloughhouse / SR 16	C	18.2	0.000	D	27.0	0.000	+ 8.814 D/V	# 25 Sloughhouse / SR 16	C	16.9	0.000	F	106.5	0.000	+89.594 D/V
# 26 Grant Line / SR 16	E	63.2	0.970	F	122.0	1.212	+58.791 D/V	# 26 Grant Line / SR 16	C	28.2	0.506	D	44.6	0.933	+16.416 D/V
# 27 Sunrise / SR 16	D	42.8	0.882	F	80.4	1.097	+37.565 D/V	# 27 Sunrise / SR 16	C	24.6	0.460	C	34.5	0.871	+ 9.955 D/V
# 28 Excelsior / SR 16	B	19.3	0.529	B	19.7	0.625	+ 0.388 D/V	# 28 Excelsior / SR 16	B	18.8	0.296	B	18.3	0.330	-0.506 D/V
# 29 Bradshwa / SR 16	D	38.5	0.850	E	57.1	0.999	+18.543 D/V	# 29 Bradshwa / SR 16	C	20.1	0.475	C	20.6	0.530	+ 0.463 D/V
# 30 Latrobe / White Rock	B	18.7	0.532	B	18.7	0.533	-0.003 D/V	# 30 Latrobe / White Rock	B	17.2	0.235	B	17.2	0.236	-0.013 D/V
# 31 Latrobe / S. Shingle	B	11.8	0.000	B	11.9	0.000	+ 0.044 D/V	# 31 Latrobe / S. Shingle	B	10.9	0.000	B	11.0	0.000	+ 0.056 D/V
# 32 Missouri Flat / US 50 WB Ramps	E	66.5	1.063	E	66.6	1.064	+ 0.181 D/V	# 32 Missouri Flat / US 50 WB Ramps	C	31.4	0.918	C	31.5	0.919	+ 0.117 D/V
# 33 Missouri Flat / US 50 EB Ramps	D	46.5	1.019	D	46.7	1.019	+ 0.187 D/V	# 33 Missouri Flat / US 50 EB Ramps	C	23.0	0.896	C	23.2	0.897	+ 0.111 D/V
# 34 Missouri Flat / Motherlode	B	17.2	0.926	B	17.2	0.926	+ 0.003 D/V	# 34 Missouri Flat / Motherlode	B	10.9	0.818	B	10.9	0.818	+ 0.000 D/V
# 35 Missouri Flat / Forni	D	36.7	0.914	D	36.7	0.914	+ 0.058 D/V	# 35 Missouri Flat / Forni	C	26.8	0.802	C	26.9	0.803	+ 0.041 D/V
# 36 Missouri Flat / Pleasant Valle	C	20.8	0.806	C	21.6	0.821	+ 0.850 D/V	# 36 Missouri Flat / Pleasant Valle	B	14.3	0.644	B	15.0	0.667	+ 0.731 D/V
# 37 Forni / Pleasant Valley	C	24.2	0.000	D	26.5	0.000	+ 2.271 D/V	# 37 Forni / Pleasant Valley	B	12.0	0.000	B	12.6	0.000	+ 0.589 D/V
# 38 SR 49 / Pleasant Valley	D	32.0	0.952	E	35.0	0.974	+ 0.022 V/C	# 38 SR 49 / Pleasant Valley	B	13.3	0.564	B	14.4	0.592	+ 0.028 V/C
#100 SR 49 / Project Service Access	A	0.0	0.000	D	26.7	0.000	+26.664 D/V	#100 SR 49 / Project Service Access	A	0.0	0.000	D	26.1	0.000	+26.114 D/V

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	???	???	No / No
# 2 SR 49 / Main	???	???	Yes / Yes
# 3 SR 49 / Poplar	???	???	No / No
# 4 SR 49 / Empire	???	???	No / No
# 5 SR 49 / Randolph Dr.	???	???	No / No
# 7 SR 124 / SR 16	???	???	No / Yes
# 8 Latrobe (Amador) / SR 16	???	???	No / Yes
# 9 SR 104 (Preston) / SR 124 (North)	???	???	Yes / Yes
# 10 Preston Ave. / Main St.	???	???	Yes / Yes
# 11 SR 124 (Church) / SR 104 (Main)	???	???	Yes / Yes
# 12 SR 124 / SR 88	???	???	No / Yes
# 13 Jackson Valley / SR 88	???	???	No / Yes
# 14 SR 88 / Liberty Rd.	???	???	Yes / Yes
# 19 Ione / SR 16	???	???	No / Yes
# 22 Stonehouse / SR 16	???	???	No / No
# 23 Latrobe (Sac) / SR 16	???	???	No / No
# 25 Sloughhouse / SR 16	???	???	No / No
# 31 Latrobe / S. Shingle	???	???	No / No
# 37 Forni / Pleasant Valley	???	???	No / Yes
# 38 SR 49 / Pleasant Valley	???	???	Yes
#100 SR 49 / Project Service Access	???	???	No / No

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	???	???	No / No
# 2 SR 49 / Main	???	???	Yes / Yes
# 3 SR 49 / Poplar	???	???	No / No
# 4 SR 49 / Empire	???	???	No / No
# 5 SR 49 / Randolph Dr.	???	???	No / No
# 7 SR 124 / SR 16	???	???	No / No
# 8 Latrobe (Amador) / SR 16	???	???	No / No
# 9 SR 104 (Preston) / SR 124 (North)	???	???	Yes / Yes
# 10 Preston Ave. / Main St.	???	???	Yes / Yes
# 11 SR 124 (Church) / SR 104 (Main)	???	???	Yes / Yes
# 12 SR 124 / SR 88	???	???	No / No
# 13 Jackson Valley / SR 88	???	???	No / Yes
# 14 SR 88 / Liberty Rd.	???	???	No / Yes
# 19 Ione / SR 16	???	???	No / No
# 22 Stonehouse / SR 16	???	???	No / No
# 23 Latrobe (Sac) / SR 16	???	???	No / No
# 25 Sloughhouse / SR 16	???	???	No / No
# 31 Latrobe / S. Shingle	???	???	No / No
# 37 Forni / Pleasant Valley	???	???	No / No
# 38 SR 49 / Pleasant Valley	???	???	No
#100 SR 49 / Project Service Access	???	???	No / No

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

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	0	1	0	0	0	0	1	0	0	1
Initial Vol:	153	181	68	43	203	42	25	0	94	54	0	19
Major Street Volume:	690											
Minor Approach Volume:	119											
Minor Approach Volume Threshold:	207											

Approach:	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	0	1	0	0	0	0	1	0	0	1
Initial Vol:	69	179	42	29	183	20	17	0	61	36	0	24
Major Street Volume:	522											
Minor Approach Volume:	78											
Minor Approach Volume Threshold:	271											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #2 SR 49 / Main

Intersection #2 SR 49 / Main

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

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Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=7.4]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=222]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1447]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=22.8]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=290]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1379]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=29.1]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=310]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1447]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=96.5]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=358]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1379]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #2 SR 49 / Main

Intersection #2 SR 49 / Main

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	0	1
Initial Vol:	65	258	241	42	221	88	94	69	59	154	89	67
Major Street Volume:	915											
Minor Approach Volume:	310											
Minor Approach Volume Threshold:	109											

Approach:	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	1	0	0	0	1
Initial Vol:	132	153	157	38	160	91	94	87	109	193	126	39
Major Street Volume:	731											
Minor Approach Volume:	358											
Minor Approach Volume Threshold:	146											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #3 SR 49 / Poplar

Intersection #3 SR 49 / Poplar

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=34]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1061]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=13]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=935]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 SR 49 / Poplar

Intersection #3 SR 49 / Poplar

Future Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	0	1	0	0
Initial Vol:	37	556	0	0	430	4	2	0	32	0	0	0
Major Street Volume:	1027											
Minor Approach Volume:	34											
Minor Approach Volume Threshold:	212											

Approach:	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
Initial Vol:	16	451	0	0	455	0	1	0	12	0	0	0
Major Street Volume:	922											
Minor Approach Volume:	13											
Minor Approach Volume Threshold:	241											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #4 SR 49 / Empire

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=47]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1118]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=32]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=995]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=16]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1118]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
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=4][total volume=995]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 SR 49 / Empire

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	1	0	1	0	0	1	0
Initial Vol:	35	564	2	9	435	10	13	2	32	7	5	4
Major Street Volume:	1055											
Minor Approach Volume:	47											
Minor Approach Volume Threshold:	276											

Approach:	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	1	0	0	0	1
Initial Vol:	36	454	1	0	465	0	1	0	31	5	0	2
Major Street Volume:	956											
Minor Approach Volume:	32											
Minor Approach Volume Threshold:	307											

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #5 SR 49 / Randolph Dr.

Intersection #5 SR 49 / Randolph Dr.

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=22]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1208]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1115]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=72]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1208]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=2][control=Stop Sign]
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=121]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1115]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #5 SR 49 / Randolph Dr.

Intersection #5 SR 49 / Randolph Dr.

Future Volume Alternative: Peak Hour Warrant NOT Met

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	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0
Initial Vol:	8	608		57		27	395		19		14	0		8		49	0		23	
Major Street Volume:					1114															
Minor Approach Volume:					72															
Minor Approach Volume Threshold:					124															

Approach:	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	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0
Initial Vol:	4	453		79		37	406		7		4	0		4		82	0		39	
Major Street Volume:					986															
Minor Approach Volume:					121															
Minor Approach Volume Threshold:					161															

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=132]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1220]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=2][control=Stop Sign]
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=119]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1145]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	0	0	0	0	1	0	1	1	0	1	0	0		
Initial Vol:	12	0	120		0	0	0		0	612	20		90	366	0					
Major Street Volume:	1088																			
Minor Approach Volume:	132																			
Minor Approach Volume Threshold:	131																			

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	1	0	0	1	0	0	0	0	0	0	1	0	1	1	0	1	0	0		
Initial Vol:	8	0	111		0	0	0		0	462	13		108	443	0					
Major Street Volume:	1026																			
Minor Approach Volume:	119																			
Minor Approach Volume Threshold:	149																			

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #8 Latrobe (Amador) / SR 16

Intersection #8 Latrobe (Amador) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	0	1	0	1	0	0	0	1
Initial Vol:	0	0	0	131	0	7	4	499	0	0	306	115
ApproachDel:	xxxxxx			16.4			xxxxxx			xxxxxx		

Approach:	North Bound			South Bound			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	1	0	0	0	1	0	0	0	1
Initial Vol:	0	0	0	97	0	0	3	364	0	0	357	89
ApproachDel:	xxxxxx			20.8			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=138]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1062]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=97]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=910]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #8 Latrobe (Amador) / SR 16

Intersection #8 Latrobe (Amador) / SR 16

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		131	0	7		4	499	0		0	306	115	
Major Street Volume:	924															
Minor Approach Volume:	138															
Minor Approach Volume Threshold:	107															

Approach:	North Bound				South Bound				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	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		97	0	0		3	364	0		0	357	89	
Major Street Volume:	813															
Minor Approach Volume:	97															
Minor Approach Volume Threshold:	129															

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

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Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=34.7]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=228.3]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=78.4]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	1
Initial Vol:	110	504	170	97	548	47	30	13	125	127	20	88
Major Street Volume:	1476											
Minor Approach Volume:	235											
Minor Approach Volume Threshold:	30 [less than minimum of 75]											

Approach:	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	1	0	0	1
Initial Vol:	71	491	147	80	468	8	5	10	66	156	16	86
Major Street Volume:	1265											
Minor Approach Volume:	258											
Minor Approach Volume Threshold:	55 [less than minimum of 75]											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=216.1]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=81.9]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	0	0	0	1
Initial Vol:	0	0	0	0	758	0	123		114	31	0	0	0	22	719	
Major Street Volume:	886															
Minor Approach Volume:	881															
Minor Approach Volume Threshold:	114															

Approach:	North Bound				South Bound				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	1	0	0	0	0	0	1
Initial Vol:	0	0	0	0	640	0	69		82	28	0	0	0	21	679	
Major Street Volume:	810															
Minor Approach Volume:	709															
Minor Approach Volume Threshold:	129															

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #11 SR 124 (Church) / SR 104 (Main)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

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Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=55.1]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=66.2]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 SR 124 (Church) / SR 104 (Main)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Future Volume Alternative: Peak Hour Warrant Met

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
Initial Vol:	316	3	11	5	1	13	13	450	359	9	402	6
Major Street Volume:	1239											
Minor Approach Volume:	330											
Minor Approach Volume Threshold:	162											

Approach:	North Bound			South Bound			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
Initial Vol:	350	4	25	2	0	3	10	302	333	27	360	1
Major Street Volume:	1033											
Minor Approach Volume:	379											
Minor Approach Volume Threshold:	211											

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=2][control=Stop Sign]
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=197]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1116]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]
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=223]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=930]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Future Volume Alternative: Peak Hour Warrant Met

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
Initial Vol:	0	0	0	0	3	0	194		235	408	0		0	273	3	
Major Street Volume:	919															
Minor Approach Volume:	197															
Minor Approach Volume Threshold:	182															

Approach:	North Bound				South Bound				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
Initial Vol:	0	0	0	0	21	0	202		200	236	0		0	253	18	
Major Street Volume:	707															
Minor Approach Volume:	223															
Minor Approach Volume Threshold:	261															

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.4]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.8]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	1	0	0	1
Initial Vol:	115	12	5	2	23	8	6	547	167	2	381	3
Major Street Volume:	1106											
Minor Approach Volume:	132											
Minor Approach Volume Threshold:	99											

Approach:	North Bound			South Bound			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	1	0	0	1	0	0	1
Initial Vol:	191	4	1	7	2	1	1	337	116	3	364	4
Major Street Volume:	825											
Minor Approach Volume:	196											
Minor Approach Volume Threshold:	166											

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=8.2]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.7]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.9]
FAIL - Vehicle-hours less than 4 for one lane approach.

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Future Volume Alternative: Peak Hour Warrant Met

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:	1	0	1	0	1	0	1	0	0	0	1	0
Initial Vol:	26	599	81	14	469	55	72	67	76	46	40	10
Major Street Volume:	1244											
Minor Approach Volume:	215											
Minor Approach Volume Threshold:	91 [less than minimum of 100]											

Approach:	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	1	0	1	0	1	0	0	1	0
Initial Vol:	52	367	84	2	422	72	53	75	57	76	89	10
Major Street Volume:	999											
Minor Approach Volume:	185											
Minor Approach Volume Threshold:	157											

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #19 Ione / SR 16

Intersection #19 Ione / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=157]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1081]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=98]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=915]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #19 Ione / SR 16

Intersection #19 Ione / SR 16

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	144	0	13	0	0	0	0	460	161	17	286	0
Major Street Volume:	924											
Minor Approach Volume:	157											
Minor Approach Volume Threshold:	140											

Approach:	North Bound			South Bound			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	0	1	1	0	1
Initial Vol:	97	0	1	0	0	0	0	361	77	0	379	0
Major Street Volume:	817											
Minor Approach Volume:	98											
Minor Approach Volume Threshold:	168											

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #22 Stonehouse / SR 16

Intersection #22 Stonehouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=6.3]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=103]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1796]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=17.6]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=88]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2302]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #22 Stonehouse / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	1
Initial Vol:	0	0	0	0	98	0	5		5	1005	0		0	601	82	

Major Street Volume: 1693
 Minor Approach Volume: 103
 Minor Approach Volume Threshold: 148 [less than minimum of 150]

 Intersection #22 Stonehouse / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	1
Initial Vol:	0	0	0	0	83	0	5		11	1081	0		0	1064	58	

Major Street Volume: 2214
 Minor Approach Volume: 88
 Minor Approach Volume Threshold: 32 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #23 Latrobe (Sac) / SR 16

Intersection #23 Latrobe (Sac) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=12]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1698]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=6]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2292]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=25]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1698]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
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=21]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2292]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #23 Latrobe (Sac) / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled								
Lanes:	0	1	0	0	1	0	0	1	1	0	0	1	0	1	0	0	1	0
Initial Vol:	8	1	3	7	1	17	21	1008	9	2	611	10						

Major Street Volume: 1661
 Minor Approach Volume: 25
 Minor Approach Volume Threshold: 156

 Intersection #23 Latrobe (Sac) / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled								
Lanes:	0	1	0	0	1	0	0	1	0	1	0	0	1	1	0	0	1	0
Initial Vol:	2	2	2	5	1	15	19	1139	3	2	1084	18						

Major Street Volume: 2265
 Minor Approach Volume: 21
 Minor Approach Volume Threshold: 22 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #25 Sloughhouse / SR 16

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=26]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1728]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=2][control=Stop Sign]
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=61]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2220]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #25 Sloughhouse / SR 16

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	0	0	0	0	1	0	1	1	0	1	0	0		
Initial Vol:	4	0	22		0	0	0	0	0	1072	6		14	610	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							
Lanes:	1	0	0	1	0	0	0	0	0	0	1	0	1	1	0	1	0	0		
Initial Vol:	27	0	34		0	0	0	0	0	1078	5		29	1047	0					

Major Street Volume: 1702
Minor Approach Volume: 26
Minor Approach Volume Threshold: 145 [less than minimum of 150]

Major Street Volume: 2159
Minor Approach Volume: 61
Minor Approach Volume Threshold: 43 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=28]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=431]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=22]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=326]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=15]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=431]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
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=326]
FAIL - Total volume less than 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	16	196	11	4	130	31	22	3	3	2	10	3
Major Street Volume:	388											
Minor Approach Volume:	28											
Minor Approach Volume Threshold:	252											

Approach:	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	1	0	1	0
Initial Vol:	7	119	4	4	133	27	16	3	3	5	4	0
Major Street Volume:	295											
Minor Approach Volume:	22											
Minor Approach Volume Threshold:	297											

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.8]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=242]
SUCCEED - Approach volume greater than or equal to 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.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=143]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=828]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		46	0	196		153	500	0		0	379	31	
Major Street Volume:	1063															
Minor Approach Volume:	242															
Minor Approach Volume Threshold:	84															

Approach:	North Bound				South Bound				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	1	0	0	0	0	0	1
Initial Vol:	0	0	0		23	0	120		94	326	0		0	251	14	
Major Street Volume:	685															
Minor Approach Volume:	143															
Minor Approach Volume Threshold:	157															

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #38 SR 49 / Pleasant Valley

Intersection #38 SR 49 / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant Met

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			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	182	0	189	0	0	0	0	333	229	297	401	0
Major Street Volume:	1260											
Minor Approach Volume:	371											
Minor Approach Volume Threshold:	205											

Approach:	North Bound			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		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	114	0	184	0	0	0	0	204	136	174	247	0
Major Street Volume:	761											
Minor Approach Volume:	298											
Minor Approach Volume Threshold:	379											

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=42]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1195]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[westbound][lanes=2][control=Stop Sign]
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=72]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1137]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Future Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	0	0	1	0	0	1
Initial Vol:	0	663	38	12	440	0	0	0	0	32	0	10	
Major Street Volume:	1153												
Minor Approach Volume:	42												
Minor Approach Volume Threshold:	114												

Approach:	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	1	0	0	0	1	0	0	1
Initial Vol:	0	520	53	16	476	0	0	0	0	55	0	17	
Major Street Volume:	1065												
Minor Approach Volume:	72												
Minor Approach Volume Threshold:	138												

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR 49 / Miller Way

Average Delay (sec/veh): 6.5 Worst Case Level Of Service: E[41.3]

Street Name: SR 49 Miller Way

Approach: 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 1 0 1 0 0 1 0 0 0 0 1 0 0

Volume Module:

Table with 12 columns for traffic metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 12 columns for critical gap metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR 49 / Miller Way

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: C[15.5]

Street Name: SR 49 Miller Way

Approach: 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 1 0 1 0 0 1 0 0 0 0 1 0 0

Volume Module:

Table with 12 columns for traffic metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 12 columns for critical gap metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 SR 49 / Main

Intersection #2 SR 49 / Main

Average Delay (sec/veh): 91.4 Worst Case Level Of Service: F[338.4]

Average Delay (sec/veh): 312.4 Worst Case Level Of Service: F[969.9]

Street Name: SR 49 Main

Street Name: SR 49 Main

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1 0 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: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1 0 0 1! 0 0

Volume Module:
Base Vol: 45 107 201 7 92 18 14 40 39 109 53 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: 45 107 201 7 92 18 14 40 39 109 53 12
Added Vol: 4 23 1 0 27 0 0 0 5 1 0 0
PasserByVol: 16 128 39 35 102 70 80 29 15 44 36 55
Initial Fut: 65 258 241 42 221 88 94 69 59 154 89 67
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 68 272 254 44 233 93 99 73 62 162 94 71
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 68 272 254 44 233 93 99 73 62 162 94 71

Volume Module:
Base Vol: 39 61 129 15 78 4 12 30 29 169 64 16
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 39 61 129 15 78 4 12 30 29 169 64 16
Added Vol: 93 92 28 23 82 87 82 57 80 24 62 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 132 153 157 38 160 91 94 87 109 193 126 39
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 153 178 183 44 186 106 109 101 127 224 147 45
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 153 178 183 44 186 106 109 101 127 224 147 45

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Cnflct Vol: 325 xxxx xxxxx 525 xxxx xxxxx 985 1029 279 970 949 398
Potent Cap.: 1201 xxxx xxxxx 1012 xxxx xxxxx 229 235 765 235 263 656
Move Cap.: 1201 xxxx xxxxx 1012 xxxx xxxxx 131 212 765 147 236 656
Volume/Cap: 0.06 xxxx xxxxx 0.04 xxxx xxxxx 0.75 0.34 0.08 1.11 0.40 0.11

Capacity Module:
Cnflct Vol: 292 xxxx xxxxx 360 xxxx xxxxx 999 995 239 1017 956 269
Potent Cap.: 1236 xxxx xxxxx 1166 xxxx xxxxx 224 247 805 218 260 774
Move Cap.: 1236 xxxx xxxxx 1166 xxxx xxxxx 85 205 805 99 216 774
Volume/Cap: 0.12 xxxx xxxxx 0.04 xxxx xxxxx 1.29 0.49 0.16 2.27 0.68 0.06

Level Of Service Module:
2Way95thQ: 0.2 xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxxx 0.3 xxxx xxxxx xxxxx
Control Del: 8.2 xxxx xxxxx 8.7 xxxx xxxxx xxxxx xxxxx 10.1 xxxxx xxxxx xxxxx
LOS by Move: A * * A * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 156 xxxx xxxxx xxxx 203 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 9.0 xxxx xxxxx xxxxx 21.2 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 159.1 xxxx xxxxx xxxxx 338 xxxxx
Shared LOS: * * * * * F * * * * F *
ApproachDel: xxxxxx xxxxxx 119.5 338.4
ApproachLOS: * * F F

Level Of Service Module:
2Way95thQ: 0.4 xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxxx 0.6 xxxx xxxxx xxxxx
Control Del: 8.3 xxxx xxxxx 8.2 xxxx xxxxx xxxxx xxxxx 10.3 xxxxx xxxxx xxxxx
LOS by Move: A * * A * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 118 xxxx xxxxx xxxx 139 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 16.4 xxxx xxxxx xxxxx 38.7 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 447.5 xxxx xxxxx xxxxx 970 xxxxx
Shared LOS: * * * * * F * * * * F *
ApproachDel: xxxxxx xxxxxx 283.2 969.9
ApproachLOS: * * F F

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 SR 49 / Poplar

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[12.0]

Street Name: SR 49 Poplar

Approach: 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 0 1 0 0 0 0 0 0 0 0

Volume Module:

Table with 16 columns and 11 rows for Volume Module, including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with 16 columns and 2 rows for Critical Gap Module, including Critical Gp and FollowUpTim.

Capacity Module:

Table with 16 columns and 4 rows for Capacity Module, including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 16 columns and 10 rows for Level Of Service Module, including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 SR 49 / Poplar

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.3]

Street Name: SR 49 Poplar

Approach: 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 0 1 0 0 0 0 0 0 0 0

Volume Module:

Table with 16 columns and 11 rows for Volume Module, including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with 16 columns and 2 rows for Critical Gap Module, including Critical Gp and FollowUpTim.

Capacity Module:

Table with 16 columns and 4 rows for Capacity Module, including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 16 columns and 10 rows for Level Of Service Module, including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 SR 49 / Empire

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[24.1]

Street Name: SR 49 Empire

Approach: 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 1 0 0 1! 0 0

Volume Module:

Base Vol: 32 352 2 9 240 10 13 2 28 7 5 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: 32 352 2 9 240 10 13 2 28 7 5 4
Added Vol: 3 29 0 0 34 0 0 0 4 0 0 0
PasserByVol: 0 183 0 0 161 0 0 0 0 0 0 0
Initial Fut: 35 564 2 9 435 10 13 2 32 7 5 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: 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: 36 588 2 9 453 10 14 2 33 7 5 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 36 588 2 9 453 10 14 2 33 7 5 4

Critical Gap Module:

Critical Gp: 4.2 xxxx xxxxxx 4.2 xxxx xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxxx 2.3 xxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:

Cnflct Vol: 464 xxxx xxxxxx 590 xxxx xxxxxx 1143 1140 458 1156 1144 589
Potent Cap.: 1067 xxxx xxxxxx 957 xxxx xxxxxx 179 203 607 175 202 512
Move Cap.: 1067 xxxx xxxxxx 957 xxxx xxxxxx 168 194 607 159 193 512
Volume/Cap: 0.03 xxxx xxxxxx 0.01 xxxx xxxxxx 0.08 0.01 0.05 0.05 0.03 0.01

Level Of Service Module:

2Way95thQ: 0.1 xxxx xxxxxx 0.0 xxxx xxxxxx xxxx xxxxx 0.2 xxxx xxxxx xxxxxx
Control Del: 8.5 xxxx xxxxxx 8.8 xxxx xxxxxx xxxxxx xxxxx 11.3 xxxxxx xxxxx xxxxxx
LOS by Move: A * * A * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxxx xxxxxx xxxx xxxxx xxxxxx 171 xxxxx xxxxxx xxxx 205 xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 0.3 xxxxx xxxxxx xxxxxx 0.3 xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 28.2 xxxxx xxxxxx xxxxxx 24.1 xxxxxx
Shared LOS: * * * * * D * * * * C *
ApproachDel: xxxxxx xxxxxx 16.7 24.1
ApproachLOS: * * C C

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 SR 49 / Empire

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[23.0]

Street Name: SR 49 Empire

Approach: 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 1 0 0 1! 0 0

Volume Module:

Base Vol: 30 239 1 0 276 0 1 0 26 5 0 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 239 1 0 276 0 1 0 26 5 0 2
Added Vol: 6 215 0 0 189 0 0 0 5 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 36 454 1 0 465 0 1 0 31 5 0 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 40 510 1 0 522 0 1 0 35 6 0 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 40 510 1 0 522 0 1 0 35 6 0 2

Critical Gap Module:

Critical Gp: 4.2 xxxx xxxxxx xxxxxx xxxxx xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxxx xxxxxx xxxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:

Cnflct Vol: 522 xxxx xxxxxx xxxxx xxxxx xxxxxx 1115 1115 522 1131 1114 511
Potent Cap.: 1014 xxxx xxxxxx xxxxx xxxxx xxxxxx 187 210 558 182 210 567
Move Cap.: 1014 xxxx xxxxxx xxxxx xxxxx xxxxxx 180 201 558 165 201 567
Volume/Cap: 0.04 xxxx xxxxx xxxxxx xxxxx xxxxx 0.01 0.00 0.06 0.03 0.00 0.00

Level Of Service Module:

2Way95thQ: 0.1 xxxx xxxxxx xxxxx xxxxx xxxxxx xxxx xxxxx 0.2 xxxx xxxxx xxxxxx
Control Del: 8.7 xxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx 11.9 xxxxxx xxxxx xxxxxx
LOS by Move: A * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 180 xxxxx xxxxxx xxxxx 207 xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx 0.1 xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 25.1 xxxxx xxxxxx xxxxxx 23.0 xxxxxx
Shared LOS: * * * * * D * * * * C *
ApproachDel: xxxxxx xxxxxx 12.3 23.0
ApproachLOS: * * B C

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 SR 49 / Randolph Dr.

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: D[30.2]

Table with columns for Street Name (SR 49, Randolph), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (1 0 0 1 0).

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 SR 49 / Randolph Dr.

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: E[35.1]

Table with columns for Street Name (SR 49, Randolph), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (1 0 0 1 0).

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

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 #6 SR 49 / SR 16
Cycle (sec): 60
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.689
Average Delay (sec/veh): 17.2
Level Of Service: B

Intersection #6 SR 49 / SR 16
Cycle (sec): 60
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.612
Average Delay (sec/veh): 15.2
Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and SR 16.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and SR 16.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 SR 124 / SR 16

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C[16.6]

Street Name: SR 124 SR 16

Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Volume Module:

Table with 18 columns and 10 rows showing traffic volume data for SR 124 and SR 16.

Critical Gap Module:

Table with 18 columns and 2 rows showing critical gap and follow-up time data.

Capacity Module:

Table with 18 columns and 4 rows showing capacity and volume/capacity data.

Level Of Service Module:

Table with 18 columns and 7 rows showing level of service and approach delay data.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 SR 124 / SR 16

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[14.2]

Street Name: SR 124 SR 16

Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Volume Module:

Table with 18 columns and 10 rows showing traffic volume data for SR 124 and SR 16.

Critical Gap Module:

Table with 18 columns and 2 rows showing critical gap and follow-up time data.

Capacity Module:

Table with 18 columns and 4 rows showing capacity and volume/capacity data.

Level Of Service Module:

Table with 18 columns and 7 rows showing level of service and approach delay data.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Latrobe (Amador) / SR 16

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: C[16.4]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module: Critical Gp, FollowUpTim.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Latrobe (Amador) / SR 16

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: C[20.8]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module: Critical Gp, FollowUpTim.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Average Delay (sec/veh): 504.9 Worst Case Level Of Service: F[3496.7]

Table with columns for Street Name (SR 104, SR 124), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0 0 1! 0 0).

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Average Delay (sec/veh): 178.1 Worst Case Level Of Service: F[1093.3]

Table with columns for Street Name (SR 104, SR 124), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0 0 1! 0 0).

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Preston Ave. / Main St.

Average Delay (sec/veh): 440.9 Worst Case Level Of Service: F[882.9]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Preston Ave. / Main St.

Average Delay (sec/veh): 194.5 Worst Case Level Of Service: F[415.7]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Average Delay (sec/veh): 125.3 Worst Case Level Of Service: F[601.4]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes for SR 124 (Church) and SR 104 (Main).

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume for SR 124 and SR 104.

Critical Gap Module:

Table with columns for Critical Gp, FollowUpTim for SR 124 and SR 104.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. for SR 124 and SR 104.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS for SR 124 and SR 104.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Average Delay (sec/veh): 168.6 Worst Case Level Of Service: F[629.1]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes for SR 124 (Church) and SR 104 (Main).

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume for SR 124 and SR 104.

Critical Gap Module:

Table with columns for Critical Gp, FollowUpTim for SR 124 and SR 104.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. for SR 124 and SR 104.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS for SR 124 and SR 104.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[12.2]

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: B[12.9]

Table with columns for Street Name (SR 124, SR 88), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Table with columns for Street Name (SR 124, SR 88), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume for various approaches.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume for various approaches.

Critical Gap Module table showing Critical Gp, FollowUpTim, and Capacity Module values.

Critical Gap Module table showing Critical Gp, FollowUpTim, and Capacity Module values.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Jackson Valley / SR 88

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: E[37.6]

Street Name: Jackson Valley SR 88

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include Include Include Include

Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 0 1 0

Volume Module:

Table with 12 columns for volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 12 columns for critical gap metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Jackson Valley / SR 88

Average Delay (sec/veh): 6.5 Worst Case Level Of Service: D[33.6]

Street Name: Jackson Valley SR 88

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include Include Include Include

Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 0 1 0

Volume Module:

Table with 12 columns for volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 12 columns for critical gap metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Average Delay (sec/veh): 23.2 Worst Case Level Of Service: F[137.3]

Table with columns for Street Name (SR 88, Liberty), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Average Delay (sec/veh): 12.2 Worst Case Level Of Service: F[50.7]

Table with columns for Street Name (SR 88, Liberty), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

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Intersection #15 SR 88 / SR 12 (east)
Cycle (sec): 70
Critical Vol./Cap.(X): 0.721
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 14.0
Optimal Cycle: OPTIMIZED
Level Of Service: B

Intersection #15 SR 88 / SR 12 (east)
Cycle (sec): 60
Critical Vol./Cap.(X): 0.566
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 12.5
Optimal Cycle: OPTIMIZED
Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (east).

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (east).

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, Final Sat.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, Final Sat.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

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Intersection #16 Tully Rd. / SR 88
Cycle (sec): 95
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Level Of Service: C

Intersection #16 Tully Rd. / SR 88
Cycle (sec): 70
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

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Intersection #17 SR 88 / Victor (SR 12 west)
Cycle (sec): 70
Critical Vol./Cap.(X): 0.560
Loss Time (sec): 16 (Y+R=4.0 sec)
Average Delay (sec/veh): 18.9
Optimal Cycle: OPTIMIZED
Level Of Service: B

Intersection #17 SR 88 / Victor (SR 12 west)
Cycle (sec): 75
Critical Vol./Cap.(X): 0.573
Loss Time (sec): 16 (Y+R=4.0 sec)
Average Delay (sec/veh): 17.9
Optimal Cycle: OPTIMIZED
Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (west).

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (west).

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume for SR 88 and SR 12 (west).

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume for SR 88 and SR 12 (west).

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat. for SR 88 and SR 12 (west).

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat. for SR 88 and SR 12 (west).

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for SR 88 and SR 12 (west).

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for SR 88 and SR 12 (west).

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

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Intersection #18 SR 88 / Kettleman Ln.
Cycle (sec): 90
Critical Vol./Cap.(X): 0.678
Loss Time (sec): 16 (Y+R=4.0 sec)
Average Delay (sec/veh): 25.0
Optimal Cycle: OPTIMIZED
Level Of Service: C

Intersection #18 SR 88 / Kettleman Ln.
Cycle (sec): 80
Critical Vol./Cap.(X): 0.589
Loss Time (sec): 16 (Y+R=4.0 sec)
Average Delay (sec/veh): 19.6
Optimal Cycle: OPTIMIZED
Level Of Service: B

Street Name: SR 88 Kettleman
Approach: North Bound South Bound East Bound West Bound
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: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 0 0 1 0 0

Street Name: SR 88 Kettleman
Approach: North Bound South Bound East Bound West Bound
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: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 0 0 1 0 0

Volume Module:
Base Vol: 17 476 5 6 325 75 159 56 22 8 57 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 17 476 5 6 325 75 159 56 22 8 57 6
Added Vol: 0 15 0 0 13 3 3 0 0 0 0 0
PasserByVol: 0 126 0 0 102 0 0 0 0 0 0 0
Initial Fut: 17 617 5 6 440 78 162 56 22 8 57 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: 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: 18 656 5 6 468 83 172 60 23 9 61 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 18 656 5 6 468 83 172 60 23 9 61 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 18 656 5 6 468 83 172 60 23 9 61 6

Volume Module:
Base Vol: 14 282 6 7 296 66 102 44 6 7 35 9
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 14 282 6 7 296 66 102 44 6 7 35 9
Added Vol: 0 21 0 0 22 4 4 0 0 0 0 0
PasserByVol: 0 108 0 0 173 0 0 0 0 0 0 0
Initial Fut: 14 411 6 7 491 70 106 44 6 7 35 9
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 15 437 6 7 522 74 113 47 6 7 37 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 437 6 7 522 74 113 47 6 7 37 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 15 437 6 7 522 74 113 47 6 7 37 10

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.93 0.93 0.89 0.91 0.91 0.96 0.96 0.96 0.98 0.98 0.98
Lanes: 1.00 0.99 0.01 1.00 0.85 0.15 0.68 0.23 0.09 0.11 0.81 0.08
Final Sat.: 1688 1760 14 1688 1474 261 1225 424 166 210 1500 158

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.93 0.93 0.89 0.92 0.92 0.96 0.96 0.96 0.97 0.97 0.97
Lanes: 1.00 0.99 0.01 1.00 0.88 0.12 0.68 0.28 0.04 0.14 0.68 0.18
Final Sat.: 1688 1747 26 1688 1525 217 1242 516 70 253 1264 325

Capacity Analysis Module:
Vol/Sat: 0.01 0.37 0.37 0.00 0.32 0.32 0.14 0.14 0.14 0.04 0.04 0.04
Crit Moves: ****
Green/Cycle: 0.07 0.51 0.51 0.04 0.48 0.48 0.19 0.19 0.19 0.08 0.08 0.08
Volume/Cap: 0.16 0.73 0.73 0.09 0.65 0.65 0.73 0.73 0.73 0.52 0.52 0.52
Delay/Veh: 40.2 20.5 20.5 41.7 19.4 19.4 42.1 42.1 42.1 43.2 43.2 43.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 40.2 20.5 20.5 41.7 19.4 19.4 42.1 42.1 42.1 43.2 43.2 43.2
LOS by Move: D C C D B B D D D D D D
DesignQueue: 1 18 18 0 15 15 11 11 11 4 4 4

Capacity Analysis Module:
Vol/Sat: 0.01 0.25 0.25 0.00 0.34 0.34 0.09 0.09 0.09 0.03 0.03 0.03
Crit Moves: ****
Green/Cycle: 0.05 0.48 0.48 0.10 0.52 0.52 0.14 0.14 0.14 0.09 0.09 0.09
Volume/Cap: 0.18 0.52 0.52 0.05 0.65 0.65 0.65 0.65 0.65 0.34 0.34 0.34
Delay/Veh: 37.4 15.1 15.1 33.0 15.5 15.5 38.6 38.6 38.6 35.6 35.6 35.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 37.4 15.1 15.1 33.0 15.5 15.5 38.6 38.6 38.6 35.6 35.6 35.6
LOS by Move: D B B C B B D D D D D D
DesignQueue: 1 11 11 0 14 14 7 7 7 2 2 2

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
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Intersection #19 Ione / SR 16

Intersection #19 Ione / SR 16

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: C[21.9]

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[13.5]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module: Critical Gp, FollowUpTim.

Critical Gap Module: Critical Gp, FollowUpTim.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
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Intersection #20 Murieta South Pkwy / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Intersection #20 Murieta South Pkwy / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, and West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, and West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
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Intersection #21 Murieta Pkwy / SR 16
Cycle (sec): 60
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.738
Average Delay (sec/veh): 21.2
Level Of Service: C

Intersection #21 Murieta Pkwy / SR 16
Cycle (sec): 90
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.970
Average Delay (sec/veh): 43.5
Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Stonehouse / SR 16

Average Delay (sec/veh): 12.6 Worst Case Level Of Service: F[219.1]

Street Name: Stonehouse SR 16

Approach: North Bound South Bound 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 0 1 0

Volume Module:

Base Vol: 0 0 0 80 0 5 5 753 0 0 435 71
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 80 0 5 5 753 0 0 435 71
Added Vol: 0 0 0 0 0 0 0 0 47 0 0 40 0
PasserByVol: 0 0 0 18 0 0 0 205 0 0 126 11
Initial Fut: 0 0 0 98 0 5 5 1005 0 0 601 82
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 0 0 0 105 0 5 5 1081 0 0 646 88
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 105 0 5 5 1081 0 0 646 88

Critical Gap Module:

Critical Gp: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:

Cnflct Vol: xxxx xxxx xxxxx 1782 xxxx 690 734 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 91 xxxx 448 857 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 91 xxxx 448 857 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx 1.16 xxxx 0.01 0.01 xxxx xxxxx xxxx xxxx xxxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx 7.3 xxxx 0.0 0.0 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 229.6 xxxx 13.1 9.2 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * F * B A * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * *
ApproachDel: xxxxxx 219.1 xxxxxx xxxxxx
ApproachLOS: * F * * *

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Stonehouse / SR 16

Average Delay (sec/veh): 27.6 Worst Case Level Of Service: F[720.1]

Street Name: Stonehouse SR 16

Approach: North Bound South Bound 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 0 1 0

Volume Module:

Base Vol: 0 0 0 69 0 5 11 484 0 0 503 46
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 69 0 5 11 484 0 0 503 46
Added Vol: 0 0 0 0 0 0 0 65 0 0 68 0
PasserByVol: 0 0 0 14 0 0 0 532 0 0 493 12
Initial Fut: 0 0 0 83 0 5 11 1081 0 0 1064 58
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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 88 0 5 12 1150 0 0 1132 62
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 88 0 5 12 1150 0 0 1132 62

Critical Gap Module:

Critical Gp: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:

Cnflct Vol: xxxx xxxx xxxxx 2336 xxxx 1163 1194 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 41 xxxx 239 574 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 40 xxxx 239 574 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx 2.19 xxxx 0.02 0.02 xxxx xxxxx xxxx xxxx xxxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx 9.5 xxxx 0.1 0.1 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 762.2 xxxx 20.4 11.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * F * C B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * *
ApproachDel: xxxxxx 720.1 xxxxxx xxxxxx
ApproachLOS: * F * * *

Note: Queue reported is the number of cars per lane.

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Ione Casino
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Latrobe (Sac) / SR 16

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: F[67.8]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module: Table with columns for Critical Gp, FollowUpTim.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Latrobe (Sac) / SR 16

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: F[136.5]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module: Table with columns for Critical Gp, FollowUpTim.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

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 Dillard / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 0.897
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #24 Dillard / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 0.924
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 26.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Dillard SR 16
Approach: North Bound South Bound East Bound 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 0 7 0 0 0 0 7 7 4 7 0
Lanes: 0 0 1 0 0 0 0 0 0 1 0 1 0 0 0

Street Name: Dillard SR 16
Approach: North Bound South Bound East Bound 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 0 7 0 0 0 0 7 7 4 7 0
Lanes: 0 0 1 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:
Base Vol: 46 0 57 0 0 0 0 725 114 77 339 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 46 0 57 0 0 0 0 725 114 77 339 0
Added Vol: 0 0 1 0 0 0 0 0 46 0 1 40 0
PasserByVol: 0 0 4 0 0 0 0 0 200 0 3 124 0
Initial Fut: 46 0 62 0 0 0 0 0 971 114 81 503 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 52 0 70 0 0 0 0 0 1091 128 91 565 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 52 0 70 0 0 0 0 0 1091 128 91 565 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 52 0 70 0 0 0 0 0 1091 128 91 565 0

Volume Module:
Base Vol: 56 0 55 0 0 0 0 462 76 58 465 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 56 0 55 0 0 0 0 462 76 58 465 0
Added Vol: 0 0 1 0 0 0 0 0 64 0 1 67 0
PasserByVol: 0 0 49 0 0 0 0 0 522 0 44 482 0
Initial Fut: 56 0 105 0 0 0 0 0 1048 76 103 1014 0
User Adj: 1.00 1.00 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: 60 0 112 0 0 0 0 0 1115 81 110 1079 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 60 0 112 0 0 0 0 0 1115 81 110 1079 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 60 0 112 0 0 0 0 0 1115 81 110 1079 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 1.00 0.90 1.00 1.00 1.00 1.00 0.94 0.94 0.90 0.95 1.00
Lanes: 0.43 0.00 0.57 0.00 0.00 0.00 0.00 0.89 0.11 1.00 1.00 0.00
Final Sat.: 731 0 986 0 0 0 0 0 1596 187 1718 1809 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 1.00 0.90 1.00 1.00 1.00 1.00 0.94 0.94 0.90 0.95 1.00
Lanes: 0.35 0.00 0.65 0.00 0.00 0.00 0.00 0.93 0.07 1.00 1.00 0.00
Final Sat.: 592 0 1111 0 0 0 0 0 1671 121 1718 1809 0

Capacity Analysis Module:
Vol/Sat: 0.07 0.00 0.07 0.00 0.00 0.00 0.00 0.68 0.68 0.05 0.31 0.00
Crit Moves: ****
Green/Cycle: 0.08 0.00 0.08 0.00 0.00 0.00 0.00 0.76 0.76 0.06 0.82 0.00
Volume/Cap: 0.90 0.00 0.90 0.00 0.00 0.00 0.00 0.90 0.90 0.90 0.38 0.00
Delay/Veh: 102.5 0.0 102.5 0.0 0.0 0.0 0.0 18.9 18.9 113.6 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: 102.5 0.0 102.5 0.0 0.0 0.0 0.0 18.9 18.9 113.6 3.0 0.0
LOS by Move: F A F A A A A A B B F A A A
DesignQueue: 8 0 8 0 0 0 0 0 23 23 6 7 0

Capacity Analysis Module:
Vol/Sat: 0.10 0.00 0.10 0.00 0.00 0.00 0.00 0.67 0.67 0.06 0.60 0.00
Crit Moves: ****
Green/Cycle: 0.11 0.00 0.11 0.00 0.00 0.00 0.00 0.72 0.72 0.07 0.79 0.00
Volume/Cap: 0.92 0.00 0.92 0.00 0.00 0.00 0.00 0.92 0.92 0.92 0.75 0.00
Delay/Veh: 97.8 0.0 97.8 0.0 0.0 0.0 0.0 25.1 25.1 114.8 8.8 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 97.8 0.0 97.8 0.0 0.0 0.0 0.0 25.1 25.1 114.8 8.8 0.0
LOS by Move: F A F A A A A A C C F A A A
DesignQueue: 10 0 10 0 0 0 0 0 27 27 7 18 0

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 Sloughhouse / SR 16

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D[27.0]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes for Sloughhouse and SR 16.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp, FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 Sloughhouse / SR 16

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: F[106.5]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes for Sloughhouse and SR 16.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp, FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
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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 #26 Grant Line / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.212
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 122.0
Optimal Cycle: OPTIMIZED Level Of Service: F

Intersection #26 Grant Line / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 0.933
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 44.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
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Level Of Service Computation Report
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Intersection #27 Sunrise / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.097
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 80.4
Optimal Cycle: OPTIMIZED Level Of Service: F

Intersection #27 Sunrise / SR 16
Cycle (sec): 90 Critical Vol./Cap.(X): 0.871
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Level Of Service Computation Report
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Intersection #28 Excelsior / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #28 Excelsior / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.330
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 18.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
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Level Of Service Computation Report
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Intersection #29 Bradshwa / SR 16
Cycle (sec): 120
Critical Vol./Cap.(X): 0.999
Loss Time (sec): 16 (Y+R=4.0 sec)
Average Delay (sec/veh): 57.1
Optimal Cycle: OPTIMIZED
Level Of Service: E

Intersection #29 Bradshwa / SR 16
Cycle (sec): 60
Critical Vol./Cap.(X): 0.530
Loss Time (sec): 16 (Y+R=4.0 sec)
Average Delay (sec/veh): 20.6
Optimal Cycle: OPTIMIZED
Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
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Level Of Service Computation Report
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Intersection #30 Latrobe / White Rock
Cycle (sec): 60 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 18.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #30 Latrobe / White Rock
Cycle (sec): 60 Critical Vol./Cap.(X): 0.236
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Latrobe White Rock
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ignore Ovl Include Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 4 0 1 2 0 3 0 1 2 0 1 1 0 2 0 2 0 1

Street Name: Latrobe White Rock
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ignore Ovl Include Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 4 0 1 2 0 3 0 1 2 0 1 1 0 2 0 2 0 1

Volume Module:
Base Vol: 105 1299 264 321 766 306 251 200 30 96 110 170
Growth 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
Initial Bse: 99 1223 248 302 721 288 236 188 28 90 104 160
Added Vol: 0 2 0 0 2 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 99 1225 248 302 723 288 236 188 28 90 104 160
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: 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 107 1331 0 328 786 313 257 205 31 98 113 174
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 107 1331 0 328 786 313 257 205 31 98 113 174
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 107 1331 0 328 786 313 257 205 31 98 113 174

Volume Module:
Base Vol: 50 568 116 140 335 134 110 90 15 50 54 80
Growth 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
Initial Bse: 47 535 109 132 315 126 104 85 14 47 51 75
Added Vol: 0 3 0 0 3 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 47 538 109 132 318 126 104 85 14 47 51 75
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: 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 51 584 0 143 346 137 113 92 15 51 55 82
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 584 0 143 346 137 113 92 15 51 55 82
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 51 584 0 143 346 137 113 92 15 51 55 82

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 1.00 0.92 0.91 0.85 0.92 0.93 0.93 0.92 0.95 0.85
Lanes: 1.00 4.00 1.00 2.00 3.00 1.00 2.00 1.74 0.26 2.00 2.00 1.00
Final Sat.: 1805 6916 1900 3502 5187 1615 3502 3079 462 3502 3610 1615

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 1.00 0.92 0.91 0.85 0.92 0.93 0.93 0.92 0.95 0.85
Lanes: 1.00 4.00 1.00 2.00 3.00 1.00 2.00 1.71 0.29 2.00 2.00 1.00
Final Sat.: 1805 6916 1900 3502 5187 1615 3502 3029 505 3502 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.06 0.19 0.00 0.09 0.15 0.19 0.07 0.07 0.07 0.03 0.03 0.11
Crit Moves: ****
Green/Cycle: 0.15 0.33 0.00 0.16 0.34 0.47 0.13 0.15 0.15 0.09 0.12 0.28
Volume/Cap: 0.40 0.58 0.00 0.58 0.44 0.42 0.58 0.43 0.43 0.32 0.27 0.39
Delay/Veh: 24.0 17.1 0.0 24.9 15.5 11.0 26.7 23.5 23.5 26.3 24.5 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: 24.0 17.1 0.0 24.9 15.5 11.0 26.7 23.5 23.5 26.3 24.5 18.1
LOS by Move: C B A C B B C C C C B
DesignQueue: 3 9 0 5 7 6 4 4 4 2 2 4

Capacity Analysis Module:
Vol/Sat: 0.03 0.08 0.00 0.04 0.07 0.08 0.03 0.03 0.03 0.01 0.02 0.05
Crit Moves: ****
Green/Cycle: 0.18 0.33 0.00 0.16 0.31 0.44 0.13 0.15 0.15 0.09 0.12 0.28
Volume/Cap: 0.16 0.26 0.00 0.26 0.21 0.19 0.26 0.20 0.20 0.17 0.13 0.18
Delay/Veh: 21.1 14.7 0.0 22.3 15.3 10.5 24.0 22.3 22.3 25.6 23.9 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: 21.1 14.7 0.0 22.3 15.3 10.5 24.0 22.3 22.3 25.6 23.9 16.7
LOS by Move: C B A C B B C C C C B
DesignQueue: 1 4 0 2 3 3 2 2 2 1 1 2

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
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Ione Casino
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Latrobe / S. Shingle

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[11.9]

Table with columns for Street Name (Latrobe, South Shingle), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Latrobe / S. Shingle

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[11.0]

Table with columns for Street Name (Latrobe, South Shingle), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Level Of Service Computation Report
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Missouri Flat / US 50 WB Ramps
Cycle (sec): 115 Critical Vol./Cap.(X): 1.064
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 66.6
Optimal Cycle: OPTIMIZED Level Of Service: E

Intersection #32 Missouri Flat / US 50 WB Ramps
Cycle (sec): 75 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 31.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Missouri Flat US 50 WB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ignore Include Ovl
Min. Green: 4 7 0 0 7 7 0 0 0 7 0 7
Lanes: 2 0 2 0 0 0 0 2 0 1 0 0 0 0 0 2 0 0 0 2

Street Name: Missouri Flat US 50 WB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ignore Include Ovl
Min. Green: 4 7 0 0 7 7 0 0 0 7 0 7
Lanes: 2 0 2 0 0 0 0 2 0 1 0 0 0 0 0 2 0 0 0 2

Volume Module:
Base Vol: 724 894 0 0 1270 366 0 0 0 1304 0 473
Growth 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
Initial Bse: 681 841 0 0 1195 344 0 0 0 1227 0 445
Added Vol: 2 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: 683 841 0 0 1195 344 0 0 0 1227 0 445
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 743 915 0 0 1299 0 0 0 0 1334 0 484
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 743 915 0 0 1299 0 0 0 0 1334 0 484
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 743 915 0 0 1299 0 0 0 0 1334 0 484

Volume Module:
Base Vol: 589 726 0 0 1020 298 0 0 0 1060 0 385
Growth 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
Initial Bse: 554 683 0 0 960 280 0 0 0 998 0 362
Added Vol: 3 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: 557 683 0 0 960 280 0 0 0 998 0 362
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 606 743 0 0 1044 0 0 0 0 1084 0 394
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 606 743 0 0 1044 0 0 0 0 1084 0 394
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 606 743 0 0 1044 0 0 0 0 1084 0 394

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.95 1.00 1.00 0.95 1.00 1.00 1.00 1.00 0.92 1.00 0.75
Lanes: 2.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.: 3502 3610 0 0 3610 1900 0 0 0 3502 0 2842

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.95 1.00 1.00 0.95 1.00 1.00 1.00 1.00 0.92 1.00 0.75
Lanes: 2.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.: 3502 3610 0 0 3610 1900 0 0 0 3502 0 2842

Capacity Analysis Module:
Vol/Sat: 0.21 0.25 0.00 0.00 0.36 0.00 0.00 0.00 0.00 0.38 0.00 0.17
Crit Moves: ****
Green/Cycle: 0.20 0.54 0.00 0.00 0.34 0.00 0.00 0.00 0.00 0.36 0.00 0.36
Volume/Cap: 1.06 0.47 0.00 0.00 1.06 0.00 0.00 0.00 0.00 1.06 0.00 0.48
Delay/Veh: 98.4 16.6 0.0 0.0 82.7 0.0 0.0 0.0 0.0 81.2 0.0 28.9
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: 98.4 16.6 0.0 0.0 82.7 0.0 0.0 0.0 0.0 81.2 0.0 28.9
LOS by Move: F B A A F A A A A F A C
DesignQueue: 21 15 0 0 32 0 0 0 0 31 0 12

Capacity Analysis Module:
Vol/Sat: 0.17 0.21 0.00 0.00 0.29 0.00 0.00 0.00 0.00 0.31 0.00 0.14
Crit Moves: ****
Green/Cycle: 0.19 0.50 0.00 0.00 0.31 0.00 0.00 0.00 0.00 0.34 0.00 0.34
Volume/Cap: 0.92 0.41 0.00 0.00 0.92 0.00 0.00 0.00 0.00 0.92 0.00 0.41
Delay/Veh: 47.9 11.8 0.0 0.0 36.6 0.0 0.0 0.0 0.0 35.3 0.0 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: 47.9 11.8 0.0 0.0 36.6 0.0 0.0 0.0 0.0 35.3 0.0 19.4
LOS by Move: D B A A D A A A A D A B
DesignQueue: 11 9 0 0 17 0 0 0 0 17 0 6

Note: Queue reported is the number of cars per lane.

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

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 #33 Missouri Flat / US 50 EB Ramps
Cycle (sec): 105 Critical Vol./Cap.(X): 1.019
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 46.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Intersection #33 Missouri Flat / US 50 EB Ramps
Cycle (sec): 65 Critical Vol./Cap.(X): 0.897
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Missouri Flat US 50 EB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Ovl Include Ovl Include
Min. Green: 0 7 7 4 7 0 7 0 7 0 0 0
Lanes: 0 0 2 0 1 2 0 2 0 0 1 0 1 0 1 0 0 0 0

Street Name: Missouri Flat US 50 EB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Ovl Include Ovl Include
Min. Green: 0 7 7 4 7 0 7 0 7 0 0 0
Lanes: 0 0 2 0 1 2 0 2 0 0 1 0 1 0 1 0 0 0 0

Volume Module:
Base Vol: 0 1324 63 455 2091 0 269 0 890 0 0 0
Growth 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
Initial Bse: 0 1246 59 428 1968 0 253 0 838 0 0 0
Added Vol: 0 2 0 0 0 0 0 0 2 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1248 59 428 1968 0 253 0 840 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 1357 64 465 2139 0 275 0 913 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1357 64 465 2139 0 275 0 913 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1357 64 465 2139 0 275 0 913 0 0 0

Volume Module:
Base Vol: 0 1076 51 370 1688 0 219 0 724 0 0 0
Growth 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
Initial Bse: 0 1013 48 348 1589 0 206 0 681 0 0 0
Added Vol: 0 3 0 0 0 0 0 0 3 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1016 48 348 1589 0 206 0 684 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 1104 52 379 1727 0 224 0 744 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1104 52 379 1727 0 224 0 744 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1104 52 379 1727 0 224 0 744 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.85 0.92 0.95 1.00 0.88 1.00 0.88 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.23 0.00 1.77 0.00 0.00 0.00
Final Sat.: 0 3610 1615 3502 3610 0 2048 0 2941 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.85 0.92 0.95 1.00 0.88 1.00 0.88 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.23 0.00 1.77 0.00 0.00 0.00
Final Sat.: 0 3610 1615 3502 3610 0 2048 0 2941 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.38 0.04 0.13 0.59 0.00 0.13 0.00 0.31 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.43 0.43 0.15 0.58 0.00 0.30 0.00 0.30 0.00 0.00 0.00
Volume/Cap: 0.00 0.88 0.09 0.88 1.02 0.00 0.44 0.00 1.02 0.00 0.00 0.00
Delay/Veh: 0.0 33.3 17.9 58.5 46.7 0.0 29.5 0.0 67.9 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
AdjDel/Veh: 0.0 33.3 17.9 58.5 46.7 0.0 29.5 0.0 67.9 0.0 0.0 0.0
LOS by Move: A C B E D A C A E A A A
DesignQueue: 0 26 2 12 33 0 9 0 23 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.31 0.03 0.11 0.48 0.00 0.11 0.00 0.25 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.39 0.39 0.14 0.53 0.00 0.28 0.00 0.28 0.00 0.00 0.00
Volume/Cap: 0.00 0.78 0.08 0.78 0.90 0.00 0.39 0.00 0.90 0.00 0.00 0.00
Delay/Veh: 0.0 19.9 12.4 34.7 19.6 0.0 18.9 0.0 32.4 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
AdjDel/Veh: 0.0 19.9 12.4 34.7 19.6 0.0 18.9 0.0 32.4 0.0 0.0 0.0
LOS by Move: A B B C B A B A C A A A
DesignQueue: 0 14 1 6 18 0 5 0 12 0 0 0

Note: Queue reported is the number of cars per lane.

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Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

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 #34 Missouri Flat / Motherlode
Cycle (sec): 105 Critical Vol./Cap.(X): 0.926
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #34 Missouri Flat / Motherlode
Cycle (sec): 75 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Missouri Flat Motherlode
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Ovl Include Ovl Include
Min. Green: 4 7 0 0 7 7 7 0 0 0
Lanes: 1 0 2 0 1 0 0 2 1 0 2 0 0 0 1 0 0 0 0 0

Street Name: Missouri Flat Motherlode
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Ovl Include Ovl Include
Min. Green: 4 7 0 0 7 7 7 0 0 7
Lanes: 1 0 2 0 1 0 0 0 2 1 0 2 0 0 0 1 0 0 0 0 0

Volume Module:
Base Vol: 108 1050 1156 0 2532 360 300 0 110 0 0 0
Growth 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
Initial Bse: 102 988 1088 0 2383 339 282 0 104 0 0 0
Added Vol: 0 2 0 0 2 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 102 990 1088 0 2385 339 282 0 104 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 110 1076 1183 0 2593 368 307 0 113 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 110 1076 1183 0 2593 368 307 0 113 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 110 1076 1183 0 2593 368 307 0 113 0 0 0

Volume Module:
Base Vol: 80 880 969 0 2122 290 250 0 90 0 0 0
Growth 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
Initial Bse: 75 828 912 0 1997 273 235 0 85 0 0 0
Added Vol: 0 3 0 0 3 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 75 831 912 0 2000 273 235 0 85 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 82 904 991 0 2174 297 256 0 92 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 82 904 991 0 2174 297 256 0 92 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 82 904 991 0 2174 297 256 0 92 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 1.00 0.89 0.89 0.92 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 0.00 2.63 0.37 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1805 3610 1615 0 4455 633 3502 0 1615 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 1.00 0.89 0.89 0.92 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 0.00 2.64 0.36 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1805 3610 1615 0 4482 612 3502 0 1615 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.06 0.30 0.73 0.00 0.58 0.58 0.09 0.00 0.07 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.08 0.79 0.79 0.00 0.72 0.72 0.09 0.00 0.17 0.00 0.00 0.00
Volume/Cap: 0.81 0.38 0.93 0.00 0.81 0.81 0.93 0.00 0.41 0.00 0.00 0.00
Delay/Veh: 77.6 3.4 20.1 0.0 11.6 11.6 78.1 0.0 39.9 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
AdjDel/Veh: 77.6 3.4 20.1 0.0 11.6 11.6 78.1 0.0 39.9 0.0 0.0 0.0
LOS by Move: E A C A B B E A D A A A
DesignQueue: 6 7 17 0 21 21 9 0 6 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.05 0.25 0.61 0.00 0.49 0.49 0.07 0.00 0.06 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.07 0.75 0.75 0.00 0.67 0.67 0.09 0.00 0.17 0.00 0.00 0.00
Volume/Cap: 0.61 0.34 0.82 0.00 0.72 0.72 0.78 0.00 0.34 0.00 0.00 0.00
Delay/Veh: 41.9 3.3 10.9 0.0 8.6 8.6 44.9 0.0 28.3 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
AdjDel/Veh: 41.9 3.3 10.9 0.0 8.6 8.6 44.9 0.0 28.3 0.0 0.0 0.0
LOS by Move: D A B A A A D A C A A A
DesignQueue: 3 5 12 0 14 14 5 0 3 0 0 0

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

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 #35 Missouri Flat / Forni
Cycle (sec): 120 Critical Vol./Cap.(X): 0.914
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 36.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Intersection #35 Missouri Flat / Forni
Cycle (sec): 95 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Missouri Flat Forni
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ignore Ovl Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 2 0 1 1 0 2 0 1 2 0 1 0 1 1 0 1 0 1

Street Name: Missouri Flat Forni
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ignore Ovl Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 2 0 1 1 0 2 0 1 2 0 1 0 1 1 0 1 0 1

Volume Module:
Base Vol: 70 1516 90 155 2061 426 584 65 60 146 59 190
Growth 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
Initial Bse: 66 1427 85 146 1940 401 550 61 56 137 56 179
Added Vol: 0 2 0 0 2 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 66 1429 85 146 1942 401 550 61 56 137 56 179
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: 0.96 0.96 0.00 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 69 1488 0 152 2023 418 573 64 59 143 58 186
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 69 1488 0 152 2023 418 573 64 59 143 58 186
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 69 1488 0 152 2023 418 573 64 59 143 58 186

Volume Module:
Base Vol: 59 1281 35 127 1719 357 489 37 50 123 34 159
Growth 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
Initial Bse: 56 1206 33 120 1618 336 460 35 47 116 32 150
Added Vol: 0 3 0 0 3 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 56 1209 33 120 1621 336 460 35 47 116 32 150
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: 0.94 0.94 0.00 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 59 1286 0 127 1724 357 490 37 50 123 34 159
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 59 1286 0 127 1724 357 490 37 50 123 34 159
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 59 1286 0 127 1724 357 490 37 50 123 34 159

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 0.95 0.95 0.85 0.92 1.00 0.85 0.95 1.00 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 3610 1900 1805 3610 1615 3502 1900 1615 1805 1900 1615

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 0.95 0.95 0.85 0.92 1.00 0.85 0.95 1.00 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 3610 1900 1805 3610 1615 3502 1900 1615 1805 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.04 0.41 0.00 0.08 0.56 0.26 0.16 0.03 0.04 0.08 0.03 0.12
Crit Moves: **** **** **** ****
Green/Cycle: 0.04 0.53 0.00 0.11 0.59 0.77 0.17 0.10 0.14 0.13 0.06 0.17
Volume/Cap: 0.94 0.78 0.00 0.78 0.94 0.34 0.94 0.34 0.26 0.59 0.52 0.69
Delay/Veh: 142.9 25.0 0.0 70.5 31.6 4.5 72.2 51.6 46.8 52.9 59.3 54.9
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: 142.9 25.0 0.0 70.5 31.6 4.5 72.2 51.6 46.8 52.9 59.3 54.9
LOS by Move: F C A E C A E D D D E D
DesignQueue: 4 28 0 9 34 7 17 4 3 8 4 11

Capacity Analysis Module:
Vol/Sat: 0.03 0.36 0.00 0.07 0.48 0.22 0.14 0.02 0.03 0.07 0.02 0.10
Crit Moves: **** **** **** ****
Green/Cycle: 0.04 0.50 0.00 0.10 0.55 0.72 0.16 0.12 0.16 0.11 0.07 0.17
Volume/Cap: 0.78 0.72 0.00 0.72 0.86 0.31 0.86 0.16 0.19 0.60 0.24 0.57
Delay/Veh: 83.7 20.0 0.0 54.6 22.2 5.1 51.6 37.6 34.6 45.0 42.4 39.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 83.7 20.0 0.0 54.6 22.2 5.1 51.6 37.6 34.6 45.0 42.4 39.0
LOS by Move: F C A D C A D D C D D D
DesignQueue: 3 20 0 6 24 6 12 2 2 6 2 7

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

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 #36 Missouri Flat / Pleasant Valley

Intersection #36 Missouri Flat / Pleasant Valley

Cycle (sec): 65
Critical Vol./Cap.(X): 0.821
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 21.6
Optimal Cycle: OPTIMIZED
Level Of Service: C

Cycle (sec): 60
Critical Vol./Cap.(X): 0.667
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 15.0
Optimal Cycle: OPTIMIZED
Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Missouri Flat and Pleasant Valley.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Missouri Flat and Pleasant Valley.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #37 Forni / Pleasant Valley

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: D[26.5]

Table with columns for Street Name (Forni, Pleasant Valley), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #37 Forni / Pleasant Valley

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B[12.6]

Table with columns for Street Name (Forni, Pleasant Valley), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #38 SR 49 / Pleasant Valley

Intersection #38 SR 49 / Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap.(X): 0.974
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 35.0
Optimal Cycle: 0 Level Of Service: E

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 0 Level Of Service: B

Street Name: SR 49 Pleasant Valley

Street Name: SR 49 Pleasant Valley

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 0 0 0 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: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:

Volume Module:

Base Vol: 191 0 180 0 0 0 0 354 240 290 426 0
Growth 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
Initial Bse: 180 0 169 0 0 0 0 333 226 273 401 0
Added Vol: 2 0 20 0 0 0 0 0 3 24 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 182 0 189 0 0 0 0 333 229 297 401 0
User Adj: 1.00 1.00 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: 189 0 197 0 0 0 0 347 238 309 418 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 189 0 197 0 0 0 0 347 238 309 418 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 189 0 197 0 0 0 0 347 238 309 418 0

Base Vol: 117 0 159 0 0 0 0 217 140 150 262 0
Growth 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
Initial Bse: 110 0 150 0 0 0 0 204 132 141 247 0
Added Vol: 4 0 34 0 0 0 0 0 4 33 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 114 0 184 0 0 0 0 204 136 174 247 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 130 0 209 0 0 0 0 232 154 198 280 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 130 0 209 0 0 0 0 232 154 198 280 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 130 0 209 0 0 0 0 232 154 198 280 0

Saturation Flow Module:

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: 0.49 0.00 0.51 0.00 0.00 0.00 0.00 0.59 0.41 1.00 1.00 0.00
Final Sat.: 266 0 277 0 0 0 0 356 245 498 534 0

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.38 0.00 0.62 0.00 0.00 0.00 0.00 0.60 0.40 1.00 1.00 0.00
Final Sat.: 232 0 374 0 0 0 0 392 260 545 590 0

Capacity Analysis Module:

Capacity Analysis Module:

Vol/Sat: 0.71 xxxx 0.71 xxxx xxxx xxxx 0.97 0.97 0.62 0.78 xxxx
Crit Moves: ****
Delay/Veh: 23.7 0.0 23.7 0.0 0.0 0.0 0.0 54.3 54.3 20.8 28.9 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 23.7 0.0 23.7 0.0 0.0 0.0 0.0 54.3 54.3 20.8 28.9 0.0
LOS by Move: C * C * * * * F F C D *
ApproachDel: 23.7 xxxxxx 54.3 25.5
Delay Adj: 1.00 xxxxxx 1.00 1.00
ApprAdjDel: 23.7 xxxxxx 54.3 25.5
LOS by Appr: C * * * F D
AllWayAvgQ: 2.1 2.1 2.1 0.0 0.0 0.0 7.6 7.6 7.6 1.5 2.9 0.0

Vol/Sat: 0.56 xxxx 0.56 xxxx xxxx xxxx 0.59 0.59 0.36 0.48 xxxx
Crit Moves: ****
Delay/Veh: 15.0 0.0 15.0 0.0 0.0 0.0 0.0 15.4 15.4 12.7 13.7 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 15.0 0.0 15.0 0.0 0.0 0.0 0.0 15.4 15.4 12.7 13.7 0.0
LOS by Move: B * B * * * * C C B B *
ApproachDel: 15.0 xxxxxx 15.4 13.3
Delay Adj: 1.00 xxxxxx 1.00 1.00
ApprAdjDel: 15.0 xxxxxx 15.4 13.3
LOS by Appr: B * * C B
AllWayAvgQ: 1.1 1.1 1.1 0.0 0.0 0.0 1.3 1.3 1.3 0.5 0.8 0.0

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Saturday
PM Peak Hour

Level Of Service Computation Report

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: D[26.7]

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: D[26.1]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for SR 49 and Project Service Access.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for SR 49 and Project Service Access.

Volume Module:

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.



APPENDIX A

Intersection Operations Level of Service Calculation Worksheets 2010 EPAP Plus Alternative C with Mitigation Measures

Ione Casino
Existing Plus Approved Plus Project C - Mitigation Measures
Friday PM Peak Hour

Scenario: Scenario Report
Ex + Ap + Alt C Friday
Command: Ex + Ap + Alt C Friday
Volume: 2006 Ex + Ap Friday
Geometry: Existing w/Rec Imprvts
Impact Fee: Existing
Trip Generation: Alt C Friday
Trip Distribution: Existing
Paths: 2006 (Amador Bypass)
Routes: Existing
Configuration: Existing

Ione Casino
Existing Plus Approved Plus Project C - Mitigation Measures
Saturday PM Peak Hour

Scenario: Scenario Report
Ex + Ap + Alt C Saturday
Command: Ex + Ap + Alt C Saturday
Volume: 2006 Ex + Ap Saturday
Geometry: Existing w/Rec Imprvts
Impact Fee: Existing
Trip Generation: Alt C Saturday
Trip Distribution: Existing
Paths: 2006 (Amador Bypass)
Routes: Existing
Configuration: Existing

Ione Casino
Existing Plus Approved Plus Project C - Mitigation Measures
Friday PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Mitigation Measures
Saturday PM Peak Hour

Impact Analysis Report
Level Of Service

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ C	Del/ LOS	V/ C	
# 2 SR 49 / Main	C	27.1 0.445	D	52.1 0.873	+24.942 D/V
# 13 Jackson Valley / SR 88	B	11.9 0.404	B	19.0 0.611	+ 7.014 D/V
# 14 SR 88 / Liberty Rd.	B	15.9 0.463	C	20.0 0.640	+ 4.176 D/V
# 26 Grant Line / SR 16	C	26.7 0.743	D	42.9 0.952	+16.142 D/V
# 27 Sunrise / SR 16	C	33.4 0.667	D	45.1 0.896	+11.687 D/V

Intersection	Base		Future		Change in
	Del/ LOS	V/ C	Del/ LOS	V/ C	
# 2 SR 49 / Main	C	24.2 0.432	D	39.9 0.840	+15.714 D/V
# 13 Jackson Valley / SR 88	B	12.3 0.253	C	21.0 0.530	+ 8.736 D/V
# 14 SR 88 / Liberty Rd.	B	16.8 0.360	C	20.3 0.614	+ 3.541 D/V
# 26 Grant Line / SR 16	B	16.3 0.422	C	22.6 0.839	+ 6.302 D/V
# 27 Sunrise / SR 16	C	26.6 0.455	D	35.7 0.862	+ 9.109 D/V

Ione Casino
Existing Plus Approved Plus Project C - Mitigation Measures
Friday PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Mitigation Measures
Saturday PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Table with 12 columns for traffic movements (North Bound, South Bound, East Bound, West Bound) and 12 rows of performance metrics including Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module, and Design Queue.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Table with 12 columns for traffic movements (North Bound, South Bound, East Bound, West Bound) and 12 rows of performance metrics including Cycle, Loss Time, Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module, and Design Queue.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Mitigation Measures
Friday PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Mitigation Measures
Saturday PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Jackson Valley / SR 88

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 19.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Jackson Valley SR 88

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 4 7 7 4 7 7
Lanes: 0 0 1 0 0 0 0 1 0 1 0 1 0

Volume Module:

Base Vol: 7 12 5 2 23 8 6 508 34 2 348 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: 7 12 5 2 23 8 6 508 34 2 348 3
Added Vol: 0 0 0 0 0 0 0 0 39 0 0 33 0
PasserByVol: 108 0 0 0 0 0 0 0 133 0 0 0 0
Initial Fut: 115 12 5 2 23 8 6 547 167 2 381 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 121 13 5 2 24 8 6 576 176 2 401 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 121 13 5 2 24 8 6 576 176 2 401 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 121 13 5 2 24 8 6 576 176 2 401 3

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.89 0.89 0.90 0.90 0.90 0.95 0.97 0.97 0.95 1.00 1.00
Lanes: 0.87 0.09 0.04 0.06 0.70 0.24 1.00 0.77 0.23 1.00 0.99 0.01
Final Sat.: 1475 154 64 104 1194 415 1805 1405 429 1805 1883 15

Capacity Analysis Module:

Vol/Sat: 0.08 0.08 0.08 0.02 0.02 0.02 0.00 0.41 0.41 0.00 0.21 0.21
Crit Moves: ****
Green/Cycle: 0.12 0.12 0.12 0.07 0.07 0.07 0.10 0.61 0.61 0.04 0.55 0.55
Volume/Cap: 0.67 0.67 0.67 0.29 0.29 0.29 0.03 0.67 0.67 0.03 0.39 0.39
Delay/Veh: 50.5 50.5 50.5 45.5 45.5 45.5 40.5 14.6 14.6 46.3 13.4 13.4
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: 50.5 50.5 50.5 45.5 45.5 45.5 40.5 14.6 14.6 46.3 13.4 13.4
LOS by Move: D D D D D D D B B D B B
DesignQueue: 7 7 7 2 2 2 0 18 18 0 11 11

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Jackson Valley / SR 88

Cycle (sec): 75 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Jackson Valley SR 88

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 4 7 7 4 7 7
Lanes: 0 0 1 0 0 0 0 1 0 1 0 1 0

Volume Module:

Base Vol: 7 3 1 7 1 1 1 283 2 3 308 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: 7 3 1 7 1 1 1 283 2 3 308 4
Added Vol: 0 1 0 0 1 0 0 54 0 0 56 0
PasserByVol: 184 0 0 0 0 0 0 0 114 0 0 0
Initial Fut: 191 4 1 7 2 1 1 337 116 3 364 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: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 215 4 1 8 2 1 1 379 130 3 409 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 215 4 1 8 2 1 1 379 130 3 409 4
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 215 4 1 8 2 1 1 379 130 3 409 4

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.89 0.89 0.89 0.89 0.89 0.95 0.96 0.96 0.95 1.00 1.00
Lanes: 0.97 0.02 0.01 0.70 0.20 0.10 1.00 0.74 0.26 1.00 0.99 0.01
Final Sat.: 1650 35 9 1186 339 169 1805 1360 468 1805 1876 21

Capacity Analysis Module:

Vol/Sat: 0.13 0.13 0.13 0.01 0.01 0.01 0.00 0.28 0.28 0.00 0.22 0.22
Crit Moves: ****
Green/Cycle: 0.20 0.20 0.20 0.09 0.09 0.09 0.10 0.44 0.44 0.05 0.39 0.39
Volume/Cap: 0.64 0.64 0.64 0.07 0.07 0.07 0.01 0.64 0.64 0.04 0.55 0.55
Delay/Veh: 31.3 31.3 31.3 31.2 31.2 31.2 30.7 18.3 18.3 33.8 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: 31.3 31.3 31.3 31.2 31.2 31.2 30.7 18.3 18.3 33.8 18.6 18.6
LOS by Move: C C C C C C C B B C B B
DesignQueue: 8 8 8 0 0 0 0 13 13 0 11 11

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Mitigation Measures
Friday PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Mitigation Measures
Saturday PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Cycle (sec): 75 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: SR 88 Liberty

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Ovl Ovl Ovl Include
Min. Green: 5 7 7 5 7 7 7 7 7 7 7 7
Lanes: 1 0 1 0 1 1 0 1 0 0 1 0 0 1 0 0

Volume Module:

Base Vol: 26 485 48 14 377 39 53 25 76 18 5 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 26 485 48 14 377 39 53 25 76 18 5 10
Added Vol: 0 0 21 0 0 0 0 18 0 18 15 0
PasserByVol: 0 114 12 0 92 16 19 24 0 10 20 0
Initial Fut: 26 599 81 14 469 55 72 67 76 46 40 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 28 637 86 15 499 59 77 71 81 49 43 11
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 637 86 15 499 59 77 71 81 49 43 11
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 28 637 86 15 499 59 77 71 81 49 43 11

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.94 0.79 0.89 0.94 0.79 0.98 0.98 0.85 0.96 0.96 0.96
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 0.52 0.48 1.00 0.48 0.42 0.10
Final Sat.: 1688 1777 1510 1688 1777 1510 960 893 1615 877 763 191

Capacity Analysis Module:

Vol/Sat: 0.02 0.36 0.06 0.01 0.28 0.04 0.08 0.08 0.05 0.06 0.06 0.06
Crit Moves: ****
Green/Cycle: 0.11 0.51 0.62 0.07 0.47 0.58 0.11 0.10 0.21 0.10 0.09 0.09
Volume/Cap: 0.15 0.70 0.09 0.13 0.60 0.07 0.70 0.77 0.23 0.54 0.60 0.60
Delay/Veh: 30.5 16.3 5.9 33.5 16.0 6.8 42.0 49.9 24.7 35.0 38.4 38.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 30.5 16.3 5.9 33.5 16.0 6.8 42.0 49.9 24.7 35.0 38.4 38.4
LOS by Move: C B A C B A D D C C D D
DesignQueue: 1 14 1 1 12 1 6 6 3 4 4 4

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Cycle (sec): 60 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: SR 88 Liberty

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Ovl Ovl Ovl Include
Min. Green: 5 7 7 5 7 7 7 7 7 7 7 7
Lanes: 1 0 1 0 1 1 0 1 0 0 1 0 0 1 0 0

Volume Module:

Base Vol: 52 269 45 2 265 45 37 29 57 30 29 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 52 269 45 2 265 45 37 29 57 30 29 10
Added Vol: 0 0 29 0 0 0 0 25 0 30 26 0
PasserByVol: 0 98 10 0 157 27 16 21 0 16 34 0
Initial Fut: 52 367 84 2 422 72 53 75 57 76 89 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 54 382 88 2 440 75 55 78 59 79 93 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 382 88 2 440 75 55 78 59 79 93 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 54 382 88 2 440 75 55 78 59 79 93 10

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.94 0.79 0.89 0.94 0.79 0.98 0.98 0.85 0.97 0.97 0.97
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 0.41 0.59 1.00 0.43 0.51 0.06
Final Sat.: 1688 1777 1510 1688 1777 1510 771 1091 1615 801 938 105

Capacity Analysis Module:

Vol/Sat: 0.03 0.22 0.06 0.00 0.25 0.05 0.07 0.07 0.04 0.10 0.10 0.10
Crit Moves: ****
Green/Cycle: 0.08 0.33 0.47 0.13 0.38 0.50 0.12 0.13 0.22 0.13 0.15 0.15
Volume/Cap: 0.39 0.64 0.12 0.01 0.65 0.10 0.61 0.53 0.17 0.73 0.65 0.65
Delay/Veh: 27.8 19.3 9.0 22.8 17.5 8.0 30.4 26.4 19.3 35.8 29.2 29.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 27.8 19.3 9.0 22.8 17.5 8.0 30.4 26.4 19.3 35.8 29.2 29.2
LOS by Move: C B A C B A C C B D C C
DesignQueue: 2 9 2 0 10 1 4 4 2 5 5 5

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Mitigation Measures
Friday PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Mitigation Measures
Saturday PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Grant Line / SR 16

Cycle (sec): 100 Critical Vol./Cap.(X): 0.952
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 42.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name: Grant Line SR 16

Approach: North Bound South 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 4 7 7 4 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0

Volume Module:

Base Vol: 2 212 56 40 256 23 39 732 1 59 359 32
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 2 212 56 40 256 23 39 732 1 59 359 32
Added Vol: 0 0 5 0 0 0 0 42 0 4 36 0
PasserByVol: 3 17 13 3 28 3 0 201 9 12 118 1
Initial Fut: 5 229 74 43 284 26 39 975 10 75 513 33
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 6 254 82 48 316 29 43 1083 11 83 570 37
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 6 254 82 48 316 29 43 1083 11 83 570 37
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 6 254 82 48 316 29 43 1083 11 83 570 37

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.21 0.96 0.96 0.21 0.99 0.99 0.90 0.95 0.95 0.90 0.94 0.94
Lanes: 1.00 0.76 0.24 1.00 0.92 0.08 1.00 0.99 0.01 1.00 0.94 0.06
Final Sat.: 393 1383 447 393 1718 157 1718 1789 18 1718 1684 108

Capacity Analysis Module:

Vol/Sat: 0.01 0.18 0.18 0.12 0.18 0.18 0.03 0.61 0.61 0.05 0.34 0.34
Crit Moves: ****
Green/Cycle: 0.19 0.19 0.19 0.19 0.19 0.19 0.07 0.64 0.64 0.05 0.61 0.61
Volume/Cap: 0.07 0.95 0.95 0.63 0.95 0.95 0.35 0.95 0.95 0.95 0.55 0.55
Delay/Veh: 33.4 75.4 75.4 52.7 74.4 74.4 45.8 33.2 33.2 127.5 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: 33.4 75.4 75.4 52.7 74.4 74.4 45.8 33.2 33.2 127.5 11.9 11.9
LOS by Move: C E E D E D C F B B
DesignQueue: 0 16 16 2 16 16 2 26 26 4 14 14

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Grant Line / SR 16

Cycle (sec): 90 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Grant Line SR 16

Approach: North Bound South 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 4 7 7 4 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0

Volume Module:

Base Vol: 0 104 44 26 91 16 9 470 6 61 460 27
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 104 44 26 91 16 9 470 6 61 460 27
Added Vol: 0 0 7 0 0 0 0 58 0 7 60 0
PasserByVol: 0 0 20 16 0 0 0 486 0 18 451 15
Initial Fut: 0 104 71 42 91 16 9 1014 6 86 971 42
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 0 106 72 43 93 16 9 1035 6 88 991 43
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 106 72 43 93 16 9 1035 6 88 991 43
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 106 72 43 93 16 9 1035 6 88 991 43

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.94 0.94 0.37 0.98 0.98 0.90 0.95 0.95 0.90 0.95 0.95
Lanes: 1.00 0.59 0.41 1.00 0.85 0.15 1.00 0.99 0.01 1.00 0.96 0.04
Final Sat.: 1900 1060 724 707 1580 278 1718 1796 11 1718 1723 75

Capacity Analysis Module:

Vol/Sat: 0.00 0.10 0.10 0.06 0.06 0.06 0.01 0.58 0.58 0.05 0.57 0.57
Crit Moves: ****
Green/Cycle: 0.00 0.12 0.12 0.12 0.12 0.12 0.05 0.69 0.69 0.06 0.69 0.69
Volume/Cap: 0.00 0.84 0.84 0.51 0.49 0.49 0.10 0.84 0.84 0.84 0.83 0.83
Delay/Veh: 0.0 63.3 63.3 42.2 38.8 38.8 41.0 15.7 15.7 83.9 14.7 14.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 63.3 63.3 42.2 38.8 38.8 41.0 15.7 15.7 83.9 14.7 14.7
LOS by Move: A E E D D D D B B F B B
DesignQueue: 0 8 8 2 5 5 0 19 19 4 18 18

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project C - Mitigation Measures
Friday PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project C - Mitigation Measures
Saturday PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Sunrise / SR 16

Cycle (sec): 105 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 45.1
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name: Sunrise SR 16

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 0 1 0 1 0 1 1 0 1 0 1 0 1

Volume Module:

Base Vol: 7 267 40 227 847 63 79 471 10 23 205 117
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 7 267 40 227 847 63 79 471 10 23 205 117
Added Vol: 0 0 2 8 0 0 0 32 0 2 27 7
PasserByVol: 5 8 10 52 126 0 4 153 4 4 98 27
Initial Fut: 12 275 52 287 973 63 83 656 14 29 330 151
User Adj: 1.00 1.00 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: 13 286 54 299 1014 66 86 683 15 30 344 157
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 13 286 54 299 1014 66 86 683 15 30 344 157
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 13 286 54 299 1014 66 86 683 15 30 344 157

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 0.94 0.94 0.87 0.92 0.78 0.87 0.92 0.78
Lanes: 1.00 0.84 0.16 1.00 1.88 0.12 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 1560 295 1805 3360 218 1655 1742 1481 1655 1742 1481

Capacity Analysis Module:

Vol/Sat: 0.01 0.18 0.18 0.17 0.30 0.30 0.05 0.39 0.01 0.02 0.20 0.11
Crit Moves: ****
Green/Cycle: 0.04 0.20 0.20 0.18 0.34 0.34 0.10 0.43 0.47 0.04 0.37 0.55
Volume/Cap: 0.16 0.92 0.92 0.92 0.89 0.89 0.54 0.92 0.02 0.48 0.54 0.19
Delay/Veh: 49.4 67.9 67.9 71.5 41.4 41.4 48.6 44.2 14.9 55.1 27.0 12.0
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: 49.4 67.9 67.9 71.5 41.4 41.4 48.6 44.2 14.9 55.1 27.0 12.0
LOS by Move: D E E D D D D B E C B
DesignQueue: 1 17 17 15 24 24 5 25 0 2 13 4

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Sunrise / SR 16

Cycle (sec): 95 Critical Vol./Cap.(X): 0.862
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 35.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name: Sunrise SR 16

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 0 1 0 1 0 1 1 0 1 0 1

Volume Module:

Base Vol: 6 176 18 191 228 41 25 240 12 27 235 213
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: 6 176 18 191 228 41 25 240 12 27 235 213
Added Vol: 0 0 3 11 0 0 0 44 0 3 46 11
PasserByVol: 0 0 9 61 0 0 0 416 0 7 389 53
Initial Fut: 6 176 30 263 228 41 25 700 12 37 670 277
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 6 185 32 277 240 43 26 737 13 39 705 292
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 6 185 32 277 240 43 26 737 13 39 705 292
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 6 185 32 277 240 43 26 737 13 39 705 292

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 0.93 0.93 0.87 0.92 0.78 0.87 0.92 0.78
Lanes: 1.00 0.85 0.15 1.00 1.70 0.30 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 1588 271 1805 2989 538 1655 1742 1481 1655 1742 1481

Capacity Analysis Module:

Vol/Sat: 0.00 0.12 0.12 0.15 0.08 0.08 0.02 0.42 0.01 0.02 0.40 0.20
Crit Moves: ****
Green/Cycle: 0.11 0.13 0.13 0.17 0.20 0.20 0.05 0.48 0.59 0.04 0.47 0.65
Volume/Cap: 0.03 0.88 0.88 0.88 0.40 0.40 0.32 0.88 0.01 0.56 0.85 0.30
Delay/Veh: 38.2 68.3 68.3 61.4 33.3 33.3 45.9 32.5 8.2 54.4 30.6 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: 38.2 68.3 68.3 61.4 33.3 33.3 45.9 32.5 8.2 54.4 30.6 7.5
LOS by Move: D E E E C C D C A D C A
DesignQueue: 0 10 10 13 6 6 1 22 0 2 22 6

Note: Queue reported is the number of cars per lane.



APPENDIX A

Intersection Operations Level of Service Calculation Worksheets 2010 EPAP Plus Alternative D

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Scenario Report
Ex + Ap + Alt D Friday

Command: Ex + Ap + Alt D Friday
Volume: 2006 Ex + AP + D Friday
Geometry: EPAP Plus Project
Impact Fee: Existing
Trip Generation: Alt D Friday
Trip Distribution: Existing
Paths: 2006 (Amador Bypass)
Routes: Existing
Configuration: Existing

Scenario Report
Ex + Ap + Alt D Saturday

Command: Ex + Ap + Alt D Saturday
Volume: 2006 Ex + ap + D Saturday
Geometry: EPAP Plus Project
Impact Fee: Existing
Trip Generation: Alt D Saturday
Trip Distribution: Existing
Paths: 2006 (Amador Bypass)
Routes: Existing
Configuration: Existing

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Trip Generation Report

Trip Generation Report

Forecast for EPAP NP Fri

Forecast for Alt D Saturday

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total	Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
7	Castle Oaks	1.00	Home	275.00	161.00	275	161	436	26.3	1	Ione Casino-	1.00	Ione Casino	479.00	479.00	479	479	958	28.5
7	Castle Oaks	1.00	Hotel	25.00	22.00	25	22	47	2.8		Zone 1 Subtotal					479	479	958	28.5
7	Castle Oaks	1.00	Retail	271.00	292.00	271	292	563	34.0										
	Zone 7 Subtotal					571	475	1046	63.1										
TOTAL										TOTAL									
TOTAL						571	475	1046	63.1							479	479	958	28.5

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Trip Generation Report

Trip Generation Report

Forecast for Alt D Friday

Forecast for EPAP NP Sat

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Ione Casino-	1.00	Ione Casino	291.00	320.00	291	320	611	36.9
	Zone 1 Subtotal					291	320	611	36.9
TOTAL						291	320	611	36.9

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Cottage Knol	1.00	Residential	152.00	130.00	152	130	282	8.4
	Zone 2 Subtotal					152	130	282	8.4
3	Shenandoah R	1.00	Residential	76.00	65.00	76	65	141	4.2
	Zone 3 Subtotal					76	65	141	4.2
4	Arroyo Woods	1.00	Residential	66.00	56.00	66	56	122	3.6
	Zone 4 Subtotal					66	56	122	3.6
5	Zinfandel	1.00	Residential	178.00	151.00	178	151	329	9.8
	Zone 5 Subtotal					178	151	329	9.8
6	Wildflower	1.00	Residential	139.00	118.00	139	118	257	7.6
	Zone 6 Subtotal					139	118	257	7.6
7	Castle Oaks	1.00	Home	234.00	200.00	234	200	434	12.9
7	Castle Oaks	1.00	Hotel	34.00	26.00	34	26	60	1.8
7	Castle Oaks	1.00	Retail	405.00	373.00	405	373	778	23.1
	Zone 7 Subtotal					673	599	1272	37.8
TOTAL						1284	1119	2403	71.5

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Trip Distribution Report

Trip Distribution Report

Percent Of Trips Existing

Percent Of Trips Existing

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	16.0	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
7	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	12	13	14	15	16	17	18	19	20	22	23
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	9.6	13.1	0.1	0.1
7	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

Zone	To Gates								
	24	25	26	28	29	36	38	39	40
1	0.8	1.4	1.6	4.8	0.1	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	10.0	10.0	2.0	5.0

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	16.0	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	12	13	14	15	16	17	18	19	20	22	23
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	9.6	13.1	0.1	0.1
2	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	15.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	24	25	26	28	29	31	32	33	34	35	36
1	0.8	1.4	1.6	4.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0
4	0.0	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	25.0	15.0	20.0	20.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	10.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0

Zone	To Gates			
	37	38	39	40
1	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0
6	10.0	20.0	10.0	15.0
7	0.0	10.0	2.0	5.0

Ione Casino
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PM Peak Hour

Turning Movement Report
EPAP NP Fri + Alt D Friday

Turning Movement Report
Alt D Saturday + EPAP NP Sat

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 SR 49 / Miller Way														#1 SR 49 / Miller Way													
Base	30	105	0	0	94	1	1	0	22	0	0	0	253	Base	12	81	0	0	76	1	1	0	12	0	0	0	183
Added	0	63	0	0	58	0	0	0	0	0	0	0	121	Added	58	155	42	29	165	19	16	0	49	36	0	24	593
PassBy	123	53	68	43	82	41	24	0	72	54	0	19	579	Total	70	236	42	29	241	20	17	0	61	36	0	24	776
Total	153	221	68	43	234	42	25	0	94	54	0	19	953	#2 SR 49 / Main													
#2 SR 49 / Main														#2 SR 49 / Main													
Base	45	107	201	7	92	18	14	40	39	109	53	12	737	Base	39	61	129	15	78	4	12	30	29	169	64	16	646
Added	12	64	2	0	58	0	0	0	11	1	0	0	148	Added	104	148	29	23	141	87	82	57	91	25	62	23	872
PassBy	16	128	39	35	102	70	80	29	15	44	36	55	649	Total	143	209	158	38	219	91	94	87	120	194	126	39	1518
Total	73	299	242	42	252	88	94	69	65	154	89	67	1534	#3 SR 49 / Poplar													
#3 SR 49 / Poplar														#3 SR 49 / Poplar													
Base	35	345	0	0	237	4	2	0	30	0	0	0	653	Base	13	239	0	0	269	0	1	0	9	0	0	0	531
Added	5	78	0	0	70	0	0	0	4	0	0	0	157	Added	7	281	0	0	257	0	0	0	7	0	0	0	552
PassBy	0	183	0	0	161	0	0	0	0	0	0	0	344	Total	20	520	0	0	526	0	1	0	16	0	0	0	1083
Total	40	606	0	0	468	4	2	0	34	0	0	0	1154	#4 SR 49 / Empire													
#4 SR 49 / Empire														#4 SR 49 / Empire													
Base	32	352	2	9	240	10	13	2	28	7	5	4	704	Base	30	239	1	0	276	0	1	0	26	5	0	2	580
Added	9	82	0	0	75	0	0	0	9	0	0	0	175	Added	14	289	1	0	264	0	0	0	14	1	0	0	583
PassBy	0	183	0	0	161	0	0	0	0	0	0	0	344	Total	44	528	2	0	540	0	1	0	40	6	0	2	1163
Total	41	617	2	9	476	10	13	2	37	7	5	4	1223	#5 SR 49 / Randolph Dr.													
#5 SR 49 / Randolph Dr.														#5 SR 49 / Randolph Dr.													
Base	8	366	0	0	248	19	14	0	8	0	0	0	663	Base	4	271	0	0	249	7	4	0	4	0	0	0	539
Added	0	28	124	58	26	0	0	0	0	137	0	64	437	Added	0	207	205	96	183	0	0	0	0	205	0	96	992
PassBy	0	215	17	16	119	0	0	0	0	16	0	17	400	PassBy	0	-26	26	25	-25	0	0	0	0	25	0	26	51
Total	8	609	141	74	393	19	14	0	8	153	0	81	1500	Total	4	452	231	121	407	7	4	0	4	230	0	122	1582
#6 SR 49 / SR 16														#6 SR 49 / SR 16													
Base	240	0	206	0	0	0	0	183	358	163	92	0	1242	Base	217	0	146	0	0	0	0	111	281	131	149	0	1035
Added	0	0	15	0	0	0	0	192	0	16	211	0	434	Added	0	0	119	0	0	0	0	387	0	105	377	0	988
PassBy	0	0	133	0	0	0	0	99	0	77	58	0	367	Total	217	0	265	0	0	0	0	498	281	236	526	0	2023
Total	240	0	354	0	0	0	0	474	358	256	361	0	2043	#7 SR 124 / SR 16													
#7 SR 124 / SR 16														#7 SR 124 / SR 16													
Base	12	0	79	0	0	0	0	465	20	55	268	0	899	Base	8	0	54	0	0	0	0	325	13	49	314	0	763
Added	0	0	89	0	0	0	0	103	0	98	114	0	404	Added	0	0	147	0	0	0	0	241	0	147	230	0	765
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	Total	8	0	201	0	0	0	0	566	13	196	544	0	1528
Total	12	0	168	0	0	0	0	667	20	153	440	0	1460	#8 Latrobe (Amador) / SR 16													
#8 Latrobe (Amador) / SR 16														#8 Latrobe (Amador) / SR 16													
Base	12	0	79	0	0	0	0	465	20	55	268	0	899	Base	0	0	0	97	0	0	3	227	0	0	228	89	644
Added	0	0	89	0	0	0	0	103	0	98	114	0	404	Added	0	0	0	0	0	0	0	241	0	0	230	0	471
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	Total	0	0	0	97	0	0	3	468	0	0	458	89	1115
Total	12	0	168	0	0	0	0	667	20	153	440	0	1460	#9 SR 104 (Preston) / SR 124 (North)													
#9 SR 104 (Preston) / SR 124 (North)														#9 SR 104 (Preston) / SR 124 (North)													
Base	71	109	67	19	133	8	5	10	66	77	16	17	598	Base	71	109	67	19	133	8	5	10	66	77	16	17	598
Added	0	324	154	64	300	0	0	0	0	156	0	71	1069	Added	0	324	154	64	300	0	0	0	0	156	0	71	1069
PassBy	0	58	13	0	35	0	0	0	0	8	0	0	114	PassBy	0	58	13	0	35	0	0	0	0	8	0	0	114
Total	71	491	234	83	468	8	5	10	66	241	16	88	1781	Total	71	491	234	83	468	8	5	10	66	241	16	88	1781

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#8 Latrobe (Amador) / SR 16														#10 Preston Ave. / Main St.													
Base	0	0	0	131	0	7	4	352	0	0	208	115	817	Base	0	0	0	238	0	57	68	14	0	0	9	231	617
Added	0	0	0	0	0	0	0	103	0	0	114	0	217	Added	0	0	0	444	0	13	14	14	0	0	12	464	961
PassBy	0	0	0	0	0	0	0	99	0	0	58	0	157	PassBy	0	0	0	43	0	0	0	0	0	0	0	71	114
Total	0	0	0	131	0	7	4	554	0	0	380	115	1191	Total	0	0	0	725	0	70	82	28	0	0	21	766	1692
#9 SR 104 (Preston) / SR 124 (North)														#11 SR 124 (Church) / SR 104 (Main)													
Base	110	196	112	48	247	47	30	13	125	66	20	30	1044	Base	98	4	7	2	0	3	10	115	104	6	152	1	502
Added	0	240	87	50	200	0	0	0	0	95	0	60	732	Added	267	0	18	0	0	0	0	188	270	21	209	0	973
PassBy	0	68	18	0	101	0	0	0	0	27	0	0	214	PassBy	71	0	0	0	0	0	0	0	43	0	0	0	114
Total	110	504	217	98	548	47	30	13	125	188	20	90	1990	Total	436	4	25	2	0	3	10	303	417	27	361	1	1589
#10 Preston Ave. / Main St.														#12 SR 124 / SR 88													
Base	0	0	0	383	0	113	102	28	0	0	20	353	999	Base	0	0	0	9	0	65	53	234	0	0	250	4	615
Added	0	0	0	285	0	10	12	0	0	0	0	315	622	Added	0	0	0	12	0	217	229	6	0	0	6	14	484
PassBy	0	0	0	151	0	0	0	3	0	0	2	98	254	Total	0	0	0	21	0	282	282	240	0	0	256	18	1099
Total	0	0	0	819	0	123	114	31	0	0	22	766	1875	#13 Jackson Valley / SR 88													
#11 SR 124 (Church) / SR 104 (Main)														#14 SR 88 / Liberty Rd.													
Base	170	3	10	5	1	13	13	218	213	6	181	6	839	Base	52	269	45	2	265	45	37	29	57	30	29	10	870
Added	143	0	0	0	0	0	0	143	141	0	172	0	599	Added	0	0	75	0	0	0	0	65	0	75	65	0	280
PassBy	50	0	1	0	0	0	0	89	65	3	49	0	257	PassBy	0	98	10	0	157	27	16	21	0	16	34	0	379
Total	363	3	11	5	1	13	13	450	419	9	402	6	1695	Total	52	367	130	2	422	72	53	115	57	121	128	10	1529
#12 SR 124 / SR 88														#15 SR 88 / SR 12 (east)													
Base	0	0	0	2	0	102	116	396	0	0	266	1	883	Base	0	0	0	45	0	303	320	244	0	0	168	49	1129
Added	0	0	0	0	0	137	138	4	0	0	4	0	283	Added	0	0	0	6	0	69	69	0	0	0	0	6	150
PassBy	0	0	0	1	0	13	24	10	0	0	6	2	56	PassBy	0	0	0	0	0	173	108	0	0	0	0	0	281
Total	0	0	0	3	0	252	278	410	0	0	276	3	1222	Total	0	0	0	51	0	545	497	244	0	0	168	55	1560
#13 Jackson Valley / SR 88														#16 Tully Rd. / SR 88													
Base	7	12	5	2	23	8	6	508	34	2	348	3	958	Base	32	34	68	47	28	29	12	485	30	59	577	39	1440
Added	0	1	0	0	1	0	0	85	0	0	94	0	181	Added	0	0	0	0	0	0	0	69	0	0	69	0	138
PassBy	108	0	0	0	0	0	0	0	133	0	0	0	241	PassBy	0	0	0	0	0	0	0	108	0	0	173	0	281
Total	115	13	5	2	24	8	6	593	167	2	442	3	1380	Total	32	34	68	47	28	29	12	662	30	59	819	39	1859
#14 SR 88 / Liberty Rd.														#17 SR 88 / Victor (SR 12 west)													
Base	26	485	48	14	377	39	53	25	76	18	5	10	1176	Base	22	418	0	6	348	203	264	1	17	3	4	4	1290
Added	0	0	46	0	0	0	0	39	0	50	43	0	178	Added	0	65	0	0	65	5	5	0	0	0	0	0	140
PassBy	0	114	12	0	92	16	19	24	0	10	20	0	307	PassBy	0	108	0	0	173	0	0	0	0	0	0	0	281
Total	26	599	106	14	469	55	72	88	76	78	68	10	1661	Total	22	591	0	6	586	208	269	1	17	3	4	4	1711
#15 SR 88 / SR 12 (east)																											
Base	0	0	0	97	0	312	534	371	0	0	164	40	1518														
Added	0	0	0	4	0	46	42	0	0	0	0	4	96														
PassBy	0	0	0	0	0	102	126	0	0	0	0	0	228														
Total	0	0	0	101	0	460	702	371	0	0	164	44	1842														

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#16 Tully Rd. / SR 88														#18 SR 88 / Kettleman Ln.													
Base	49	37	61	54	37	37	21	583	35	50	834	50	1848	Base	14	282	6	7	296	66	102	44	6	7	35	9	874
Added	0	0	0	0	0	0	0	42	0	0	46	0	88	Added	0	54	0	0	54	11	11	0	0	0	0	0	130
PassBy	0	0	0	0	0	0	0	126	0	0	102	0	228	PassBy	0	108	0	0	173	0	0	0	0	0	0	0	281
Total	49	37	61	54	37	37	21	751	35	50	982	50	2164	Total	14	444	6	7	523	77	113	44	6	7	35	9	1285
#17 SR 88 / Victor (SR 12 west)														#19 Ione / SR 16													
Base	19	675	1	10	393	220	364	13	24	4	4	15	1742	Base	60	0	1	0	0	0	0	240	54	0	249	0	604
Added	0	39	0	0	43	3	3	0	0	0	0	0	88	Added	0	0	0	0	0	0	0	170	0	0	170	0	340
PassBy	0	126	0	0	102	0	0	0	0	0	0	0	228	PassBy	37	0	0	0	0	0	0	55	23	0	62	0	177
Total	19	840	1	10	538	223	367	13	24	4	4	15	2058	Total	97	0	1	0	0	0	0	465	77	0	481	0	1121
#18 SR 88 / Kettleman Ln.														#20 Murieta South Pkwy / SR 16													
Base	17	476	5	6	325	75	159	56	22	8	57	6	1212	Base	3	1	0	8	3	81	122	331	4	0	336	14	903
Added	0	33	0	0	36	7	6	0	0	0	0	0	82	Added	0	0	0	0	0	0	0	169	0	0	169	0	338
PassBy	0	126	0	0	102	0	0	0	0	0	0	0	228	PassBy	0	0	0	0	0	62	57	78	0	0	99	0	296
Total	17	635	5	6	463	82	165	56	22	8	57	6	1522	Total	3	1	0	8	3	143	179	578	4	0	604	14	1537
#19 Ione / SR 16														#21 Murieta Pkwy / SR 16													
Base	122	0	13	0	0	0	0	398	134	17	224	0	908	Base	75	89	39	15	119	82	115	375	71	44	377	16	1417
Added	0	0	0	0	0	0	0	103	0	0	113	0	216	Added	0	0	1	0	0	0	0	169	0	1	169	0	340
PassBy	22	0	0	0	0	0	0	14	27	0	22	0	85	PassBy	92	50	32	62	54	133	156	289	102	35	279	61	1345
Total	144	0	13	0	0	0	0	515	161	17	359	0	1209	Total	167	139	72	77	173	215	271	833	173	80	825	77	3102
#20 Murieta South Pkwy / SR 16														#22 Stonehouse / SR 16													
Base	4	3	3	9	1	93	146	472	9	0	282	20	1042	Base	0	0	0	69	0	5	11	484	0	0	503	46	1118
Added	0	0	0	0	0	0	0	103	0	0	113	0	216	Added	0	0	0	0	0	0	0	168	0	0	168	0	336
PassBy	0	0	0	0	0	0	0	41	0	0	44	0	85	PassBy	0	0	0	14	0	0	0	532	0	0	493	12	1051
Total	4	3	3	9	1	93	146	616	9	0	439	20	1343	Total	0	0	0	83	0	5	11	1184	0	0	1164	58	2505
#21 Murieta Pkwy / SR 16														#23 Latrobe (Sac) / SR 16													
Base	99	119	99	34	100	104	202	521	127	31	266	39	1741	Base	2	2	2	5	1	15	19	504	3	2	489	18	1062
Added	0	0	0	0	0	0	0	102	0	0	113	0	215	Added	0	0	0	0	0	0	0	168	0	0	168	0	336
PassBy	0	7	0	13	4	115	195	28	0	0	22	22	406	PassBy	0	0	0	0	0	0	0	570	0	0	527	0	1097
Total	99	126	99	47	104	219	397	651	127	31	401	61	2362	Total	2	2	2	5	1	15	19	1242	3	2	1184	18	2495
#22 Stonehouse / SR 16														#24 Dillard / SR 16													
Base	0	0	0	80	0	5	5	753	0	0	435	71	1349	Base	56	0	55	0	0	0	0	462	76	58	465	0	1172
Added	0	0	0	0	0	0	0	102	0	0	113	0	215	Added	0	0	2	0	0	0	0	166	0	2	166	0	336
PassBy	0	0	0	18	0	0	0	205	0	0	126	11	360	PassBy	0	0	49	0	0	0	0	522	0	44	482	0	1097
Total	0	0	0	98	0	5	5	1060	0	0	674	82	1924	Total	56	0	106	0	0	0	0	1150	76	104	1113	0	2605
#23 Latrobe (Sac) / SR 16														#25 Sloughhouse / SR 16													
Base	8	1	3	7	1	17	21	756	9	2	445	10	1280	Base	27	0	34	0	0	0	0	492	5	29	496	0	1083
Added	0	0	0	0	0	0	0	102	0	0	113	0	215	Added	0	0	0	0	0	0	0	166	0	0	166	0	332
PassBy	0	0	0	0	0	0	0	205	0	0	126	0	331	PassBy	0	0	0	0	0	0	0	522	0	0	484	0	1006
Total	8	1	3	7	1	17	21	1063	9	2	684	10	1826	Total	27	0	34	0	0	0	0	1180	5	29	1146	0	2421

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#24 Dillard / SR 16														#26 Grant Line / SR 16													
Base	46	0	57	0	0	0	0	725	114	77	339	0	1358	Base	0	104	44	26	91	16	9	470	6	61	460	27	1314
Added	0	0	1	0	0	0	0	101	0	2	111	0	215	Added	0	0	17	0	0	0	0	149	0	17	149	0	332
PassBy	0	0	4	0	0	0	0	200	0	3	124	0	331	PassBy	0	0	20	16	0	0	0	486	0	18	451	15	1006
Total	46	0	62	0	0	0	0	1026	114	82	574	0	1904	Total	0	104	81	42	91	16	9	1105	6	96	1060	42	2652
#25 Sloughhouse / SR 16														#27 Sunrise / SR 16													
Base	4	0	22	0	0	0	0	809	6	14	439	0	1294	Base	6	176	18	191	228	41	25	240	12	27	235	213	1412
Added	0	0	0	0	0	0	0	101	0	0	111	0	212	Added	0	0	8	28	0	0	0	113	0	8	113	28	298
PassBy	0	0	0	0	0	0	0	217	0	0	131	0	348	PassBy	0	0	9	61	0	0	0	416	0	7	389	53	935
Total	4	0	22	0	0	0	0	1127	6	14	681	0	1854	Total	6	176	35	280	228	41	25	769	12	42	737	294	2645
#26 Grant Line / SR 16														#28 Excelsior / SR 16													
Base	2	212	56	40	256	23	39	732	1	59	359	32	1811	Base	14	46	26	8	44	62	99	250	22	23	261	8	863
Added	0	0	10	0	0	0	0	91	0	11	100	0	212	Added	0	0	4	5	0	0	0	105	0	4	105	5	228
PassBy	3	17	13	3	28	3	0	201	9	12	118	1	408	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60
Total	5	229	79	43	284	26	39	1024	10	82	577	33	2431	Total	14	46	30	13	44	62	99	378	22	27	403	13	1151
#27 Sunrise / SR 16														#29 Bradshwa / SR 16													
Base	7	267	40	227	847	63	79	471	10	23	205	117	2356	Base	31	316	24	123	381	38	74	237	31	41	197	112	1605
Added	0	0	5	17	0	0	0	69	0	6	76	18	191	Added	0	0	4	20	0	0	0	80	0	4	80	20	208
PassBy	5	8	10	52	126	0	4	153	4	4	98	27	491	PassBy	0	0	0	0	0	0	0	23	0	0	37	0	60
Total	12	275	55	296	973	63	83	693	14	33	379	162	3038	Total	31	316	28	143	381	38	74	340	31	45	314	132	1873
#28 Excelsior / SR 16														#30 Latrobe / White Rock													
Base	26	50	42	7	212	47	88	514	76	47	250	11	1370	Base	47	535	109	132	315	126	104	85	14	47	51	75	1640
Added	0	0	3	3	0	0	0	64	0	3	70	3	146	Added	0	8	0	0	8	0	0	0	0	0	0	0	16
PassBy	0	0	0	0	0	0	0	188	0	0	126	0	314	PassBy	47	543	109	132	323	126	104	85	14	47	51	75	1656
Total	26	50	45	10	212	47	88	766	76	50	446	14	1830	Total	47	543	109	132	323	126	104	85	14	47	51	75	1656
#29 Bradshwa / SR 16														#31 Latrobe / S. Shingle													
Base	41	578	22	221	1396	235	210	451	89	40	202	66	3551	Base	7	116	4	4	130	27	16	3	3	5	4	0	319
Added	0	0	3	12	0	0	0	49	0	3	54	13	134	Added	0	8	0	0	8	0	0	0	0	0	0	0	16
PassBy	0	0	0	0	0	0	0	188	0	0	126	0	314	PassBy	7	124	4	4	138	27	16	3	3	5	4	0	335
Total	41	578	25	233	1396	235	210	688	89	43	382	79	3999	Total	7	124	4	4	138	27	16	3	3	5	4	0	335
#30 Latrobe / White Rock														#32 Missouri Flat / US 50 WB Ramps													
Base	99	1223	248	302	721	288	236	188	28	90	104	160	3687	Base	554	683	0	0	960	280	0	0	0	998	0	362	3837
Added	0	5	0	0	5	0	0	0	0	0	0	0	10	Added	8	0	0	0	0	0	0	0	0	0	0	0	8
Total	99	1228	248	302	726	288	236	188	28	90	104	160	3697	Total	562	683	0	0	960	280	0	0	0	998	0	362	3845
#31 Latrobe / S. Shingle														#33 Missouri Flat / US 50 EB Ramps													
Base	16	194	11	4	128	31	22	3	3	2	10	3	427	Base	0	1013	48	348	1589	0	206	0	681	0	0	0	3885
Added	0	5	0	0	5	0	0	0	0	0	0	0	10	Added	0	8	0	0	0	0	0	0	8	0	0	0	16
Total	16	199	11	4	133	31	22	3	3	2	10	3	437	Total	0	1021	48	348	1589	0	206	0	689	0	0	0	3901
#31 Latrobe / S. Shingle														#34 Missouri Flat / Motherlode													
Base	16	194	11	4	128	31	22	3	3	2	10	3	427	Base	75	828	912	0	1997	273	235	0	85	0	0	0	4405
Added	0	5	0	0	5	0	0	0	0	0	0	0	10	Added	0	8	0	0	8	0	0	0	0	0	0	0	16
Total	16	199	11	4	133	31	22	3	3	2	10	3	437	Total	75	836	912	0	2005	273	235	0	85	0	0	0	4421

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#32 Missouri Flat / US 50 WB Ramps														#35 Missouri Flat / Forni													
Base	681	841	0	0	1195	344	0	0	0	1227	0	445	4733	Base	56	1206	33	120	1618	336	460	35	47	116	32	150	4209
Added	5	0	0	0	0	0	0	0	0	0	0	0	5	Added	0	8	0	0	8	0	0	0	0	0	0	0	16
Total	686	841	0	0	1195	344	0	0	0	1227	0	445	4738	Total	56	1214	33	120	1626	336	460	35	47	116	32	150	4225
#33 Missouri Flat / US 50 EB Ramps														#36 Missouri Flat / Pleasant Valley													
Base	0	1246	59	428	1968	0	253	0	838	0	0	0	4792	Base	0	0	0	571	0	269	186	246	0	0	218	292	1782
Added	0	5	0	0	0	0	0	0	5	0	0	0	10	Added	0	0	0	0	0	8	8	76	0	0	76	0	168
Total	0	1251	59	428	1968	0	253	0	843	0	0	0	4802	Total	0	0	0	571	0	277	194	322	0	0	294	292	1950
#34 Missouri Flat / Motherlode														#37 Forni / Pleasant Valley													
Base	102	988	1088	0	2383	339	282	0	104	0	0	0	5286	Base	0	0	0	23	0	120	94	292	0	0	218	14	761
Added	0	5	0	0	5	0	0	0	0	0	0	0	10	Added	0	0	0	0	0	0	0	84	0	0	84	0	168
Total	102	993	1088	0	2388	339	282	0	104	0	0	0	5296	Total	0	0	0	23	0	120	94	376	0	0	302	14	929
#35 Missouri Flat / Forni														#38 SR 49 / Pleasant Valley													
Base	66	1427	85	146	1940	401	550	61	56	137	56	179	5104	Base	110	0	150	0	0	0	0	204	132	141	247	0	984
Added	0	5	0	0	5	0	0	0	0	0	0	0	10	Added	10	0	84	0	0	0	0	10	84	0	0	0	188
Total	66	1432	85	146	1945	401	550	61	56	137	56	179	5114	Total	120	0	234	0	0	0	0	204	142	225	247	0	1172
#36 Missouri Flat / Pleasant Valley														#100 SR 49 / Project Service Access													
Base	0	0	0	740	0	349	242	411	0	0	301	328	2371	Base	0	275	0	0	253	0	0	0	0	0	0	0	528
Added	0	0	0	0	0	5	5	51	0	0	46	0	107	Added	0	370	136	42	345	0	0	0	0	136	0	42	1071
Total	0	0	0	740	0	354	247	462	0	0	347	328	2478	PassBy	0	-17	17	16	-16	0	0	0	0	16	0	17	33
#37 Forni / Pleasant Valley														#176 Internal Project Intersection													
Base	0	0	0	46	0	196	153	480	0	0	355	31	1261	Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	56	0	0	51	0	107	Added	0	0	178	0	0	0	0	301	0	178	301	0	958
Total	0	0	0	46	0	196	153	536	0	0	406	31	1368	Total	0	0	178	0	0	0	0	301	0	178	301	0	958
#38 SR 49 / Pleasant Valley														#310 Latrobe / Old Sacramento													
Base	180	0	169	0	0	0	0	333	226	273	401	0	1582	Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	6	0	56	0	0	0	0	0	6	51	0	0	119	Added	0	0	0	100	0	0	0	0	0	0	90	190	
Total	186	0	225	0	0	0	0	333	232	324	401	0	1701	Total	0	0	0	100	0	0	0	0	0	0	90	190	
#100 SR 49 / Project Service Access														#322 Main / Sherwood													
Base	0	374	0	0	256	0	0	0	0	0	0	0	630	Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	124	83	26	137	0	0	0	0	91	0	28	489	Added	6	0	0	0	0	0	0	95	6	0	84	0	191
PassBy	0	221	11	10	125	0	0	0	0	10	0	11	388	Total	6	0	0	0	0	0	0	95	6	0	84	0	191
Total	0	719	94	36	518	0	0	0	0	101	0	39	1507	Total	6	0	0	0	0	0	0	95	6	0	84	0	191
#176 Internal Project Intersection														#323 Main / Empire													
Base	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	108	0	0	0	0	183	0	119	201	0	611	Added	4	1	0	0	1	0	0	90	4	0	80	0	180
Total	0	0	108	0	0	0	0	183	0	119	201	0	611	Total	4	1	0	0	1	0	0	90	4	0	80	0	180

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
#310 Latrobe / Old Sacramento													#324 Main / Poplar															
Base	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		
Added	0	0	0	18	0	0	0	0	0	0	0	0	20	38	Added	30	0	121	0	0	0	0	64	34	142	58	0	449
Total	0	0	0	18	0	0	0	0	0	0	0	0	20	38	Total	30	0	121	0	0	0	0	64	34	142	58	0	449
#322 Main / Sherwood													#325 Main / Mill															
Base	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	
Added	4	0	0	0	0	0	0	14	4	0	16	0	0	38	Added	11	0	56	1	0	0	0	173	12	63	189	1	506
Total	4	0	0	0	0	0	0	14	4	0	16	0	0	38	Total	11	0	56	1	0	0	0	173	12	63	189	1	506
#323 Main / Empire													#326 SR-49 / Main (Drytown)															
Base	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	
Added	3	0	0	0	0	0	0	12	3	0	13	0	0	31	Added	0	24	0	1	24	0	0	0	0	0	0	1	50
Total	3	0	0	0	0	0	0	12	3	0	13	0	0	31	Total	0	24	0	1	24	0	0	0	0	0	0	1	50
#324 Main / Poplar													#327 SR-49 / Water-Amador Creek															
Base	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	
Added	5	0	0	0	0	0	0	12	4	0	13	0	0	34	Added	7	0	0	0	0	0	0	1	7	0	1	0	16
Total	5	0	0	0	0	0	0	12	4	0	13	0	0	34	Total	7	0	0	0	0	0	0	1	7	0	1	0	16
#325 Main / Mill													#328 SR-49 / Gopher Flat															
Base	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	
Added	2	0	0	0	0	0	0	11	1	0	12	0	0	26	Added	6	0	0	0	0	0	0	1	6	0	1	0	14
Total	2	0	0	0	0	0	0	11	1	0	12	0	0	26	Total	6	0	0	0	0	0	0	1	6	0	1	0	14
#326 SR-49 / Main (Drytown)													#329 SR-49 / Eureka															
Base	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	
Added	0	15	0	0	16	0	0	0	0	0	0	0	0	31	Added	0	6	0	0	6	0	0	0	0	0	0	0	12
Total	0	15	0	0	16	0	0	0	0	0	0	0	0	31	Total	0	6	0	0	6	0	0	0	0	0	0	0	12
#327 SR-49 / Water-Amador Creek													#330 SR-49 / Church															
Base	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	
Added	4	0	0	0	0	0	0	0	5	0	0	0	0	9	Added	0	6	0	0	6	0	0	0	0	0	0	0	12
Total	4	0	0	0	0	0	0	0	5	0	0	0	0	9	Total	0	6	0	0	6	0	0	0	0	0	0	0	12
#328 SR-49 / Gopher Flat													#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]															
Base	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	
Added	4	0	0	0	0	0	0	1	4	0	0	0	0	9	Added	0	13	0	0	13	6	6	0	0	0	0	0	38
Total	4	0	0	0	0	0	0	1	4	0	0	0	0	9	Total	0	13	0	0	13	6	6	0	0	0	0	0	38
#329 SR-49 / Eureka													#332 SR-49 / Jackson Gate-Ione Martell															
Base	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	
Added	0	4	0	0	4	0	0	0	0	0	0	0	0	8	Added	0	12	0	1	12	0	0	0	0	0	0	1	26
Total	0	4	0	0	4	0	0	0	0	0	0	0	0	8	Total	0	12	0	1	12	0	0	0	0	0	0	1	26

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#330 SR-49 / Church													#333 SR-49 / SR-88 (North)														
Base	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	4	0	0	4	0	0	0	0	0	0	0	8	Added	0	0	0	12	0	0	0	0	0	0	0	0	12
Total	0	4	0	0	4	0	0	0	0	0	0	0	8	Total	0	0	0	12	0	0	0	0	0	0	0	0	12
#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]													#334 SR-49 / Sutter														
Base	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	8	0	0	8	4	4	0	0	0	0	0	24	Added	0	11	0	0	11	0	0	0	0	0	0	0	22
Total	0	8	0	0	8	4	4	0	0	0	0	0	24	Total	0	11	0	0	11	0	0	0	0	0	0	0	22
#332 SR-49 / Jackson Gate-Ione Martell													#335 SR-49 / Hoffman														
Base	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	7	0	0	8	0	0	0	0	0	0	0	15	Added	0	11	0	0	11	1	1	0	0	0	0	0	24
Total	0	7	0	0	8	0	0	0	0	0	0	0	15	Total	0	11	0	0	11	1	1	0	0	0	0	0	24
#333 SR-49 / SR-88 (North)													#336 SR-49 / Main (Jackson)														
Base	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	8	0	0	0	0	0	0	0	7	15	Added	0	10	0	1	10	0	0	0	0	0	0	1	22
Total	0	0	0	8	0	0	0	0	0	0	0	7	15	Total	0	10	0	1	10	0	0	0	0	0	0	1	22
#334 SR-49 / Sutter													#337 SR-49 / SR-88 (South)														
Base	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	7	0	0	8	0	0	0	0	0	0	0	15	Added	0	9	0	1	9	1	1	0	0	0	0	1	22
Total	0	7	0	0	8	0	0	0	0	0	0	0	15	Total	0	9	0	1	9	1	1	0	0	0	0	1	22
#335 SR-49 / Hoffman													#341 SR 104 / SR 88														
Base	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	7	0	0	7	0	0	0	0	0	0	0	14	Added	0	0	0	0	0	0	0	18	0	0	20	0	38
Total	0	7	0	0	7	0	0	0	0	0	0	0	14	Total	0	0	0	0	0	0	0	18	0	0	20	0	38
#336 SR-49 / Main (Jackson)													#345 SR-12 / SR-99 SB Ramps														
Base	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	6	0	1	7	0	0	0	0	0	0	1	15	Added	0	0	0	0	0	0	0	5	0	0	5	0	10
Total	0	6	0	1	7	0	0	0	0	0	0	1	15	Total	0	0	0	0	0	0	0	5	0	0	5	0	10
#337 SR-49 / SR-88 (South)													#346 SR-12 / SR-99 NB Ramps														
Base	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	5	0	0	6	0	0	0	0	0	0	0	11	Added	0	0	0	0	0	0	0	5	0	0	5	0	10
Total	0	5	0	0	6	0	0	0	0	0	0	0	11	Total	0	0	0	0	0	0	0	5	0	0	5	0	10
#341 SR 104 / SR 88													#347 Kettleman / SR-99 SB Ramps														
Base	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	4	0	0	4	0	8	Added	0	0	0	0	0	0	0	11	0	0	11	0	22
Total	0	0	0	0	0	0	0	4	0	0	4	0	8	Total	0	0	0	0	0	0	0	11	0	0	11	0	22

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#345 SR-12 / SR-99 SB Ramps													#348 Kettleman / SR-99 NB Ramps														
Base	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	3	0	0	3	6	Added	0	0	0	0	0	0	0	0	11	0	0	11	0
Total	0	0	0	0	0	0	0	0	3	0	0	3	6	Total	0	0	0	0	0	0	0	0	11	0	0	11	0
#346 SR-12 / SR-99 NB Ramps													#381														
Base	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	3	0	0	3	6	Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	3	0	0	3	6	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#347 Kettleman / SR-99 SB Ramps																											
Base	0	0	0	0	0	0	0	0	0	0	0	0	0														
Added	0	0	0	0	0	0	0	0	6	0	0	7	13														
Total	0	0	0	0	0	0	0	0	6	0	0	7	13														
#348 Kettleman / SR-99 NB Ramps																											
Base	0	0	0	0	0	0	0	0	0	0	0	0	0														
Added	0	0	0	0	0	0	0	0	6	0	0	7	13														
Total	0	0	0	0	0	0	0	0	6	0	0	7	13														
#381																											
Base	0	0	0	0	0	0	0	0	0	0	0	0	0														
Added	0	0	0	0	0	0	0	0	0	0	0	0	0														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0														

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Impact Analysis Report
Level Of Service

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in	Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C			LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 1 SR 49 / Miller Way	A	8.8	0.000	F	52.6	0.000	+43.827 D/V	# 1 SR 49 / Miller Way	A	8.4	0.000	C	18.2	0.000	+ 9.772 D/V
# 2 SR 49 / Main	C	17.7	0.000	F	499.0	0.000	+481.298 D/V	# 2 SR 49 / Main	C	20.0	0.000	F	OVRFL	0.000	+1776.395 D/
# 3 SR 49 / Poplar	B	10.1	0.000	B	12.5	0.000	+ 2.446 D/V	# 3 SR 49 / Poplar	B	10.3	0.000	B	13.2	0.000	+ 2.939 D/V
# 4 SR 49 / Empire	B	14.9	0.000	D	28.1	0.000	+13.171 D/V	# 4 SR 49 / Empire	B	13.7	0.000	D	31.4	0.000	+17.651 D/V
# 5 SR 49 / Randolph Dr.	B	12.4	0.000	F	181.3	0.000	+168.884 D/V	# 5 SR 49 / Randolph Dr.	B	11.3	0.000	F	519.8	0.000	+508.490 D/V
# 6 SR 49 / SR 16	B	14.2	0.474	B	18.8	0.778	+ 4.617 D/V	# 6 SR 49 / SR 16	B	13.3	0.381	B	17.9	0.778	+ 4.613 D/V
# 7 SR 124 / SR 16	B	13.1	0.000	C	20.6	0.000	+ 7.548 D/V	# 7 SR 124 / SR 16	B	11.5	0.000	C	20.2	0.000	+ 8.720 D/V
# 8 Latrobe (Amador) / SR 16	B	12.1	0.000	C	20.1	0.000	+ 7.927 D/V	# 8 Latrobe (Amador) / SR 16	B	14.3	0.000	D	30.5	0.000	+16.241 D/V
# 9 SR 104 (Preston) / SR 124 (Nor	F	70.7	0.000	F	OVRFL	0.000	+5594.530 D/	# 9 SR 104 (Preston) / SR 124 (Nor	C	17.4	0.000	F	OVRFL	0.000	+2046.966 D/
# 10 Preston Ave. / Main St.	F	86.7	0.000	F	OVRFL	0.000	+956.185 D/V	# 10 Preston Ave. / Main St.	B	14.8	0.000	F	591.1	0.000	+576.208 D/V
# 11 SR 124 (Church) / SR 104 (Main	C	22.1	0.000	F	804.9	0.000	+782.865 D/V	# 11 SR 124 (Church) / SR 104 (Main	B	13.7	0.000	F	983.4	0.000	+969.652 D/V
# 12 SR 124 / SR 88	B	10.9	0.000	B	13.2	0.000	+ 2.276 D/V	# 12 SR 124 / SR 88	B	10.7	0.000	B	14.4	0.000	+ 3.709 D/V
# 13 Jackson Valley / SR 88	B	11.3	0.000	F	74.8	0.000	+63.461 D/V	# 13 Jackson Valley / SR 88	A	9.6	0.000	F	111.9	0.000	+102.277 D/V
# 14 SR 88 / Liberty Rd.	C	22.9	0.000	F	443.8	0.000	+420.835 D/V	# 14 SR 88 / Liberty Rd.	B	14.9	0.000	F	374.5	0.000	+359.554 D/V
# 15 SR 88 / SR 12 (east	B	12.8	0.612	B	14.5	0.742	+ 1.689 D/V	# 15 SR 88 / SR 12 (east	B	11.7	0.455	B	13.1	0.604	+ 1.407 D/V
# 16 Tully Rd. / SR 88	B	18.5	0.714	C	21.6	0.813	+ 3.160 D/V	# 16 Tully Rd. / SR 88	B	14.0	0.539	B	16.0	0.709	+ 2.026 D/V
# 17 SR 88 / Victor (SR 12 west)	B	18.8	0.463	B	19.1	0.570	+ 0.309 D/V	# 17 SR 88 / Victor (SR 12 west)	B	18.0	0.407	B	18.2	0.596	+ 0.184 D/V
# 18 SR 88 / Kettleman Ln.	C	24.0	0.573	C	25.5	0.694	+ 1.570 D/V	# 18 SR 88 / Kettleman Ln.	C	20.5	0.430	C	20.2	0.615	-0.241 D/V
# 19 Ione / SR 16	B	14.2	0.000	D	29.6	0.000	+15.357 D/V	# 19 Ione / SR 16	A	8.9	0.000	C	17.2	0.000	+ 8.289 D/V
# 20 Murieta South Pkwy / SR 16	A	9.2	0.364	A	9.3	0.470	+ 0.076 D/V	# 20 Murieta South Pkwy / SR 16	A	9.4	0.356	B	11.2	0.592	+ 1.805 D/V
# 21 Murieta Pkwy / SR 16	B	17.7	0.534	C	23.3	0.776	+ 5.595 D/V	# 21 Murieta Pkwy / SR 16	C	24.3	0.471	D	52.7	1.023	+28.439 D/V
# 22 Stonehouse / SR 16	E	43.0	0.000	F	329.3	0.000	+286.263 D/V	# 22 Stonehouse / SR 16	D	26.0	0.000	F	OVRFL	0.000	+1098.198 D/
# 23 Latrobe (Sac) / SR 16	D	32.8	0.000	F	87.9	0.000	+55.099 D/V	# 23 Latrobe (Sac) / SR 16	C	20.5	0.000	F	207.3	0.000	+186.824 D/V

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Intersection	Base		Future		Change in	
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C		
# 24 Dillard / SR 16	B	16.7 0.720	C	27.0 0.935	+10.214	D/V
# 25 Sloughouse / SR 16	C	18.2 0.000	D	30.2 0.000	+11.987	D/V
# 26 Grant Line / SR 16	E	63.2 0.970	F	133.7 1.256	+70.475	D/V
# 27 Sunrise / SR 16	D	42.8 0.882	F	86.8 1.126	+43.974	D/V
# 28 Excelsior / SR 16	B	19.3 0.529	B	19.8 0.642	+ 0.491	D/V
# 29 Bradshwa / SR 16	D	38.5 0.850	E	61.2 1.019	+22.696	D/V
# 30 Latrobe / White Rock	B	18.7 0.533	B	18.7 0.534	-0.009	D/V
# 31 Latrobe / S. Shingle	B	11.8 0.000	B	11.9 0.000	+ 0.110	D/V
# 32 Missouri Flat / US 50 WB Ramps	E	66.4 1.063	E	66.8 1.065	+ 0.453	D/V
# 33 Missouri Flat / US 50 EB Ramps	D	46.5 1.019	D	47.0 1.021	+ 0.471	D/V
# 34 Missouri Flat / Motherlode	B	17.2 0.926	B	17.2 0.926	+ 0.006	D/V
# 35 Missouri Flat / Forni	D	36.7 0.914	D	36.9 0.916	+ 0.147	D/V
# 36 Missouri Flat / Pleasant Valle	C	20.8 0.806	C	23.0 0.838	+ 2.210	D/V
# 37 Forni / Pleasant Valley	C	24.1 0.000	D	30.1 0.000	+ 5.925	D/V
# 38 SR 49 / Pleasant Valley	D	32.0 0.952	E	40.8 1.009	+ 0.057	V/C
#100 SR 49 / Project Service Access	A	0.0 0.000	F	99.5 0.000	+99.470	D/V

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Intersection	Base		Future		Change in	
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C		
# 24 Dillard / SR 16	B	13.7 0.474	D	35.7 0.992	+22.028	D/V
# 25 Sloughouse / SR 16	C	16.9 0.000	F	172.9 0.000	+155.998	D/V
# 26 Grant Line / SR 16	C	28.2 0.506	E	59.1 1.006	+30.940	D/V
# 27 Sunrise / SR 16	C	27.5 0.446	D	41.4 0.914	+13.879	D/V
# 28 Excelsior / SR 16	B	18.8 0.296	B	17.8 0.359	-0.990	D/V
# 29 Bradshwa / SR 16	C	20.1 0.475	C	21.1 0.584	+ 1.011	D/V
# 30 Latrobe / White Rock	B	17.2 0.235	B	17.2 0.237	-0.034	D/V
# 31 Latrobe / S. Shingle	B	10.9 0.000	B	11.1 0.000	+ 0.150	D/V
# 32 Missouri Flat / US 50 WB Ramps	C	31.4 0.918	C	31.7 0.921	+ 0.316	D/V
# 33 Missouri Flat / US 50 EB Ramps	C	23.0 0.896	C	23.3 0.899	+ 0.300	D/V
# 34 Missouri Flat / Motherlode	B	10.9 0.818	B	10.9 0.818	+ 0.001	D/V
# 35 Missouri Flat / Forni	C	26.9 0.803	C	27.0 0.806	+ 0.109	D/V
# 36 Missouri Flat / Pleasant Valle	B	14.3 0.644	B	16.1 0.700	+ 1.839	D/V
# 37 Forni / Pleasant Valley	B	12.0 0.000	B	13.7 0.000	+ 1.645	D/V
# 38 SR 49 / Pleasant Valley	B	13.3 0.564	C	17.0 0.670	+ 0.106	V/C
#100 SR 49 / Project Service Access	A	0.0 0.000	F	261.6 0.000	+261.645	D/V

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	???	???	No / No
# 2 SR 49 / Main	???	???	Yes / Yes
# 3 SR 49 / Poplar	???	???	No / No
# 4 SR 49 / Empire	???	???	No / No
# 5 SR 49 / Randolph Dr.	???	???	Yes / Yes
# 7 SR 124 / SR 16	???	???	No / Yes
# 8 Latrobe (Amador) / SR 16	???	???	No / Yes
# 9 SR 104 (Preston) / SR 124 (North)	???	???	Yes / Yes
# 10 Preston Ave. / Main St.	???	???	Yes / Yes
# 11 SR 124 (Church) / SR 104 (Main)	???	???	Yes / Yes
# 12 SR 124 / SR 88	???	???	No / Yes
# 13 Jackson Valley / SR 88	???	???	No / Yes
# 14 SR 88 / Liberty Rd.	???	???	Yes / Yes
# 19 Ione / SR 16	???	???	No / Yes
# 22 Stonehouse / SR 16	???	???	No / No
# 23 Latrobe (Sac) / SR 16	???	???	No / No
# 25 Sloughhouse / SR 16	???	???	No / No
# 31 Latrobe / S. Shingle	???	???	No / No
# 37 Forni / Pleasant Valley	???	???	No / Yes
# 38 SR 49 / Pleasant Valley	???	???	Yes
#100 SR 49 / Project Service Access	???	???	No / Yes

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	???	???	No / No
# 2 SR 49 / Main	???	???	Yes / Yes
# 3 SR 49 / Poplar	???	???	No / No
# 4 SR 49 / Empire	???	???	No / No
# 5 SR 49 / Randolph Dr.	???	???	Yes / Yes
# 7 SR 124 / SR 16	???	???	No / Yes
# 8 Latrobe (Amador) / SR 16	???	???	No / Yes
# 9 SR 104 (Preston) / SR 124 (North)	???	???	Yes / Yes
# 10 Preston Ave. / Main St.	???	???	Yes / Yes
# 11 SR 124 (Church) / SR 104 (Main)	???	???	Yes / Yes
# 12 SR 124 / SR 88	???	???	No / Yes
# 13 Jackson Valley / SR 88	???	???	Yes / Yes
# 14 SR 88 / Liberty Rd.	???	???	Yes / Yes
# 19 Ione / SR 16	???	???	No / No
# 22 Stonehouse / SR 16	???	???	No / No
# 23 Latrobe (Sac) / SR 16	???	???	No / No
# 25 Sloughhouse / SR 16	???	???	No / No
# 31 Latrobe / S. Shingle	???	???	No / No
# 37 Forni / Pleasant Valley	???	???	No / Yes
# 38 SR 49 / Pleasant Valley	???	???	No
#100 SR 49 / Project Service Access	???	???	Yes / Yes

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=119]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=953]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=78]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=776]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.1]
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=4][total volume=953]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=60]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=776]
FAIL - Total volume less than 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

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	0	1	0	0	0	0	1	0	0	1
Initial Vol:	153	221	68	43	234	42	25	0	94	54	0	19

Approach:	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	0	1	0	0	0	0	1	0	0	1
Initial Vol:	70	236	42	29	241	20	17	0	61	36	0	24

Major Street Volume: 761
Minor Approach Volume: 119
Minor Approach Volume Threshold: 185

Major Street Volume: 638
Minor Approach Volume: 78
Minor Approach Volume Threshold: 225

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #2 SR 49 / Main
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
Initial Vol: 73 299 242 42 252 88 94 69 65 154 89 67
ApproachDel: xxxxxx xxxxxx 191.2 499.0

Intersection #2 SR 49 / Main
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
Initial Vol: 143 209 158 38 219 91 94 87 120 194 126 39
ApproachDel: xxxxxx xxxxxx 769.3 1796.4

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=12.1]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=228]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1534]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=64.3]
SUCCEED - Vehicle-hours >= 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=4][total volume=1518]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=43.0]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=310]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1534]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=179.1]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=359]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1518]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #2 SR 49 / Main

Intersection #2 SR 49 / Main

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	0	1
Initial Vol:	73	299	242	42	252	88	94	69	65	154	89	67
Major Street Volume:	996											
Minor Approach Volume:	310											
Minor Approach Volume Threshold:	95											

Approach:	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	1	0	0	0	1
Initial Vol:	143	209	158	38	219	91	94	87	120	194	126	39
Major Street Volume:	858											
Minor Approach Volume:	359											
Minor Approach Volume Threshold:	120											

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #3 SR 49 / Poplar

Intersection #3 SR 49 / Poplar

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=36]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1154]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1083]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 SR 49 / Poplar

Intersection #3 SR 49 / Poplar

Future Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	0	1	0	0
Initial Vol:	40	606	0	0	468	4	2	0	34	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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	1	0	0	0	1	0	0	0	1	0	0
Initial Vol:	20	520	0	0	526	0	1	0	16	0	0	0

Major Street Volume: 1118
Minor Approach Volume: 36
Minor Approach Volume Threshold: 190

Major Street Volume: 1066
Minor Approach Volume: 17
Minor Approach Volume Threshold: 202

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #4 SR 49 / Empire

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=52]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1223]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=41]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1163]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=16]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1223]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1163]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 SR 49 / Empire
Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1 0 0 1! 0 0
Initial Vol: 41 617 2 9 476 10 13 2 37 7 5 4
Major Street Volume: 1155
Minor Approach Volume: 52
Minor Approach Volume Threshold: 247

Intersection #4 SR 49 / Empire
Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 0 0 1! 0 0 0 0 1 0 0 1 0 0 0 1 0 0 1 0 0 2
Initial Vol: 44 528 2 0 540 0 1 0 40 6 0 2
Major Street Volume: 1114
Minor Approach Volume: 41
Minor Approach Volume Threshold: 258

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #5 SR 49 / Randolph Dr.

Intersection #5 SR 49 / Randolph Dr.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=11.8]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=50.8]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #5 SR 49 / Randolph Dr.

Intersection #5 SR 49 / Randolph Dr.

Future Volume Alternative: Peak Hour Warrant Met

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:	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	8	609	141	74	393	19	14	0	8	153	0	81
Major Street Volume:	1244											
Minor Approach Volume:	234											
Minor Approach Volume Threshold:	91 [less than minimum of 100]											

Approach:	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	0	1	0	0	1	0	0	1	0	0
Initial Vol:	4	452	231	121	407	7	4	0	4	230	0	122
Major Street Volume:	1222											
Minor Approach Volume:	352											
Minor Approach Volume Threshold:	96 [less than minimum of 100]											

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
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=180]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1460]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=2][control=Stop Sign]
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=209]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1528]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, and Initial Vol.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, and Initial Vol.

Major Street Volume: 1280
Minor Approach Volume: 180
Minor Approach Volume Threshold: 82 [less than minimum of 100]

Major Street Volume: 1319
Minor Approach Volume: 209
Minor Approach Volume Threshold: 73 [less than minimum of 100]

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #8 Latrobe (Amador) / SR 16

Intersection #8 Latrobe (Amador) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=138]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1191]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=97]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1115]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #8 Latrobe (Amador) / SR 16

Intersection #8 Latrobe (Amador) / SR 16

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=39.9]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=469.0]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=197.8]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	1
Initial Vol:	110	504	217	98	548	47	30	13	125	188	20	90
Major Street Volume:	1524											
Minor Approach Volume:	298											
Minor Approach Volume Threshold:	24 [less than minimum of 75]											

Approach:	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	1	0	0	1
Initial Vol:	71	491	234	83	468	8	5	10	66	241	16	88
Major Street Volume:	1355											
Minor Approach Volume:	345											
Minor Approach Volume Threshold:	44 [less than minimum of 75]											

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=272.9]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=942]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1875]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=130.5]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=795]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1692]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #11 SR 124 (Church) / SR 104 (Main)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=84.3]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=127.0]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 SR 124 (Church) / SR 104 (Main)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Future Volume Alternative: Peak Hour Warrant Met

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
Initial Vol:	363	3	11	5	1	13	13	450	419	9	402	6
Major Street Volume:	1299											
Minor Approach Volume:	377											
Minor Approach Volume Threshold:	150											

Approach:	North Bound			South Bound			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
Initial Vol:	436	4	25	2	0	3	10	303	417	27	361	1
Major Street Volume:	1119											
Minor Approach Volume:	465											
Minor Approach Volume Threshold:	189											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=2][control=Stop Sign]
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=255]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1222]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]
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=303]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1099]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	0	1	0	1	0	0	0	0	1
Initial Vol:	0	0	0	0	3	0	252		278	410	0		0	276	3	
Major Street Volume:	967															
Minor Approach Volume:	255															
Minor Approach Volume Threshold:	167															

Approach:	North Bound				South Bound				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
Initial Vol:	0	0	0	0	21	0	282		282	240	0		0	256	18	
Major Street Volume:	796															
Minor Approach Volume:	303															
Minor Approach Volume Threshold:	226															

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.8]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=6.1]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	1	0	0	1
Initial Vol:	115	13	5	2	24	8	6	593	167	2	442	3
Major Street Volume:	1213											
Minor Approach Volume:	133											
Minor Approach Volume Threshold:	77											

Approach:	North Bound			South Bound			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	1	0	0	1	0	0	1
Initial Vol:	191	5	1	7	3	1	1	423	116	3	448	4
Major Street Volume:	995											
Minor Approach Volume:	197											
Minor Approach Volume Threshold:	123											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=16.3]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=7.8]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=19.2]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=26.9]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Future Volume Alternative: Peak Hour Warrant Met

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:	1	0	1	0	1	0	1	0	0	0	1	0
Initial Vol:	26	599	106	14	469	55	72	88	76	78	68	10
Major Street Volume:	1269											
Minor Approach Volume:	236											
Minor Approach Volume Threshold:	85 [less than minimum of 100]											

Approach:	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	1	0	1	0	1	0	0	0	1
Initial Vol:	52	367	130	2	422	72	53	115	57	121	128	10
Major Street Volume:	1045											
Minor Approach Volume:	259											
Minor Approach Volume Threshold:	112											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #19 Ione / SR 16

Intersection #19 Ione / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=157]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1209]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=98]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1121]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #19 Ione / SR 16

Intersection #19 Ione / SR 16

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	144	0	13	0	0	0	0	515	161	17	359	0
Major Street Volume:	1052											
Minor Approach Volume:	157											
Minor Approach Volume Threshold:	110											

Approach:	North Bound			South Bound			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	0	1	1	0	1
Initial Vol:	97	0	1	0	0	0	0	465	77	0	481	0
Major Street Volume:	1023											
Minor Approach Volume:	98											
Minor Approach Volume Threshold:	117											

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #22 Stonehouse / SR 16

Intersection #22 Stonehouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=9.4]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=103]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1924]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=27.5]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=88]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2505]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Stonehouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
Initial Vol: 0 0 0 0 98 0 5 5 1060 0 0 674 82
Major Street Volume: 1821
Minor Approach Volume: 103
Minor Approach Volume Threshold: 116 [less than minimum of 150]

Intersection #22 Stonehouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
Initial Vol: 0 0 0 0 83 0 5 11 1184 0 0 1164 58
Major Street Volume: 2417
Minor Approach Volume: 88
Minor Approach Volume Threshold: -5 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #23 Latrobe (Sac) / SR 16

Intersection #23 Latrobe (Sac) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #23 Latrobe (Sac) / SR 16

Intersection #23 Latrobe (Sac) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	1	0	0	1	1	0	0	1	0	1	0	0	1	0
Initial Vol:	8	1	3	7	1	17	21	1063	9	2	684	10						

Approach:	North Bound			South Bound			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	1	0	0	1	0	0	1	0	1	0	0	1	1	0	0	1	0
Initial Vol:	2	2	2	5	1	15	19	1242	3	2	1184	18						

Major Street Volume: 1789
Minor Approach Volume: 25
Minor Approach Volume Threshold: 124 [less than minimum of 150]

Major Street Volume: 2468
Minor Approach Volume: 21
Minor Approach Volume Threshold: -14 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #25 Sloughhouse / SR 16

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=26]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1854]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=2][control=Stop Sign]
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=61]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2421]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #25 Sloughhouse / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0
 Initial Vol: 4 0 22 0 0 0 0 0 1127 6 14 681 0
 -----|-----|-----|-----|-----|
 Major Street Volume: 1828
 Minor Approach Volume: 26
 Minor Approach Volume Threshold: 115 [less than minimum of 150]

 Intersection #25 Sloughhouse / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0
 Initial Vol: 27 0 34 0 0 0 0 0 1180 5 29 1146 0
 -----|-----|-----|-----|-----|
 Major Street Volume: 2360
 Minor Approach Volume: 61
 Minor Approach Volume Threshold: 5 [less than minimum of 150]

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=28]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=437]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=22]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=335]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=15]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=437]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
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=335]
FAIL - Total volume less than 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	16	199	11	4	133	31	22	3	3	2	10	3
Major Street Volume:	394											
Minor Approach Volume:	28											
Minor Approach Volume Threshold:	249											

Approach:	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	1	0	1	0
Initial Vol:	7	124	4	4	138	27	16	3	3	5	4	0
Major Street Volume:	304											
Minor Approach Volume:	22											
Minor Approach Volume Threshold:	292											

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

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Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=242]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1368]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=143]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=929]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	0	0	0	1
Initial Vol:	0	0	0		46	0	196		153	536	0		0	406	31	
Major Street Volume:	1126															
Minor Approach Volume:	242															
Minor Approach Volume Threshold:	75 [less than minimum of 75]															

Approach:	North Bound				South Bound				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	1	0	0	0	0	0	1
Initial Vol:	0	0	0		23	0	120		94	376	0		0	302	14	
Major Street Volume:	786															
Minor Approach Volume:	143															
Minor Approach Volume Threshold:	134															

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Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #38 SR 49 / Pleasant Valley

Intersection #38 SR 49 / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant Met

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			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	186	0	225	0	0	0	0	333	232	324	401	0
Major Street Volume:	1290											
Minor Approach Volume:	411											
Minor Approach Volume Threshold:	197											

Approach:	North Bound			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		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	120	0	234	0	0	0	0	204	142	225	247	0
Major Street Volume:	818											
Minor Approach Volume:	354											
Minor Approach Volume Threshold:	354											

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[westbound][lanes=2][control=Stop Sign]
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=140]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1507]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=15.3]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=211]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1632]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	0	0	1	0	0	1
Initial Vol:	0	719	94	36	518	0	0	0	0	101	0	39	
Major Street Volume:	1367												
Minor Approach Volume:	140												
Minor Approach Volume Threshold:	63 [less than minimum of 100]												

Approach:	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	1	0	0	0	0	1	0	0	1
Initial Vol:	0	628	153	58	582	0	0	0	0	152	0	59	
Major Street Volume:	1421												
Minor Approach Volume:	211												
Minor Approach Volume Threshold:	51 [less than minimum of 100]												

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Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR 49 / Miller Way

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: F[52.6]

Street Name: SR 49 Miller Way

Approach: 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 1 0 1 0 0 1 0 0 0 0 0 1 0 0

Volume Module:

Table with 12 columns and 12 rows of volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with 12 columns and 2 rows of critical gap data including Critical Gp and FollowUpTim.

Capacity Module:

Table with 12 columns and 4 rows of capacity data including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 12 columns and 10 rows of level of service data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR 49 / Miller Way

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: C[18.2]

Street Name: SR 49 Miller Way

Approach: 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 1 0 1 0 0 1 0 0 0 0 0 1 0 0

Volume Module:

Table with 12 columns and 12 rows of volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with 12 columns and 2 rows of critical gap data including Critical Gp and FollowUpTim.

Capacity Module:

Table with 12 columns and 4 rows of capacity data including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 12 columns and 10 rows of level of service data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 SR 49 / Main

Intersection #2 SR 49 / Main

Average Delay (sec/veh): 129.9 Worst Case Level Of Service: F[499.0]

Average Delay (sec/veh): 578.4 Worst Case Level Of Service: F[1796.4]

Street Name: SR 49 Main

Street Name: SR 49 Main

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1 0 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: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1 0 0 1! 0 0

Volume Module:
Base Vol: 45 107 201 7 92 18 14 40 39 109 53 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: 45 107 201 7 92 18 14 40 39 109 53 12
Added Vol: 12 64 2 0 58 0 0 0 11 1 0 0
PasserByVol: 16 128 39 35 102 70 80 29 15 44 36 55
Initial Fut: 73 299 242 42 252 88 94 69 65 154 89 67
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 77 315 255 44 265 93 99 73 68 162 94 71
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 77 315 255 44 265 93 99 73 68 162 94 71

Volume Module:
Base Vol: 39 61 129 15 78 4 12 30 29 169 64 16
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 39 61 129 15 78 4 12 30 29 169 64 16
Added Vol: 104 148 29 23 141 87 82 57 91 25 62 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 143 209 158 38 219 91 94 87 120 194 126 39
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 166 243 184 44 255 106 109 101 140 226 147 45
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 166 243 184 44 255 106 109 101 140 226 147 45

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Cnflct Vol: 358 xxxx xxxxx 569 xxxx xxxxx 1078 1123 312 1066 1042 442
Potent Cap.: 1168 xxxx xxxxx 974 xxxx xxxxx 198 207 733 202 231 620
Move Cap.: 1168 xxxx xxxxx 974 xxxx xxxxx 104 184 733 117 206 620
Volume/Cap: 0.07 xxxx xxxxx 0.05 xxxx xxxxx 0.95 0.39 0.09 1.39 0.46 0.11

Capacity Module:
Cnflct Vol: 360 xxxx xxxxx 427 xxxx xxxxx 1159 1155 308 1184 1116 335
Potent Cap.: 1166 xxxx xxxxx 1101 xxxx xxxxx 174 198 737 168 209 712
Move Cap.: 1166 xxxx xxxxx 1101 xxxx xxxxx 38 160 737 59 169 712
Volume/Cap: 0.14 xxxx xxxxx 0.04 xxxx xxxxx 2.88 0.63 0.19 3.85 0.87 0.06

Level Of Service Module:
2Way95thQ: 0.2 xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxxx 0.3 xxxx xxxxx xxxxx
Control Del: 8.3 xxxx xxxxx 8.9 xxxx xxxxx xxxxx xxxxx 10.4 xxxxx xxxxx xxxxx
LOS by Move: A * * A * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 127 xxxx xxxxx xxxx 166 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 11.2 xxxx xxxxx xxxxx 24.9 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 263.3 xxxx xxxxx xxxxx 499 xxxxx
Shared LOS: * * * * * F * * * * F *
ApproachDel: xxxxxx xxxxxx 191.2 499.0
ApproachLOS: * * F F

Level Of Service Module:
2Way95thQ: 0.5 xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxxx 0.7 xxxx xxxxx xxxxx
Control Del: 8.6 xxxx xxxxx 8.4 xxxx xxxxx xxxxx xxxxx 11.0 xxxxx xxxxx xxxxx
LOS by Move: A * * A * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 60 xxxx xxxxx xxxx 87 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 22.3 xxxx xxxxx xxxxx 44.8 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 1272 xxxx xxxxx xxxxx 1796 xxxxx
Shared LOS: * * * * * F * * * * F *
ApproachDel: xxxxxx xxxxxx 769.3 1796.4
ApproachLOS: * * F F

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Level Of Service Computation Report

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 SR 49 / Poplar

Intersection #3 SR 49 / Poplar

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[12.5]

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[13.2]

Street Name: SR 49 Poplar
Approach: 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 0 1 0 0 0 0 0 0 0 0

Street Name: SR 49 Poplar
Approach: 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 0 1 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 35 345 0 0 237 4 2 0 30 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: 35 345 0 0 237 4 2 0 30 0 0 0
Added Vol: 5 78 0 0 70 0 0 0 4 0 0 0
PasserByVol: 0 183 0 0 161 0 0 0 0 0 0 0
Initial Fut: 40 606 0 0 468 4 2 0 34 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: 43 645 0 0 498 4 2 0 36 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 43 645 0 0 498 4 2 0 36 0 0 0

Volume Module:
Base Vol: 13 239 0 0 269 0 1 0 9 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: 13 239 0 0 269 0 1 0 9 0 0 0
Added Vol: 7 281 0 0 257 0 0 0 7 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 520 0 0 526 0 1 0 16 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 23 598 0 0 605 0 1 0 18 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 23 598 0 0 605 0 1 0 18 0 0 0

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2 xxxxx xxxx xxxxx
FollowUpTim: 2.3 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3 xxxxx xxxx xxxxx

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2 xxxxx xxxx xxxxx
FollowUpTim: 2.3 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3 xxxxx xxxx xxxxx

Capacity Module:
Cnflct Vol: 502 xxxx xxxxx xxxx xxxx xxxxx 1230 1230 500 xxxx xxxx xxxxx
Potent Cap.: 1032 xxxx xxxxx xxxx xxxx xxxxx 198 179 575 xxxx xxxx xxxxx
Move Cap.: 1032 xxxx xxxxx xxxx xxxx xxxxx 192 172 575 xxxx xxxx xxxxx
Volume/Cap: 0.04 xxxx xxxxx xxxx xxxx xxxxx 0.01 0.00 0.06 xxxx xxxx xxxxx

Capacity Module:
Cnflct Vol: 605 xxxx xxxxx xxxx xxxx xxxxx 1248 1248 605 xxxx xxxx xxxxx
Potent Cap.: 945 xxxx xxxxx xxxx xxxx xxxxx 193 175 502 xxxx xxxx xxxxx
Move Cap.: 945 xxxx xxxxx xxxx xxxx xxxxx 189 170 502 xxxx xxxx xxxxx
Volume/Cap: 0.02 xxxx xxxxx xxxx xxxx xxxxx 0.01 0.00 0.04 xxxx xxxx xxxxx

Level Of Service Module:
2Way95thQ: 0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 8.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: A * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 517 xxxxx xxxx xxxx xxxxx
SharedQueue: 0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 8.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.5 xxxxx xxxxx xxxx xxxxx
Shared LOS: A * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 12.5 xxxxxx
ApproachLOS: * * * * * * * * * * * * * * * *

Level Of Service Module:
2Way95thQ: 0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 8.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: A * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 457 xxxxx xxxx xxxx xxxxx
SharedQueue: 0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 8.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 13.2 xxxxx xxxxx xxxx xxxxx
Shared LOS: A * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 13.2 xxxxxx
ApproachLOS: * * * * * * * * * * * * * * * *

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

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Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 SR 49 / Empire

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: D[28.1]

Street Name: SR 49 Empire

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1 0 0 1! 0 0

Volume Module:

Base Vol: 32 352 2 9 240 10 13 2 28 7 5 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: 32 352 2 9 240 10 13 2 28 7 5 4
Added Vol: 9 82 0 0 75 0 0 0 9 0 0 0
PasserByVol: 0 183 0 0 161 0 0 0 0 0 0 0
Initial Fut: 41 617 2 9 476 10 13 2 37 7 5 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: 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: 43 643 2 9 496 10 14 2 39 7 5 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 43 643 2 9 496 10 14 2 39 7 5 4

Critical Gap Module:

Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:

Cnflct Vol: 506 xxxx xxxxx 645 xxxx xxxxx 1254 1250 501 1269 1254 644
Potent Cap.: 1028 xxxx xxxxx 912 xxxx xxxxx 150 174 574 146 173 477
Move Cap.: 1028 xxxx xxxxx 912 xxxx xxxxx 139 165 574 130 164 477
Volume/Cap: 0.04 xxxx xxxxx 0.01 xxxx xxxxx 0.10 0.01 0.07 0.06 0.03 0.01

Level Of Service Module:

2Way95thQ: 0.1 xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxxx 0.2 xxxx xxxxx xxxxx
Control Del: 8.7 xxxx xxxxx 9.0 xxxx xxxxx xxxxx xxxxx 11.7 xxxxx xxxxx xxxxx
LOS by Move: A * * A * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 142 xxxx xxxxx xxxx 173 xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.4 xxxx xxxxx xxxxx 0.3 xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 33.4 xxxx xxxxx xxxxx 28.1 xxxxx
Shared LOS: * * * * * D * * * * *
ApproachDel: xxxxxx xxxxxx 18.0 28.1
ApproachLOS: * * C D

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 SR 49 / Empire

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: D[31.4]

Street Name: SR 49 Empire

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1 0 0 1! 0 0

Volume Module:

Base Vol: 30 239 1 0 276 0 1 0 26 5 0 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 239 1 0 276 0 1 0 26 5 0 2
Added Vol: 14 289 1 0 264 0 0 0 14 1 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 44 528 2 0 540 0 1 0 40 6 0 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 49 593 2 0 607 0 1 0 45 7 0 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 49 593 2 0 607 0 1 0 45 7 0 2

Critical Gap Module:

Critical Gp: 4.2 xxxx xxxxx xxxx xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx xxxx xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:

Cnflct Vol: 607 xxxx xxxxx xxxx xxxx xxxxx 1301 1301 607 1322 1300 594
Potent Cap.: 943 xxxx xxxxx xxxx xxxx xxxxx 139 162 500 135 163 508
Move Cap.: 943 xxxx xxxxx xxxx xxxx xxxxx 133 154 500 117 154 508
Volume/Cap: 0.05 xxxx xxxxx xxxx xxxx xxxxx 0.01 0.00 0.09 0.06 0.00 0.00

Level Of Service Module:

2Way95thQ: 0.2 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx 0.3 xxxx xxxx xxxxx
Control Del: 9.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 12.9 xxxxx xxxx xxxxx
LOS by Move: A * * * * * B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 133 xxxx xxxxx xxxx 145 xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx 0.2 xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 32.3 xxxx xxxxx xxxxx 31.4 xxxxx
Shared LOS: * * * * * D * * * * *
ApproachDel: xxxxxx xxxxxx 13.4 31.4
ApproachLOS: * * B D

Note: Queue reported is the number of cars per lane.

Ione Casino
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PM Peak Hour

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 SR 49 / Randolph Dr.

Average Delay (sec/veh): 29.4 Worst Case Level Of Service: F[181.3]

Table with columns for Street Name (SR 49, Randolph), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (1 0 0 1 0).

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume across four movements.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim across four movements.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. across four movements.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS across four movements.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 SR 49 / Randolph Dr.

Average Delay (sec/veh): 116.7 Worst Case Level Of Service: F[519.8]

Table with columns for Street Name (SR 49, Randolph), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (1 0 0 1 0).

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume across four movements.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim across four movements.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. across four movements.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS across four movements.

Note: Queue reported is the number of cars per lane.

Ione Casino
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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 #6 SR 49 / SR 16

Intersection #6 SR 49 / SR 16

Cycle (sec): 60 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Cycle (sec): 60 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and SR 16.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and SR 16.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for Saturation Flow Module.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for Saturation Flow Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
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PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: C[20.6]

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: C[20.2]

Street Name: SR 124 SR 16
Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Street Name: SR 124 SR 16
Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Volume Module:
Base Vol: 12 0 79 0 0 0 0 465 20 55 268 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 12 0 79 0 0 0 0 465 20 55 268 0
Added Vol: 0 0 89 0 0 0 0 103 0 98 114 0
PasserByVol: 0 0 0 0 0 0 0 99 0 0 58 0
Initial Fut: 12 0 168 0 0 0 0 667 20 153 440 0
User Adj: 1.00 1.00 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: 13 0 181 0 0 0 0 717 22 165 473 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 13 0 181 0 0 0 0 717 22 165 473 0

Volume Module:
Base Vol: 8 0 54 0 0 0 0 325 13 49 314 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 8 0 54 0 0 0 0 325 13 49 314 0
Added Vol: 0 0 147 0 0 0 0 241 0 147 230 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 8 0 201 0 0 0 0 566 13 196 544 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 9 0 226 0 0 0 0 636 15 220 611 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 9 0 226 0 0 0 0 636 15 220 611 0

Critical Gap Module:
Critical Gp: 6.4 xxxx 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.2 xxxx xxxxx
FollowUpTim: 3.5 xxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.3 xxxx xxxxx

Critical Gap Module:
Critical Gp: 6.4 xxxx 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.2 xxxx xxxxx
FollowUpTim: 3.5 xxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.3 xxxx xxxxx

Capacity Module:
Cnflct Vol: 1519 xxxx 717 xxxx xxxx xxxxx xxxx xxxx xxxxx 717 xxxx xxxxx
Potent Cap.: 132 xxxx 433 xxxx xxxx xxxxx xxxx xxxx xxxxx 857 xxxx xxxxx
Move Cap.: 113 xxxx 433 xxxx xxxx xxxxx xxxx xxxx xxxxx 857 xxxx xxxxx
Volume/Cap: 0.11 xxxx 0.42 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.19 xxxx xxxxx

Capacity Module:
Cnflct Vol: 1688 xxxx 636 xxxx xxxx xxxxx xxxx xxxx xxxxx 636 xxxx xxxxx
Potent Cap.: 104 xxxx 481 xxxx xxxx xxxxx xxxx xxxx xxxxx 919 xxxx xxxxx
Move Cap.: 85 xxxx 481 xxxx xxxx xxxxx xxxx xxxx xxxxx 919 xxxx xxxxx
Volume/Cap: 0.11 xxxx 0.47 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.24 xxxx xxxxx

Level Of Service Module:
2Way95thQ: 0.4 xxxx 2.0 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.7 xxxx xxxxx
Control Del: 41.0 xxxx 19.1 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 10.2 xxxx xxxxx
LOS by Move: E * C * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: 20.6 xxxxxx xxxxxx xxxxxx
ApproachLOS: C * * *

Level Of Service Module:
2Way95thQ: 0.3 xxxx 2.5 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.9 xxxx xxxxx
Control Del: 52.3 xxxx 18.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 10.1 xxxx xxxxx
LOS by Move: F * C * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: 20.2 xxxxxx xxxxxx xxxxxx
ApproachLOS: C * * *

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
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PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Latrobe (Amador) / SR 16

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C[20.1]

Street Name: Latrobe (Amador) SR 16

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0 0 0 0)

Volume Module:

Table with 12 columns for traffic volumes and 12 columns for HCM factors (Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume)

Critical Gap Module:

Table with 12 columns for critical gap parameters and 12 columns for HCM factors

Capacity Module:

Table with 12 columns for capacity parameters and 12 columns for HCM factors

Level Of Service Module:

Table with 12 columns for LOS parameters and 12 columns for HCM factors

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Latrobe (Amador) / SR 16

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: D[30.5]

Street Name: Latrobe (Amador) SR 16

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0 0 0 0)

Volume Module:

Table with 12 columns for traffic volumes and 12 columns for HCM factors

Critical Gap Module:

Table with 12 columns for critical gap parameters and 12 columns for HCM factors

Capacity Module:

Table with 12 columns for capacity parameters and 12 columns for HCM factors

Level Of Service Module:

Table with 12 columns for LOS parameters and 12 columns for HCM factors

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Average Delay (sec/veh): 921.6 Worst Case Level Of Service: F[5665.2]

Table with columns for Street Name (SR 104, SR 124), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0 0 1! 0 0).

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Average Delay (sec/veh): 402.1 Worst Case Level Of Service: F[2064.3]

Table with columns for Street Name (SR 104, SR 124), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0 0 1! 0 0).

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Preston Ave. / Main St.

Average Delay (sec/veh): 524.6 Worst Case Level Of Service: F[1042.8]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Preston Ave. / Main St.

Average Delay (sec/veh): 278.2 Worst Case Level Of Service: F[591.1]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Average Delay (sec/veh): 179.3 Worst Case Level Of Service: F[804.9]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes for SR 124 (Church) and SR 104 (Main).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module table with columns for Critical Gp, FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Average Delay (sec/veh): 288.0 Worst Case Level Of Service: F[983.4]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes for SR 124 (Church) and SR 104 (Main).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module table with columns for Critical Gp, FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 SR 124 / SR 88

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: B[13.2]

Table with columns for Street Name (SR 124, SR 88), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume for various movements.

Critical Gap Module table showing Critical Gp, FollowUpTim, and Capacity Module (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.) for various movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for various movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for various movements.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 SR 124 / SR 88

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: B[14.4]

Table with columns for Street Name (SR 124, SR 88), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume for various movements.

Critical Gap Module table showing Critical Gp, FollowUpTim, and Capacity Module (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.) for various movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for various movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for various movements.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Jackson Valley / SR 88

Average Delay (sec/veh): 7.6 Worst Case Level Of Service: F[74.8]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Jackson Valley / SR 88

Average Delay (sec/veh): 18.5 Worst Case Level Of Service: F[111.9]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Average Delay (sec/veh): 77.2 Worst Case Level Of Service: F[443.8]

Table with columns for Street Name (SR 88, Liberty), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Average Delay (sec/veh): 82.1 Worst Case Level Of Service: F[374.5]

Table with columns for Street Name (SR 88, Liberty), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

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 #15 SR 88 / SR 12 (east)
Cycle (sec): 70
Critical Vol./Cap.(X): 0.742
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 14.5
Optimal Cycle: OPTIMIZED
Level Of Service: B

Intersection #15 SR 88 / SR 12 (east)
Cycle (sec): 60
Critical Vol./Cap.(X): 0.604
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 13.1
Optimal Cycle: OPTIMIZED
Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (east).

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (east).

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

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 #16 Tully Rd. / SR 88
Cycle (sec): 100 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #16 Tully Rd. / SR 88
Cycle (sec): 75 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

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 #17 SR 88 / Victor (SR 12 west)
Cycle (sec): 75
Critical Vol./Cap.(X): 0.570
Loss Time (sec): 16 (Y+R=4.0 sec)
Average Delay (sec/veh): 19.1
Optimal Cycle: OPTIMIZED
Level Of Service: B

Intersection #17 SR 88 / Victor (SR 12 west)
Cycle (sec): 80
Critical Vol./Cap.(X): 0.596
Loss Time (sec): 16 (Y+R=4.0 sec)
Average Delay (sec/veh): 18.2
Optimal Cycle: OPTIMIZED
Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (west).

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (west).

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume for SR 88 and SR 12 (west).

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume for SR 88 and SR 12 (west).

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat. for SR 88 and SR 12 (west).

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat. for SR 88 and SR 12 (west).

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for SR 88 and SR 12 (west).

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for SR 88 and SR 12 (west).

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

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 #18 SR 88 / Kettleman Ln.
Cycle (sec): 90
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.694
Average Delay (sec/veh): 25.5
Level Of Service: C

Intersection #18 SR 88 / Kettleman Ln.
Cycle (sec): 85
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.615
Average Delay (sec/veh): 20.2
Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #19 Ione / SR 16

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: D[29.6]

Table with columns for Street Name (Ione, SR 16), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module:

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume for various movements.

Critical Gap Module:

Table showing Critical Gap and FollowUpTim for different movements.

Capacity Module:

Table showing Capacity data including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for various movements.

Level Of Service Module:

Table showing Level Of Service data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #19 Ione / SR 16

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: C[17.2]

Table with columns for Street Name (Ione, SR 16), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module:

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume for various movements.

Critical Gap Module:

Table showing Critical Gap and FollowUpTim for different movements.

Capacity Module:

Table showing Capacity data including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for various movements.

Level Of Service Module:

Table showing Level Of Service data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

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 #20 Murieta South Pkwy / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.470
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: OPTIMIZED Level Of Service: A

Intersection #20 Murieta South Pkwy / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

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 #21 Murieta Pkwy / SR 16
Cycle (sec): 65 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #21 Murieta Pkwy / SR 16
Cycle (sec): 100 Critical Vol./Cap.(X): 1.023
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 52.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Stonehouse / SR 16

Average Delay (sec/veh): 17.7 Worst Case Level Of Service: F[329.3]

Street Name: Stonehouse SR 16

Approach: North Bound South Bound 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 0 1 0

Volume Module:

Table with 12 columns for traffic movements and 12 rows for volume metrics including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with 12 columns for traffic movements and 3 rows for critical gap metrics including Critical Gp and FollowUpTim.

Capacity Module:

Table with 12 columns for traffic movements and 4 rows for capacity metrics including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 12 columns for traffic movements and 5 rows for level of service metrics including 2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Stonehouse / SR 16

Average Delay (sec/veh): 39.5 Worst Case Level Of Service: F[1124.2]

Street Name: Stonehouse SR 16

Approach: North Bound South Bound 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 0 1 0

Volume Module:

Table with 12 columns for traffic movements and 12 rows for volume metrics including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with 12 columns for traffic movements and 3 rows for critical gap metrics including Critical Gp and FollowUpTim.

Capacity Module:

Table with 12 columns for traffic movements and 4 rows for capacity metrics including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 12 columns for traffic movements and 5 rows for level of service metrics including 2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Latrobe (Sac) / SR 16

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: F[87.9]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes. Rows include North Bound, South Bound, East Bound, West Bound movements and their respective controls and rights.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume. Rows include data for each of the four approaches.

Critical Gap Module table with columns for Critical Gp, FollowUpTim. Rows include data for each of the four approaches.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Rows include data for each of the four approaches.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Rows include data for each of the four approaches.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Latrobe (Sac) / SR 16

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: F[207.3]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes. Rows include North Bound, South Bound, East Bound, West Bound movements and their respective controls and rights.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume. Rows include data for each of the four approaches.

Critical Gap Module table with columns for Critical Gp, FollowUpTim. Rows include data for each of the four approaches.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Rows include data for each of the four approaches.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Rows include data for each of the four approaches.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

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 Dillard / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 0.935
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #24 Dillard / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 0.992
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 35.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 Sloughhouse / SR 16

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D[30.2]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes for Sloughhouse and SR 16.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module table showing Critical Gp, FollowUpTim.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 Sloughhouse / SR 16

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: F[172.9]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes for Sloughhouse and SR 16.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module table showing Critical Gp, FollowUpTim.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

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 #26 Grant Line / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.256
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 133.7
Optimal Cycle: OPTIMIZED Level Of Service: F

Intersection #26 Grant Line / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.006
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 59.1
Optimal Cycle: OPTIMIZED Level Of Service: E

Table with columns: Street Name, Grant Line, SR 16, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows include North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Grant Line, SR 16, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows include North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

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 #27 Sunrise / SR 16
Cycle (sec): 120
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 1.126
Average Delay (sec/veh): 86.8
Level Of Service: F

Intersection #27 Sunrise / SR 16
Cycle (sec): 105
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.914
Average Delay (sec/veh): 41.4
Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

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 #28 Excelsior / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.642
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 19.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #28 Excelsior / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.359
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

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 #29 Bradshwa / SR 16

Intersection #29 Bradshwa / SR 16

Cycle (sec): 120 Critical Vol./Cap.(X): 1.019
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 61.2
Optimal Cycle: OPTIMIZED Level Of Service: E

Cycle (sec): 60 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

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 #30 Latrobe / White Rock
Cycle (sec): 60 Critical Vol./Cap.(X): 0.534
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 18.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #30 Latrobe / White Rock
Cycle (sec): 60 Critical Vol./Cap.(X): 0.237
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Latrobe White Rock
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ignore Ovl Include Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 4 0 1 2 0 3 0 1 2 0 1 1 0 2 0 2 0 1

Street Name: Latrobe White Rock
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ignore Ovl Include Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 4 0 1 2 0 3 0 1 2 0 1 1 0 2 0 2 0 1

Volume Module:
Base Vol: 99 1223 248 302 721 288 236 188 28 90 104 160
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 99 1223 248 302 721 288 236 188 28 90 104 160
Added Vol: 0 5 0 0 5 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 99 1228 248 302 726 288 236 188 28 90 104 160
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: 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 108 1335 0 328 789 313 257 204 30 98 113 174
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 108 1335 0 328 789 313 257 204 30 98 113 174
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 108 1335 0 328 789 313 257 204 30 98 113 174

Volume Module:
Base Vol: 47 535 109 132 315 126 104 85 14 47 51 75
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 47 535 109 132 315 126 104 85 14 47 51 75
Added Vol: 0 8 0 0 8 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 47 543 109 132 323 126 104 85 14 47 51 75
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: 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 51 590 0 143 351 137 113 92 15 51 55 82
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 51 590 0 143 351 137 113 92 15 51 55 82
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 51 590 0 143 351 137 113 92 15 51 55 82

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 1.00 0.92 0.91 0.85 0.92 0.93 0.93 0.92 0.95 0.85
Lanes: 1.00 4.00 1.00 2.00 3.00 1.00 2.00 1.74 0.26 2.00 2.00 1.00
Final Sat.: 1805 6916 1900 3502 5187 1615 3502 3082 459 3502 3610 1615

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 1.00 0.92 0.91 0.85 0.92 0.93 0.93 0.92 0.95 0.85
Lanes: 1.00 4.00 1.00 2.00 3.00 1.00 2.00 1.72 0.28 2.00 2.00 1.00
Final Sat.: 1805 6916 1900 3502 5187 1615 3502 3034 500 3502 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.06 0.19 0.00 0.09 0.15 0.19 0.07 0.07 0.07 0.03 0.03 0.11
Crit Moves: ****
Green/Cycle: 0.15 0.33 0.00 0.16 0.34 0.47 0.13 0.15 0.15 0.09 0.12 0.28
Volume/Cap: 0.40 0.58 0.00 0.58 0.45 0.42 0.58 0.43 0.43 0.32 0.27 0.39
Delay/Veh: 24.0 17.0 0.0 24.9 15.5 10.9 26.8 23.5 23.5 26.3 24.5 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: 24.0 17.0 0.0 24.9 15.5 10.9 26.8 23.5 23.5 26.3 24.5 18.1
LOS by Move: C B A C B B C C C B C B
DesignQueue: 3 9 0 5 7 6 4 4 4 2 2 4

Capacity Analysis Module:
Vol/Sat: 0.03 0.09 0.00 0.04 0.07 0.08 0.03 0.03 0.03 0.01 0.02 0.05
Crit Moves: ****
Green/Cycle: 0.18 0.33 0.00 0.16 0.31 0.44 0.13 0.15 0.15 0.09 0.12 0.28
Volume/Cap: 0.16 0.26 0.00 0.26 0.22 0.19 0.26 0.20 0.20 0.17 0.13 0.18
Delay/Veh: 21.1 14.7 0.0 22.4 15.3 10.5 24.0 22.3 22.3 25.6 23.9 16.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 21.1 14.7 0.0 22.4 15.3 10.5 24.0 22.3 22.3 25.6 23.9 16.8
LOS by Move: C B A C B B C C C B C B
DesignQueue: 1 4 0 2 3 3 2 2 2 1 1 2

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Latrobe / S. Shingle

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[11.9]

Table with columns for Street Name (Latrobe, South Shingle), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0 0 1! 0 0).

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Latrobe / S. Shingle

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[11.1]

Table with columns for Street Name (Latrobe, South Shingle), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0 0 1! 0 0).

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

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 #32 Missouri Flat / US 50 WB Ramps
Cycle (sec): 115 Critical Vol./Cap.(X): 1.065
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 66.8
Optimal Cycle: OPTIMIZED Level Of Service: E

Intersection #32 Missouri Flat / US 50 WB Ramps
Cycle (sec): 75 Critical Vol./Cap.(X): 0.921
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 31.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Missouri Flat US 50 WB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ignore Include Ovl
Min. Green: 4 7 0 0 7 7 0 0 0 7 0 7
Lanes: 2 0 2 0 0 0 0 2 0 1 0 0 0 0 2

Street Name: Missouri Flat US 50 WB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ignore Include Ovl
Min. Green: 4 7 0 0 7 7 0 0 0 7 0 7
Lanes: 2 0 2 0 0 0 0 2 0 1 0 0 0 0 2

Volume Module:
Base Vol: 681 841 0 0 1195 344 0 0 0 1227 0 445
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 681 841 0 0 1195 344 0 0 0 1227 0 445
Added Vol: 5 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: 686 841 0 0 1195 344 0 0 0 1227 0 445
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 746 914 0 0 1299 0 0 0 0 1334 0 484
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 746 914 0 0 1299 0 0 0 0 1334 0 484
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 746 914 0 0 1299 0 0 0 0 1334 0 484

Volume Module:
Base Vol: 554 683 0 0 960 280 0 0 0 998 0 362
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 554 683 0 0 960 280 0 0 0 998 0 362
Added Vol: 8 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: 562 683 0 0 960 280 0 0 0 998 0 362
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 611 742 0 0 1043 0 0 0 0 1085 0 393
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 611 742 0 0 1043 0 0 0 0 1085 0 393
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 611 742 0 0 1043 0 0 0 0 1085 0 393

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.95 1.00 1.00 0.95 1.00 1.00 1.00 1.00 0.92 1.00 0.75
Lanes: 2.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.: 3502 3610 0 0 3610 1900 0 0 0 3502 0 2842

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.95 1.00 1.00 0.95 1.00 1.00 1.00 1.00 0.92 1.00 0.75
Lanes: 2.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 2.00 0.00 2.00
Final Sat.: 3502 3610 0 0 3610 1900 0 0 0 3502 0 2842

Capacity Analysis Module:
Vol/Sat: 0.21 0.25 0.00 0.00 0.36 0.00 0.00 0.00 0.00 0.38 0.00 0.17
Crit Moves: ****
Green/Cycle: 0.20 0.54 0.00 0.00 0.34 0.00 0.00 0.00 0.00 0.36 0.00 0.36
Volume/Cap: 1.06 0.47 0.00 0.00 1.06 0.00 0.00 0.00 0.00 1.06 0.00 0.48
Delay/Veh: 98.6 16.6 0.0 0.0 82.9 0.0 0.0 0.0 0.0 81.5 0.0 28.9
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: 98.6 16.6 0.0 0.0 82.9 0.0 0.0 0.0 0.0 81.5 0.0 28.9
LOS by Move: F B A A F A A A A F A C
DesignQueue: 21 15 0 0 32 0 0 0 0 31 0 12

Capacity Analysis Module:
Vol/Sat: 0.17 0.21 0.00 0.00 0.29 0.00 0.00 0.00 0.00 0.31 0.00 0.14
Crit Moves: ****
Green/Cycle: 0.19 0.50 0.00 0.00 0.31 0.00 0.00 0.00 0.00 0.34 0.00 0.34
Volume/Cap: 0.92 0.41 0.00 0.00 0.92 0.00 0.00 0.00 0.00 0.92 0.00 0.41
Delay/Veh: 48.0 11.8 0.0 0.0 36.8 0.0 0.0 0.0 0.0 35.6 0.0 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: 48.0 11.8 0.0 0.0 36.8 0.0 0.0 0.0 0.0 35.6 0.0 19.4
LOS by Move: D B A A D A A A A D A B
DesignQueue: 11 9 0 0 17 0 0 0 0 17 0 6

Note: Queue reported is the number of cars per lane.

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Ione Casino
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PM Peak Hour

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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 #33 Missouri Flat / US 50 EB Ramps
Cycle (sec): 105 Critical Vol./Cap.(X): 1.021
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 47.0
Optimal Cycle: OPTIMIZED Level Of Service: D

Intersection #33 Missouri Flat / US 50 EB Ramps
Cycle (sec): 65 Critical Vol./Cap.(X): 0.899
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Missouri Flat US 50 EB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Ovl Include Ovl Include
Min. Green: 0 7 7 4 7 0 7 0 7 0 0 0
Lanes: 0 0 2 0 1 2 0 2 0 0 1 0 1 0 1 0 0 0 0

Street Name: Missouri Flat US 50 EB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Ovl Include Ovl Include
Min. Green: 0 7 7 4 7 0 7 0 7 0 0 0
Lanes: 0 0 2 0 1 2 0 2 0 0 1 0 1 0 1 0 0 0 0

Volume Module:
Base Vol: 0 1246 59 428 1968 0 253 0 838 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 1246 59 428 1968 0 253 0 838 0 0 0
Added Vol: 0 5 0 0 0 0 0 0 5 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1251 59 428 1968 0 253 0 843 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 1360 64 465 2139 0 275 0 916 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1360 64 465 2139 0 275 0 916 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1360 64 465 2139 0 275 0 916 0 0 0

Volume Module:
Base Vol: 0 1013 48 348 1589 0 206 0 681 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 1013 48 348 1589 0 206 0 681 0 0 0
Added Vol: 0 8 0 0 0 0 0 0 8 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1021 48 348 1589 0 206 0 689 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 1110 52 378 1727 0 224 0 749 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1110 52 378 1727 0 224 0 749 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1110 52 378 1727 0 224 0 749 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.85 0.92 0.95 1.00 0.88 1.00 0.88 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.23 0.00 1.77 0.00 0.00 0.00
Final Sat.: 0 3610 1615 3502 3610 0 2047 0 2942 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.85 0.92 0.95 1.00 0.88 1.00 0.88 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 2.00 2.00 0.00 1.23 0.00 1.77 0.00 0.00 0.00
Final Sat.: 0 3610 1615 3502 3610 0 2046 0 2943 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.38 0.04 0.13 0.59 0.00 0.13 0.00 0.31 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.43 0.43 0.15 0.58 0.00 0.31 0.00 0.31 0.00 0.00 0.00
Volume/Cap: 0.00 0.88 0.09 0.88 1.02 0.00 0.44 0.00 1.02 0.00 0.00 0.00
Delay/Veh: 0.0 33.5 17.9 58.9 47.1 0.0 29.4 0.0 68.1 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
AdjDel/Veh: 0.0 33.5 17.9 58.9 47.1 0.0 29.4 0.0 68.1 0.0 0.0 0.0
LOS by Move: A C B E D A C A E A A A
DesignQueue: 0 26 2 12 33 0 9 0 23 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.31 0.03 0.11 0.48 0.00 0.11 0.00 0.25 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.39 0.39 0.14 0.53 0.00 0.28 0.00 0.28 0.00 0.00 0.00
Volume/Cap: 0.00 0.78 0.08 0.78 0.90 0.00 0.39 0.00 0.90 0.00 0.00 0.00
Delay/Veh: 0.0 20.1 12.4 35.0 19.8 0.0 18.9 0.0 32.5 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
AdjDel/Veh: 0.0 20.1 12.4 35.0 19.8 0.0 18.9 0.0 32.5 0.0 0.0 0.0
LOS by Move: A C B D B A B A C A A A
DesignQueue: 0 14 1 6 18 0 5 0 12 0 0 0

Note: Queue reported is the number of cars per lane.

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Ione Casino
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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 #34 Missouri Flat / Motherlode
Cycle (sec): 105 Critical Vol./Cap.(X): 0.926
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #34 Missouri Flat / Motherlode
Cycle (sec): 75 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Missouri Flat Motherlode
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Ovl Include Ovl Include
Min. Green: 4 7 0 0 7 7 7 0 0 0
Lanes: 1 0 2 0 1 0 0 2 1 0 2 0 0 0 1 0 0 0 0 0

Street Name: Missouri Flat Motherlode
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Ovl Include Ovl Include
Min. Green: 4 7 0 0 7 7 7 0 0 7
Lanes: 1 0 2 0 1 0 0 2 1 0 2 0 0 0 1 0 0 0 0 0

Volume Module:
Base Vol: 102 988 1088 0 2383 339 282 0 104 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: 102 988 1088 0 2383 339 282 0 104 0 0 0
Added Vol: 0 5 0 0 5 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 102 993 1088 0 2388 339 282 0 104 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 111 1079 1183 0 2596 368 307 0 113 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 111 1079 1183 0 2596 368 307 0 113 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 111 1079 1183 0 2596 368 307 0 113 0 0 0

Volume Module:
Base Vol: 75 828 912 0 1997 273 235 0 85 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 75 828 912 0 1997 273 235 0 85 0 0 0
Added Vol: 0 8 0 0 8 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 75 836 912 0 2005 273 235 0 85 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 82 909 991 0 2179 297 255 0 92 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 82 909 991 0 2179 297 255 0 92 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 82 909 991 0 2179 297 255 0 92 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 1.00 0.89 0.89 0.92 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 0.00 2.63 0.37 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1805 3610 1615 0 4456 633 3502 0 1615 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 1.00 0.89 0.89 0.92 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 0.00 2.64 0.36 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1805 3610 1615 0 4483 610 3502 0 1615 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.06 0.30 0.73 0.00 0.58 0.58 0.09 0.00 0.07 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.08 0.79 0.79 0.00 0.72 0.72 0.09 0.00 0.17 0.00 0.00 0.00
Volume/Cap: 0.81 0.38 0.93 0.00 0.81 0.81 0.93 0.00 0.41 0.00 0.00 0.00
Delay/Veh: 77.7 3.4 20.0 0.0 11.7 11.7 78.1 0.0 39.9 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
AdjDel/Veh: 77.7 3.4 20.0 0.0 11.7 11.7 78.1 0.0 39.9 0.0 0.0 0.0
LOS by Move: E A C A B B E A D A A A
DesignQueue: 6 8 17 0 21 21 9 0 6 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.05 0.25 0.61 0.00 0.49 0.49 0.07 0.00 0.06 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.07 0.75 0.75 0.00 0.67 0.67 0.09 0.00 0.17 0.00 0.00 0.00
Volume/Cap: 0.61 0.34 0.82 0.00 0.72 0.72 0.78 0.00 0.34 0.00 0.00 0.00
Delay/Veh: 41.8 3.3 10.9 0.0 8.6 8.6 44.8 0.0 28.4 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
AdjDel/Veh: 41.8 3.3 10.9 0.0 8.6 8.6 44.8 0.0 28.4 0.0 0.0 0.0
LOS by Move: D A B A A A D A C A A A
DesignQueue: 3 5 12 0 14 14 5 0 3 0 0 0

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
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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 #35 Missouri Flat / Forni
Cycle (sec): 120 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 36.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Intersection #35 Missouri Flat / Forni
Cycle (sec): 95 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Missouri Flat Forni
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ignore Ovl Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 2 0 1 1 0 2 0 1 2 0 1 0 1 1 0 1 0 1

Street Name: Missouri Flat Forni
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ignore Ovl Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 2 0 1 1 0 2 0 1 2 0 1 0 1 1 0 1 0 1

Volume Module:
Base Vol: 66 1427 85 146 1940 401 550 61 56 137 56 179
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: 66 1427 85 146 1940 401 550 61 56 137 56 179
Added Vol: 0 5 0 0 5 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 66 1432 85 146 1945 401 550 61 56 137 56 179
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: 0.96 0.96 0.00 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 69 1492 0 152 2026 418 573 64 58 143 58 186
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 69 1492 0 152 2026 418 573 64 58 143 58 186
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 69 1492 0 152 2026 418 573 64 58 143 58 186

Volume Module:
Base Vol: 56 1206 33 120 1618 336 460 35 47 116 32 150
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 56 1206 33 120 1618 336 460 35 47 116 32 150
Added Vol: 0 8 0 0 8 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 56 1214 33 120 1626 336 460 35 47 116 32 150
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: 0.94 0.94 0.00 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 60 1291 0 128 1730 357 489 37 50 123 34 160
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 60 1291 0 128 1730 357 489 37 50 123 34 160
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 60 1291 0 128 1730 357 489 37 50 123 34 160

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 0.95 0.95 0.85 0.92 1.00 0.85 0.95 1.00 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 3610 1900 1805 3610 1615 3502 1900 1615 1805 1900 1615

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 0.95 0.95 0.85 0.92 1.00 0.85 0.95 1.00 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 3610 1900 1805 3610 1615 3502 1900 1615 1805 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.04 0.41 0.00 0.08 0.56 0.26 0.16 0.03 0.04 0.08 0.03 0.12
Crit Moves: ****
Green/Cycle: 0.04 0.53 0.00 0.11 0.59 0.77 0.17 0.10 0.14 0.13 0.06 0.17
Volume/Cap: 0.94 0.78 0.00 0.78 0.94 0.34 0.94 0.34 0.26 0.59 0.53 0.70
Delay/Veh: 143.4 25.0 0.0 70.7 31.8 4.5 72.5 51.6 46.8 52.9 59.5 55.0
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: 143.4 25.0 0.0 70.7 31.8 4.5 72.5 51.6 46.8 52.9 59.5 55.0
LOS by Move: F C A E C A E D D D E D
DesignQueue: 4 28 0 9 34 7 17 4 3 8 4 11

Capacity Analysis Module:
Vol/Sat: 0.03 0.36 0.00 0.07 0.48 0.22 0.14 0.02 0.03 0.07 0.02 0.10
Crit Moves: ****
Green/Cycle: 0.04 0.50 0.00 0.10 0.55 0.72 0.16 0.12 0.16 0.11 0.07 0.17
Volume/Cap: 0.78 0.72 0.00 0.72 0.86 0.31 0.86 0.16 0.19 0.60 0.24 0.57
Delay/Veh: 85.1 20.1 0.0 54.8 22.3 5.1 51.9 37.7 34.6 45.1 42.4 39.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 85.1 20.1 0.0 54.8 22.3 5.1 51.9 37.7 34.6 45.1 42.4 39.0
LOS by Move: F C A D C A D D C D D D
DesignQueue: 3 20 0 6 25 6 12 2 2 6 2 7

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

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 #36 Missouri Flat / Pleasant Valley

Intersection #36 Missouri Flat / Pleasant Valley

Cycle (sec): 65 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Cycle (sec): 60 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Missouri Flat and Pleasant Valley.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Missouri Flat and Pleasant Valley.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for Saturation Flow Module.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for Saturation Flow Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #37 Forni / Pleasant Valley

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: D[30.1]

Table with columns for Street Name (Forni, Pleasant Valley), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #37 Forni / Pleasant Valley

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: B[13.7]

Table with columns for Street Name (Forni, Pleasant Valley), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #38 SR 49 / Pleasant Valley

Intersection #38 SR 49 / Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap.(X): 1.009
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 40.8
Optimal Cycle: 0 Level Of Service: E

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: 0 Level Of Service: C

Street Name: SR 49 Pleasant Valley

Street Name: SR 49 Pleasant Valley

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 0 0 0 1 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
Lanes: 0 0 1 0 0 0 0 0 0 0 1 0

Volume Module:

Volume Module:

Base Vol: 180 0 169 0 0 0 0 333 226 273 401 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 180 0 169 0 0 0 0 333 226 273 401 0
Added Vol: 6 0 56 0 0 0 0 0 6 51 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 186 0 225 0 0 0 0 333 232 324 401 0
User Adj: 1.00 1.00 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: 194 0 234 0 0 0 0 347 242 338 418 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 194 0 234 0 0 0 0 347 242 338 418 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 194 0 234 0 0 0 0 347 242 338 418 0

Base Vol: 110 0 150 0 0 0 0 204 132 141 247 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 110 0 150 0 0 0 0 204 132 141 247 0
Added Vol: 10 0 84 0 0 0 0 0 10 84 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 120 0 234 0 0 0 0 204 142 225 247 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 136 0 266 0 0 0 0 232 161 256 281 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 136 0 266 0 0 0 0 232 161 256 281 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 136 0 266 0 0 0 0 232 161 256 281 0

Saturation Flow Module:

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: 0.45 0.00 0.55 0.00 0.00 0.00 0.00 0.59 0.41 1.00 1.00 0.00
Final Sat.: 246 0 298 0 0 0 0 344 239 484 519 0

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.33 0.01 0.66 0.00 0.00 0.00 0.00 0.59 0.41 1.00 1.00 0.00
Final Sat.: 204 0 397 0 0 0 0 364 253 523 564 0

Capacity Analysis Module:

Capacity Analysis Module:

Vol/Sat: 0.79 xxxx 0.79 xxxx xxxx xxxx 1.01 1.01 0.70 0.80 xxxx
Crit Moves: ****
Delay/Veh: 29.4 0.0 29.4 0.0 0.0 0.0 0.0 64.3 64.3 25.3 32.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 29.4 0.0 29.4 0.0 0.0 0.0 0.0 64.3 64.3 25.3 32.0 0.0
LOS by Move: D * D * * * * F F D D *
ApproachDel: 29.4 xxxxxx 64.3 29.0
Delay Adj: 1.00 xxxxxx 1.00 1.00
ApprAdjDel: 29.4 xxxxxx 64.3 29.0
LOS by Appr: D * * * F D
AllWayAvgQ: 3.0 3.0 3.0 0.0 0.0 0.0 8.9 8.9 8.9 2.0 3.2 0.0

Vol/Sat: 0.67 0.00 0.67 xxxx xxxx xxxx xxxx 0.64 0.64 0.49 0.50 xxxx
Crit Moves: ****
Delay/Veh: 18.9 18.9 18.9 0.0 0.0 0.0 0.0 17.5 17.5 15.5 14.7 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 18.9 18.9 18.9 0.0 0.0 0.0 0.0 17.5 17.5 15.5 14.7 0.0
LOS by Move: C C C * * * * C C C B *
ApproachDel: 18.9 xxxxxx 17.5 15.1
Delay Adj: 1.00 xxxxxx 1.00 1.00
ApprAdjDel: 18.9 xxxxxx 17.5 15.1
LOS by Appr: C * * * C C
AllWayAvgQ: 1.7 1.7 1.7 0.0 0.0 0.0 1.5 1.5 1.5 0.9 0.9 0.0

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #100 SR 49 / Project Service Access

Average Delay (sec/veh): 9.5 Worst Case Level Of Service: F[99.5]

Street Name: SR 49 Project Service Access

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 0 1 0)

Volume Module:

Table with 12 columns for traffic flows and 12 columns for volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume)

Critical Gap Module:

Table with 4 columns for Critical Gap, FollowUpTim, Capacity, and Level of Service

Capacity Module:

Table with 4 columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 4 columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #100 SR 49 / Project Service Access

Average Delay (sec/veh): 34.2 Worst Case Level Of Service: F[261.6]

Street Name: SR 49 Project Service Access

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 0 1 0)

Volume Module:

Table with 12 columns for traffic flows and 12 columns for volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume)

Critical Gap Module:

Table with 4 columns for Critical Gap, FollowUpTim, Capacity, and Level of Service

Capacity Module:

Table with 4 columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 4 columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS

Note: Queue reported is the number of cars per lane.



APPENDIX A

Intersection Operations Level of Service Calculation Worksheets 2010 EPAP Plus Alternative D with Mitigation Measures

Ione Casino
Existing Plus Approved Plus Project D - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday - Mitigation Measures
PM Peak Hour

Scenario: Ex + Ap + Alt D Friday

Scenario Report

Command: Ex + Ap + Alt D Friday

Volume: 2006 Ex + AP + D Friday

Geometry: MIT EPAP

Impact Fee: Existing

Trip Generation: Alt D Friday

Trip Distribution: Existing

Paths: 2006 (Amador Bypass)

Routes: Existing

Configuration: Existing

Scenario: Ex + Ap + Alt D Saturday

Scenario Report

Command: Ex + Ap + Alt D Saturday

Volume: 2006 Ex + ap + D Saturday

Geometry: MIT EPAP

Impact Fee: Existing

Trip Generation: Alt D Saturday

Trip Distribution: Existing

Paths: 2006 (Amador Bypass)

Routes: Existing

Configuration: Existing

Ione Casino
Existing Plus Approved Plus Project D - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday - Mitigation Measures
PM Peak Hour

Impact Analysis Report
Level Of Service

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 2 SR 49 / Main	B	19.4	0.392	C	26.6	0.724	+ 7.189 D/V
# 5 SR 49 / Randolph Dr.	A	7.8	0.283	C	26.1	0.706	+18.303 D/V
# 8 Latrobe (Amador) / SR 16	B	15.8	0.600	C	22.9	0.869	+ 7.173 D/V
# 13 Jackson Valley / SR 88	B	11.8	0.400	B	19.2	0.637	+ 7.421 D/V
# 14 SR 88 / Liberty Rd.	B	15.9	0.463	C	23.3	0.698	+ 7.488 D/V
# 26 Grant Line / SR 16	C	28.2	0.734	D	49.1	0.983	+20.870 D/V
# 27 Sunrise / SR 16	C	34.3	0.662	D	48.5	0.926	+14.253 D/V
#100 SR 49 / Project Service Access	A	0.0	0.000	C	16.6	0.000	+16.634 D/V

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 2 SR 49 / Main	B	19.4	0.389	C	28.1	0.715	+ 8.674 D/V
# 5 SR 49 / Randolph Dr.	A	4.9	0.206	C	31.9	0.742	+27.009 D/V
# 8 Latrobe (Amador) / SR 16	B	14.9	0.481	C	20.4	0.827	+ 5.468 D/V
# 13 Jackson Valley / SR 88	B	11.5	0.245	C	21.8	0.578	+10.289 D/V
# 14 SR 88 / Liberty Rd.	B	17.2	0.350	C	24.3	0.689	+ 7.126 D/V
# 26 Grant Line / SR 16	B	18.0	0.413	C	28.0	0.893	+ 9.963 D/V
# 27 Sunrise / SR 16	C	29.5	0.443	D	42.0	0.906	+12.556 D/V
#100 SR 49 / Project Service Access	A	0.0	0.000	C	16.2	0.000	+16.212 D/V

Ione Casino
Existing Plus Approved Plus Project D - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday - Mitigation Measures
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 SR 49 / Main
Cycle (sec): 70 Critical Vol./Cap.(X): 0.724
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.6
Optimal Cycle: OPTIMIZED Level Of Service: C
Street Name: SR 49 Main
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 4 7 7 4 7 7 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 1 0 0 1 0
Volume Module:
Base Vol: 45 107 201 7 92 18 14 40 39 109 53 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: 45 107 201 7 92 18 14 40 39 109 53 12
Added Vol: 12 64 2 0 58 0 0 0 11 1 0 0
PasserByVol: 16 128 39 35 102 70 80 29 15 44 36 55
Initial Fut: 73 299 242 42 252 88 94 69 65 154 89 67
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 77 315 255 44 265 93 99 73 68 162 94 71
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 77 315 255 44 265 93 99 73 68 162 94 71
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 77 315 255 44 265 93 99 73 68 162 94 71
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 0.89 0.89 0.97 0.97 0.85 0.95 0.94 0.94
Lanes: 1.00 0.55 0.45 1.00 0.74 0.26 0.58 0.42 1.00 1.00 0.57 0.43
Final Sat.: 1671 907 734 1671 1253 438 1065 782 1615 1805 1015 764
Capacity Analysis Module:
Vol/Sat: 0.05 0.35 0.35 0.03 0.21 0.21 0.09 0.09 0.04 0.09 0.09 0.09
Crit Moves: **** **** ****
Green/Cycle: 0.11 0.47 0.47 0.06 0.41 0.41 0.12 0.12 0.24 0.12 0.12 0.12
Volume/Cap: 0.41 0.75 0.75 0.46 0.51 0.51 0.75 0.75 0.18 0.72 0.75 0.75
Delay/Veh: 30.5 19.3 19.3 35.5 16.0 16.0 42.0 42.0 21.6 40.7 42.5 42.5
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: 30.5 19.3 19.3 35.5 16.0 16.0 42.0 42.0 21.6 40.7 42.5 42.5
LOS by Move: C B B D B B D D C D D D
DesignQueue: 3 13 13 2 9 9 6 6 2 6 6 6

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 SR 49 / Main
Cycle (sec): 60 Critical Vol./Cap.(X): 0.715
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: OPTIMIZED Level Of Service: C
Street Name: SR 49 Main
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 4 7 7 4 7 7 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0
Volume Module:
Base Vol: 39 61 129 15 78 4 12 30 29 169 64 16
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 39 61 129 15 78 4 12 30 29 169 64 16
Added Vol: 104 148 29 23 141 87 82 57 91 25 62 23
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 143 209 158 38 219 91 94 87 120 194 126 39
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 166 243 184 44 255 106 109 101 140 226 147 45
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 166 243 184 44 255 106 109 101 140 226 147 45
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 166 243 184 44 255 106 109 101 140 226 147 45
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 0.89 0.89 0.98 0.98 0.85 0.95 0.97 0.97
Lanes: 1.00 0.57 0.43 1.00 0.71 0.29 0.52 0.48 1.00 1.00 0.76 0.24
Final Sat.: 1671 937 708 1671 1188 494 962 890 1615 1805 1400 433
Capacity Analysis Module:
Vol/Sat: 0.10 0.26 0.26 0.03 0.21 0.21 0.11 0.11 0.09 0.12 0.10 0.10
Crit Moves: **** **** ****
Green/Cycle: 0.13 0.35 0.35 0.07 0.28 0.28 0.15 0.15 0.28 0.17 0.17 0.17
Volume/Cap: 0.76 0.75 0.75 0.40 0.76 0.76 0.75 0.75 0.30 0.75 0.63 0.63
Delay/Veh: 39.3 22.6 22.6 29.2 26.6 26.6 34.8 34.8 17.2 33.6 27.3 27.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 39.3 22.6 22.6 29.2 26.6 26.6 34.8 34.8 17.2 33.6 27.3 27.3
LOS by Move: D C C C C C C C B C C C
DesignQueue: 5 10 10 1 9 9 6 6 3 6 5 5

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday - Mitigation Measures
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 SR 49 / Randolph Dr.

Cycle (sec): 85 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: SR 49 Randolph

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ovl Include Include
Min. Green: 4 7 7 4 7 7 7 7 7 7 7 7
Lanes: 1 0 1 0 1 1 0 0 1 0 1 0 0 1 0

Volume Module:

Base Vol: 8 366 0 0 248 19 14 0 8 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 8 366 0 0 248 19 14 0 8 0 0 0
Added Vol: 0 28 124 58 26 0 0 0 0 137 0 64
PasserByVol: 0 215 17 16 119 0 0 0 0 117 0 17
Initial Fut: 8 609 141 74 393 19 14 0 8 254 0 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: 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: 9 648 150 79 418 20 15 0 9 270 0 86
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 9 648 150 79 418 20 15 0 9 270 0 86
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 9 648 150 79 418 20 15 0 9 270 0 86

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 0.93 0.79 0.88 0.92 0.92 0.95 1.00 0.85 0.95 1.00 0.85
Lanes: 1.00 1.00 1.00 1.00 0.95 0.05 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1671 1759 1495 1671 1667 81 1805 0 1615 1805 0 1615

Capacity Analysis Module:

Vol/Sat: 0.01 0.37 0.10 0.05 0.25 0.25 0.01 0.00 0.01 0.15 0.00 0.05
Crit Moves: ****
Green/Cycle: 0.08 0.48 0.67 0.06 0.45 0.45 0.08 0.00 0.08 0.19 0.00 0.19
Volume/Cap: 0.06 0.77 0.15 0.77 0.56 0.56 0.10 0.00 0.06 0.77 0.00 0.28
Delay/Veh: 36.0 23.1 5.3 69.6 17.9 17.9 36.4 0.0 36.2 42.9 0.0 29.7
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: 36.0 23.1 5.3 69.6 17.9 17.9 36.4 0.0 36.2 42.9 0.0 29.7
LOS by Move: D C A E B B D A D A C
DesignQueue: 0 18 2 4 12 12 1 0 0 11 0 3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 SR 49 / Randolph Dr.

Cycle (sec): 95 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: SR 49 Randolph

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ovl Include Include
Min. Green: 4 7 7 4 7 7 7 7 7 7 7 7
Lanes: 1 0 1 0 1 1 0 0 1 0 1 0 0 1 0

Volume Module:

Base Vol: 4 271 0 0 249 7 4 0 4 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: 4 271 0 0 249 7 4 0 4 0 0 0
Added Vol: 0 207 205 96 183 0 0 0 0 205 0 96
PasserByVol: 0 -26 26 25 -25 0 0 0 0 177 0 26
Initial Fut: 4 452 231 121 407 7 4 0 4 382 0 122
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 5 514 263 138 463 8 5 0 5 434 0 139
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 514 263 138 463 8 5 0 5 434 0 139
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 514 263 138 463 8 5 0 5 434 0 139

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 0.93 0.79 0.88 0.92 0.92 0.95 1.00 0.85 0.95 1.00 0.85
Lanes: 1.00 1.00 1.00 1.00 0.98 0.02 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1671 1759 1495 1671 1724 30 1805 0 1615 1805 0 1615

Capacity Analysis Module:

Vol/Sat: 0.00 0.29 0.18 0.08 0.27 0.27 0.00 0.00 0.00 0.24 0.00 0.09
Crit Moves: ****
Green/Cycle: 0.06 0.36 0.66 0.10 0.40 0.40 0.07 0.00 0.07 0.30 0.00 0.30
Volume/Cap: 0.04 0.81 0.27 0.81 0.67 0.67 0.03 0.00 0.04 0.81 0.00 0.29
Delay/Veh: 42.0 35.3 6.9 66.4 26.0 26.0 41.0 0.0 41.0 40.0 0.0 26.1
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: 42.0 35.3 6.9 66.4 26.0 26.0 41.0 0.0 41.0 40.0 0.0 26.1
LOS by Move: D D A E C C D A D A C
DesignQueue: 0 19 5 7 16 16 0 0 0 17 0 5

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday - Mitigation Measures
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Intersection #8 Latrobe (Amador) / SR 16.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module. Includes data for Intersection #8 Latrobe (Amador) / SR 16.

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday - Mitigation Measures
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Jackson Valley / SR 88

Cycle (sec): 105 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Jackson Valley SR 88

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 4 7 7 4 7 7
Lanes: 0 0 1 0 0 0 0 1 0 0 1 0

Volume Module:

Base Vol: 7 12 5 2 23 8 6 508 34 2 348 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: 7 12 5 2 23 8 6 508 34 2 348 3
Added Vol: 0 1 0 0 1 0 0 0 85 0 0 94 0
PasserByVol: 108 0 0 0 0 0 0 0 133 0 0 0 0
Initial Fut: 115 13 5 2 24 8 6 593 167 2 442 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 121 14 5 2 25 8 6 624 176 2 465 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 121 14 5 2 25 8 6 624 176 2 465 3
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 121 14 5 2 25 8 6 624 176 2 465 3

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.89 0.89 0.90 0.90 0.90 0.95 0.97 0.97 0.95 1.00 1.00
Lanes: 0.86 0.10 0.04 0.06 0.71 0.23 1.00 0.78 0.22 1.00 0.99 0.01
Final Sat.: 1466 166 64 101 1210 403 1805 1434 404 1805 1885 13

Capacity Analysis Module:

Vol/Sat: 0.08 0.08 0.08 0.02 0.02 0.02 0.00 0.44 0.44 0.00 0.25 0.25
Crit Moves: **** **** **** ****
Green/Cycle: 0.12 0.12 0.12 0.07 0.07 0.07 0.09 0.62 0.62 0.04 0.57 0.57
Volume/Cap: 0.70 0.70 0.70 0.31 0.31 0.31 0.04 0.70 0.70 0.03 0.43 0.43
Delay/Veh: 54.8 54.8 54.8 48.3 48.3 48.3 43.9 15.0 15.0 48.8 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: 54.8 54.8 54.8 48.3 48.3 48.3 43.9 15.0 15.0 48.8 12.9 12.9
LOS by Move: D D D D D D D B B D B B
DesignQueue: 7 7 7 2 2 2 0 20 20 0 12 12

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Jackson Valley / SR 88

Cycle (sec): 85 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Jackson Valley SR 88

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 4 7 7 4 7 7
Lanes: 0 0 1 0 0 0 0 1 0 0 1 0

Volume Module:

Base Vol: 7 3 1 7 1 1 1 283 2 3 308 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: 7 3 1 7 1 1 1 283 2 3 308 4
Added Vol: 0 2 0 0 2 0 0 140 0 0 140 0
PasserByVol: 184 0 0 0 0 0 0 0 114 0 0 0
Initial Fut: 191 5 1 7 3 1 1 423 116 3 448 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: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 215 6 1 8 3 1 1 475 130 3 503 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 215 6 1 8 3 1 1 475 130 3 503 4
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 215 6 1 8 3 1 1 475 130 3 503 4

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.89 0.89 0.90 0.90 0.90 0.95 0.97 0.97 0.95 1.00 1.00
Lanes: 0.97 0.02 0.01 0.64 0.27 0.09 1.00 0.78 0.22 1.00 0.99 0.01
Final Sat.: 1642 43 9 1082 464 155 1805 1443 396 1805 1881 17

Capacity Analysis Module:

Vol/Sat: 0.13 0.13 0.13 0.01 0.01 0.01 0.00 0.33 0.33 0.00 0.27 0.27
Crit Moves: **** **** **** ****
Green/Cycle: 0.19 0.19 0.19 0.08 0.08 0.08 0.08 0.49 0.49 0.05 0.46 0.46
Volume/Cap: 0.67 0.67 0.67 0.09 0.09 0.09 0.01 0.67 0.67 0.04 0.59 0.59
Delay/Veh: 37.2 37.2 37.2 36.3 36.3 36.3 36.0 18.6 18.6 38.9 18.3 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: 37.2 37.2 37.2 36.3 36.3 36.3 36.0 18.6 18.6 38.9 18.3 18.3
LOS by Move: D D D D D D D B B D B B
DesignQueue: 9 9 9 1 1 1 0 16 16 0 14 14

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday - Mitigation Measures
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Cycle (sec): 75 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: SR 88 Liberty

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ovl Ovl Ovl Include
Min. Green: 5 7 7 5 7 7 7 7 7 7 7 7
Lanes: 1 0 1 0 1 1 0 1 0 0 1 0 0 1 0 0

Volume Module:

Base Vol: 26 485 48 14 377 39 53 25 76 18 5 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 26 485 48 14 377 39 53 25 76 18 5 10
Added Vol: 0 0 46 0 0 0 0 39 0 50 43 0
PasserByVol: 0 114 12 0 92 16 19 24 0 10 20 0
Initial Fut: 26 599 106 14 469 55 72 88 76 78 68 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 28 637 113 15 499 59 77 94 81 83 72 11
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 637 113 15 499 59 77 94 81 83 72 11
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 28 637 113 15 499 59 77 94 81 83 72 11

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.94 0.79 0.89 0.94 0.79 0.98 0.98 0.85 0.97 0.97 0.97
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 0.45 0.55 1.00 0.50 0.44 0.06
Final Sat.: 1688 1777 1510 1688 1777 1510 836 1022 1615 919 801 118

Capacity Analysis Module:

Vol/Sat: 0.02 0.36 0.07 0.01 0.28 0.04 0.09 0.09 0.05 0.09 0.09 0.09
Crit Moves: ****
Green/Cycle: 0.10 0.48 0.60 0.07 0.44 0.56 0.12 0.12 0.23 0.12 0.12 0.12
Volume/Cap: 0.16 0.75 0.12 0.13 0.64 0.07 0.75 0.75 0.22 0.75 0.75 0.75
Delay/Veh: 31.0 19.7 6.6 33.5 18.1 7.5 44.9 44.9 23.9 45.3 45.3 45.3
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: 31.0 19.7 6.6 33.5 18.1 7.5 44.9 44.9 23.9 45.3 45.3 45.3
LOS by Move: C B A C B A D D C D D D
DesignQueue: 1 15 2 1 13 1 6 6 3 6 6 6

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Cycle (sec): 65 Critical Vol./Cap.(X): 0.689
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: SR 88 Liberty

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ovl Ovl Ovl Include
Min. Green: 5 7 7 5 7 7 7 7 7 7 7 7
Lanes: 1 0 1 0 1 1 0 1 0 0 1 0 0 1 0 0

Volume Module:

Base Vol: 52 269 45 2 265 45 37 29 57 30 29 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 52 269 45 2 265 45 37 29 57 30 29 10
Added Vol: 0 0 75 0 0 0 0 65 0 75 65 0
PasserByVol: 0 98 10 0 157 27 16 21 0 16 34 0
Initial Fut: 52 367 130 2 422 72 53 115 57 121 128 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 54 382 135 2 440 75 55 120 59 126 133 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 382 135 2 440 75 55 120 59 126 133 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 54 382 135 2 440 75 55 120 59 126 133 10

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.94 0.79 0.89 0.94 0.79 0.98 0.98 0.85 0.97 0.97 0.97
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 0.32 0.68 1.00 0.47 0.49 0.04
Final Sat.: 1688 1777 1510 1688 1777 1510 590 1280 1615 863 913 71

Capacity Analysis Module:

Vol/Sat: 0.03 0.22 0.09 0.00 0.25 0.05 0.09 0.09 0.04 0.15 0.15 0.15
Crit Moves: ****
Green/Cycle: 0.08 0.31 0.51 0.11 0.34 0.47 0.13 0.13 0.21 0.20 0.20 0.20
Volume/Cap: 0.42 0.69 0.17 0.01 0.72 0.10 0.72 0.72 0.18 0.72 0.72 0.72
Delay/Veh: 30.8 23.5 8.6 25.8 22.7 9.5 37.1 37.1 21.5 30.8 30.8 30.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 30.8 23.5 8.6 25.8 22.7 9.5 37.1 37.1 21.5 30.8 30.8 30.8
LOS by Move: C C A C C A D D C C C C
DesignQueue: 2 10 2 0 11 1 6 6 2 8 8 8

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday - Mitigation Measures
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Grant Line / SR 16

Cycle (sec): 110 Critical Vol./Cap.(X): 0.983
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 49.1
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name: Grant Line SR 16

Approach: North Bound South 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 4 7 7 4 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0

Volume Module:

Base Vol: 2 212 56 40 256 23 39 732 1 59 359 32
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 2 212 56 40 256 23 39 732 1 59 359 32
Added Vol: 0 0 10 0 0 0 0 91 0 11 100 0
PasserByVol: 3 17 13 3 28 3 0 201 9 12 118 1
Initial Fut: 5 229 79 43 284 26 39 1024 10 82 577 33
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 6 254 88 48 316 29 43 1138 11 91 641 37
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 6 254 88 48 316 29 43 1138 11 91 641 37
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 6 254 88 48 316 29 43 1138 11 91 641 37

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.19 0.96 0.96 0.19 0.99 0.99 0.90 0.95 0.95 0.90 0.94 0.94
Lanes: 1.00 0.74 0.26 1.00 0.92 0.08 1.00 0.99 0.01 1.00 0.95 0.05
Final Sat.: 363 1359 469 363 1718 157 1718 1790 17 1718 1697 97

Capacity Analysis Module:

Vol/Sat: 0.02 0.19 0.19 0.13 0.18 0.18 0.03 0.64 0.64 0.05 0.38 0.38
Crit Moves: ****
Green/Cycle: 0.19 0.19 0.19 0.19 0.19 0.19 0.06 0.65 0.65 0.05 0.64 0.64
Volume/Cap: 0.08 0.98 0.98 0.69 0.96 0.96 0.41 0.98 0.98 0.98 0.59 0.59
Delay/Veh: 37.1 87.9 87.9 67.4 82.3 82.3 52.3 41.1 41.1 139.8 12.3 12.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 37.1 87.9 87.9 67.4 82.3 82.3 52.3 41.1 41.1 139.8 12.3 12.3
LOS by Move: D F F E F F D D D F B B
DesignQueue: 0 18 18 2 18 18 3 30 30 5 17 17

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Grant Line / SR 16

Cycle (sec): 105 Critical Vol./Cap.(X): 0.893
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Grant Line SR 16

Approach: North Bound South 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 4 7 7 4 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0

Volume Module:

Base Vol: 0 104 44 26 91 16 9 470 6 61 460 27
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 104 44 26 91 16 9 470 6 61 460 27
Added Vol: 0 0 17 0 0 0 0 149 0 17 149 0
PasserByVol: 0 0 20 16 0 0 0 486 0 18 451 15
Initial Fut: 0 104 81 42 91 16 9 1105 6 96 1060 42
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 0 106 83 43 93 16 9 1128 6 98 1082 43
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 106 83 43 93 16 9 1128 6 98 1082 43
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 106 83 43 93 16 9 1128 6 98 1082 43

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.93 0.93 0.32 0.98 0.98 0.90 0.95 0.95 0.90 0.95 0.95
Lanes: 1.00 0.56 0.44 1.00 0.85 0.15 1.00 0.99 0.01 1.00 0.96 0.04
Final Sat.: 1900 998 777 608 1580 278 1718 1797 10 1718 1729 69

Capacity Analysis Module:

Vol/Sat: 0.00 0.11 0.11 0.07 0.06 0.06 0.01 0.63 0.63 0.06 0.63 0.63
Crit Moves: ****
Green/Cycle: 0.00 0.12 0.12 0.12 0.12 0.12 0.04 0.70 0.70 0.06 0.72 0.72
Volume/Cap: 0.00 0.89 0.89 0.59 0.49 0.49 0.12 0.89 0.89 0.89 0.87 0.87
Delay/Veh: 0.0 79.9 79.9 56.2 45.0 45.0 49.0 20.8 20.8 102.4 17.1 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: 0.0 79.9 79.9 56.2 45.0 45.0 49.0 20.8 20.8 102.4 17.1 17.1
LOS by Move: A E E E D D D C C F B B
DesignQueue: 0 10 10 2 6 6 1 23 23 5 22 22

Note: Queue reported is the number of cars per lane.

Ione Casino
Existing Plus Approved Plus Project D - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D - Saturday - Mitigation Measures
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Sunrise / SR 16
Cycle (sec): 110 Critical Vol./Cap.(X): 0.926
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 48.5
Optimal Cycle: OPTIMIZED Level Of Service: D
Street Name: Sunrise SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 0 1 0 1 0 1 1 0 1 0 1 0 1
Volume Module:
Base Vol: 7 267 40 227 847 63 79 471 10 23 205 117
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 7 267 40 227 847 63 79 471 10 23 205 117
Added Vol: 0 0 5 17 0 0 0 69 0 6 76 18
PasserByVol: 5 8 10 52 126 0 4 153 4 4 98 27
Initial Fut: 12 275 55 296 973 63 83 693 14 33 379 162
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 13 286 57 308 1014 66 86 722 15 34 395 169
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 13 286 57 308 1014 66 86 722 15 34 395 169
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 13 286 57 308 1014 66 86 722 15 34 395 169
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 0.94 0.94 0.87 0.92 0.78 0.87 0.92 0.78
Lanes: 1.00 0.83 0.17 1.00 1.88 0.12 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 1544 309 1805 3360 218 1655 1742 1481 1655 1742 1481
Capacity Analysis Module:
Vol/Sat: 0.01 0.19 0.19 0.17 0.30 0.30 0.05 0.41 0.01 0.02 0.23 0.11
Crit Moves: **** **** **** ****
Green/Cycle: 0.04 0.20 0.20 0.18 0.34 0.34 0.09 0.44 0.48 0.04 0.39 0.57
Volume/Cap: 0.17 0.94 0.94 0.94 0.89 0.89 0.59 0.94 0.02 0.57 0.59 0.20
Delay/Veh: 52.1 76.0 76.0 79.2 43.3 43.3 54.1 49.2 15.0 64.6 28.1 11.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 52.1 76.0 76.0 79.2 43.3 43.3 54.1 49.2 15.0 64.6 28.1 11.7
LOS by Move: D E E D D D D B E C B
DesignQueue: 1 18 18 16 25 25 5 27 0 2 16 5

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Sunrise / SR 16
Cycle (sec): 110 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 42.0
Optimal Cycle: OPTIMIZED Level Of Service: D
Street Name: Sunrise SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 0 1 0 1 0 1 1 0 1 0 1
Volume Module:
Base Vol: 6 176 18 191 228 41 25 240 12 27 235 213
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: 6 176 18 191 228 41 25 240 12 27 235 213
Added Vol: 0 0 8 28 0 0 0 113 0 8 113 28
PasserByVol: 0 0 9 61 0 0 0 416 0 7 389 53
Initial Fut: 6 176 35 280 228 41 25 769 12 42 737 294
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 6 185 37 295 240 43 26 809 13 44 776 309
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 6 185 37 295 240 43 26 809 13 44 776 309
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 6 185 37 295 240 43 26 809 13 44 776 309
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 0.93 0.93 0.87 0.92 0.78 0.87 0.92 0.78
Lanes: 1.00 0.83 0.17 1.00 1.70 0.30 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 1545 307 1805 2989 538 1655 1742 1481 1655 1742 1481
Capacity Analysis Module:
Vol/Sat: 0.00 0.12 0.12 0.16 0.08 0.08 0.02 0.46 0.01 0.03 0.45 0.21
Crit Moves: **** **** **** ****
Green/Cycle: 0.10 0.13 0.13 0.18 0.21 0.21 0.04 0.51 0.60 0.04 0.50 0.68
Volume/Cap: 0.04 0.91 0.91 0.91 0.38 0.38 0.39 0.91 0.01 0.73 0.88 0.31
Delay/Veh: 45.1 82.6 82.6 73.5 37.3 37.3 55.0 38.6 8.7 89.6 35.0 7.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 45.1 82.6 82.6 73.5 37.3 37.3 55.0 38.6 8.7 89.6 35.0 7.2
LOS by Move: D F F E D D E D A F D A
DesignQueue: 0 12 12 15 7 7 2 27 0 3 26 6

Note: Queue reported is the number of cars per lane.

Ione Casino Existing Plus Approved Plus Project D - Friday - Mitigation Measures PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

***** Intersection #100 SR 49 / Project Service Access *****

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[16.6]

Table with columns: Street Name: SR 49, Approach: North Bound, South Bound, East Bound, West Bound, Movement: L - T - R, Control: Uncontrolled, Rights: Include, Lanes: 0 0 0 1 0

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS

Note: Queue reported is the number of cars per lane.

Ione Casino Existing Plus Approved Plus Project D - Saturday - Mitigation Measures PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

***** Intersection #100 SR 49 / Project Service Access *****

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[16.2]

Table with columns: Street Name: SR 49, Approach: North Bound, South Bound, East Bound, West Bound, Movement: L - T - R, Control: Uncontrolled, Rights: Include, Lanes: 0 0 0 1 0

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS

Note: Queue reported is the number of cars per lane.



APPENDIX A

Intersection Operations Level of Service Calculation Worksheets Cumulative (No Project)

Ione Casino
 Cumulative No Project - Friday
 PM Peak Hour

Ione Casino
 Cumulative No Project - Saturday
 PM Peak Hour

Scenario Report

Scenario: CUM NP Fri PM

Command: CUM NP Fri PM
 Volume: CUM Fri
 Geometry: Cumulative
 Impact Fee: Existing
 Trip Generation: EPAP NP Fri
 Trip Distribution: Existing
 Paths: 2006 (Amador Bypass)
 Routes: Existing
 Configuration: Existing

Scenario Report

Scenario: CUM NP SAT PM

Command: Cum NP Sat PM
 Volume: Cum Sat
 Geometry: Cumulative
 Impact Fee: Existing
 Trip Generation: EPAP NP Sat
 Trip Distribution: Existing
 Paths: 2006 (Amador Bypass)
 Routes: Existing
 Configuration: Existing

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Turning Movement Report
EPAP NP Fri

Turning Movement Report
EPAP NP Sat

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#1 SR 49 / Miller Way														#1 SR 49 / Miller Way													
Base	167	205	68	43	218	42	25	0	103	54	0	19	944	Base	74	177	42	29	181	20	17	0	66	36	0	24	666
Added	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	167	205	68	43	218	42	25	0	103	54	0	19	944	Total	74	177	42	29	181	20	17	0	66	36	0	24	666
#2 SR 49 / Main														#2 SR 49 / Main													
Base	70	289	311	46	235	96	96	77	62	203	113	72	1670	Base	144	144	200	44	159	92	96	93	107	252	155	252	1738
Added	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	70	289	311	46	235	96	96	77	62	203	113	72	1670	Total	144	144	200	44	159	92	96	93	107	252	155	252	1738
#3 SR 49 / Poplar														#3 SR 49 / Poplar													
Base	54	701	0	0	517	6	3	0	42	0	0	0	1323	Base	20	524	0	0	545	0	1	0	13	0	0	0	1103
Added	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	54	701	0	0	517	6	3	0	42	0	0	0	1323	Total	20	524	0	0	545	0	1	0	13	0	0	0	1103
#4 SR 49 / Empire														#4 SR 49 / Empire													
Base	50	712	3	14	522	15	18	3	39	10	7	6	1399	Base	46	524	2	0	556	0	1	0	36	7	0	3	1175
Added	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	50	712	3	14	522	15	18	3	39	10	7	6	1399	Total	46	524	2	0	556	0	1	0	36	7	0	3	1175
#5 SR 49 / Randolph Dr.														#5 SR 49 / Randolph Dr.													
Base	12	782	0	0	507	29	20	0	11	0	0	0	1361	Base	6	572	0	0	515	11	6	0	6	0	0	0	1116
Added	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	12	782	0	0	507	29	20	0	11	0	0	0	1361	Total	6	572	0	0	515	11	6	0	6	0	0	0	1116
#6 SR 49 / SR 16														#6 SR 49 / SR 16													
Base	363	0	437	0	0	0	0	373	554	322	196	0	2245	Base	329	0	309	0	0	0	0	238	435	277	231	0	1819
Added	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	363	0	437	0	0	0	0	373	554	322	196	0	2245	Total	329	0	309	0	0	0	0	238	435	277	231	0	1819
#7 SR 124 / SR 16														#7 SR 124 / SR 16													
Base	22	0	146	0	0	0	0	664	29	85	415	0	1361	Base	15	0	100	0	0	0	0	464	19	76	486	0	1160
Added	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	22	0	146	0	0	0	0	664	29	85	415	0	1361	Total	15	0	100	0	0	0	0	464	19	76	486	0	1160
#8 Latrobe (Amador) / SR 16														#8 Latrobe (Amador) / SR 16													
Base	0	0	0	206	0	11	6	489	0	0	310	171	1193	Base	0	0	0	153	0	0	4	383	0	0	340	133	1013
Added	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	206	0	11	6	489	0	0	310	171	1193	Total	0	0	0	153	0	0	4	383	0	0	340	133	1013
#9 SR 104 (Preston) / SR 124 (North)														#9 SR 104 (Preston) / SR 124 (North)													
Base	137	557	160	107	607	57	42	18	175	139	42	116	2157	Base	88	545	110	84	500	10	7	14	92	162	34	101	1747
Added	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	137	557	160	107	607	57	42	18	175	139	42	116	2157	Total	88	545	110	84	500	10	7	14	92	162	34	101	1747

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
#10 Preston Ave. / Main St.														#10 Preston Ave. / Main St.															
Base	0	0	0	826	0	141	127	35	0	0	0	25	774	1928	Base	0	0	0	647	0	84	99	32	0	0	0	24	686	1572
Added	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	826	0	141	127	35	0	0	0	25	774	1928	Total	0	0	0	647	0	84	99	32	0	0	0	24	686	1572
#11 SR 124 (Church) / SR 104 (Main)														#11 SR 124 (Church) / SR 104 (Main)															
Base	324	4	13	7	1	18	16	509	383	11	449	7	1742	Base	322	5	27	3	0	4	12	333	304	29	401	1	1441		
Added	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	324	4	13	7	1	18	16	509	383	11	449	7	1742	Total	322	5	27	3	0	4	12	333	304	29	401	1	1441		
#12 SR 124 / SR 88														#12 SR 124 / SR 88															
Base	0	0	0	3	0	191	241	554	0	0	0	372	3	1364	Base	0	0	0	24	0	167	169	327	0	0	0	350	19	1056
Added	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	3	0	191	241	554	0	0	0	372	3	1364	Total	0	0	0	24	0	167	169	327	0	0	0	350	19	1056
#13 Jackson Valley / SR 88														#13 Jackson Valley / SR 88															
Base	117	14	6	2	26	9	8	702	180	3	487	4	1558	Base	193	3	1	8	1	1	1	391	117	4	431	6	1157		
Added	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	117	14	6	2	26	9	8	702	180	3	487	4	1558	Total	193	3	1	8	1	1	1	391	117	4	431	6	1157		
#14 SR 88 / Liberty Rd.														#14 SR 88 / Liberty Rd.															
Base	67	1256	124	38	1014	105	86	56	95	30	25	11	2907	Base	135	697	117	5	713	121	63	58	71	50	67	11	2108		
Added	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	67	1256	124	38	1014	105	86	56	95	30	25	11	2907	Total	135	697	117	5	713	121	63	58	71	50	67	11	2108		
#15 SR 88 / SR 12 (east)														#15 SR 88 / SR 12 (east)															
Base	0	0	0	105	0	1374	1171	558	0	0	0	460	63	3731	Base	0	0	0	76	0	1291	1099	524	0	0	0	432	59	3481
Added	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	105	0	1374	1171	558	0	0	0	460	63	3731	Total	0	0	0	76	0	1291	1099	524	0	0	0	432	59	3481
#16 Tully Rd. / SR 88 [use this intersection only to obtain project volumes to a														#16 Tully Rd. / SR 88 [use this intersection only to obtain project volumes to a															
Base	25	14	66	286	594	220	88	1265	198	66	1430	132	4384	Base	20	11	59	234	486	180	72	1035	162	54	1170	108	3591		
Added	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	25	14	66	286	594	220	88	1265	198	66	1430	132	4384	Total	20	11	59	234	486	180	72	1035	162	54	1170	108	3591		
#17 SR 88 / Victor (SR 12 west)														#17 SR 88 / Victor (SR 12 west)															
Base	28	1055	1	11	1116	250	766	14	266	4	6	16	3533	Base	24	836	0	6	884	217	607	1	211	3	4	4	2797		
Added	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	28	1055	1	11	1116	250	766	14	266	4	6	16	3533	Total	24	836	0	6	884	217	607	1	211	3	4	4	2797		
#18 SR 88 / Kettleman Ln.														#18 SR 88 / Kettleman Ln.															
Base	28	666	11	33	1221	83	472	244	61	28	83	22	2952	Base	22	414	9	27	979	71	378	196	49	22	67	18	2252		
Added	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	28	666	11	33	1221	83	472	244	61	28	83	22	2952	Total	22	414	9	27	979	71	378	196	49	22	67	18	2252		

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#19 Ione / SR 16														#19 Ione / SR 16													
Base	208	0	22	0	0	0	0	459	191	20	297	0	1197	Base	139	0	2	0	0	0	0	350	89	0	368	0	948
Added	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	208	0	22	0	0	0	0	459	191	20	297	0	1197	Total	139	0	2	0	0	0	0	350	89	0	368	0	948
#20 Murieta South Pkwy / SR 16														#20 Murieta South Pkwy / SR 16													
Base	7	5	5	14	2	142	188	608	12	0	390	23	1396	Base	5	2	0	12	5	187	220	521	5	0	512	16	1485
Added	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	7	5	5	14	2	142	188	608	12	0	390	23	1396	Total	5	2	0	12	5	187	220	521	5	0	512	16	1485
#21 Murieta Pkwy / SR 16														#21 Murieta Pkwy / SR 16													
Base	169	203	169	58	171	292	465	671	164	40	343	74	2819	Base	220	152	99	88	203	272	311	792	197	94	784	83	3295
Added	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	169	203	169	58	171	292	465	671	164	40	343	74	2819	Total	220	152	99	88	203	272	311	792	197	94	784	83	3295
#22 Stonehouse / SR 16														#22 Stonehouse / SR 16													
Base	0	0	0	116	0	7	7	1232	0	0	709	91	2162	Base	0	0	0	99	0	7	14	1192	0	0	1167	74	2553
Added	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	116	0	7	7	1232	0	0	709	91	2162	Total	0	0	0	99	0	7	14	1192	0	0	1167	74	2553
#23 Latrobe (Sac) / SR 16														#23 Latrobe (Sac) / SR 16													
Base	14	2	5	12	2	29	28	1237	12	3	734	13	2091	Base	3	3	3	9	2	26	25	1257	4	3	1194	24	2553
Added	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	14	2	5	12	2	29	28	1237	12	3	734	13	2091	Total	3	3	3	9	2	26	25	1257	4	3	1194	24	2553
#24 Dillard / SR 16														#24 Dillard / SR 16													
Base	54	0	67	0	0	0	0	1077	129	100	581	0	2008	Base	66	0	118	0	0	0	0	1080	86	122	1110	0	2582
Added	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	54	0	67	0	0	0	0	1077	129	100	581	0	2008	Total	66	0	118	0	0	0	0	1080	86	122	1110	0	2582
#25 Sloughhouse / SR 16														#25 Sloughhouse / SR 16													
Base	7	0	38	0	0	0	0	1179	8	16	662	0	1910	Base	46	0	58	0	0	0	0	1107	6	33	1084	0	2334
Added	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	7	0	38	0	0	0	0	1179	8	16	662	0	1910	Total	46	0	58	0	0	0	0	1107	6	33	1084	0	2334
#26 Grant Line / SR 16														#26 Grant Line / SR 16													
Base	5	566	150	132	844	76	54	1016	10	82	545	39	3519	Base	0	278	118	86	300	53	12	1156	8	90	998	47	3146
Added	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	5	566	150	132	844	76	54	1016	10	82	545	39	3519	Total	0	278	118	86	300	53	12	1156	8	90	998	47	3146
#27 Sunrise / SR 16														#27 Sunrise / SR 16													
Base	16	391	59	322	1200	89	150	896	19	34	405	172	3753	Base	9	258	36	338	323	58	48	866	23	40	741	313	3053
Added	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	16	391	59	322	1200	89	150	896	19	34	405	172	3753	Total	9	258	36	338	323	58	48	866	23	40	741	313	3053

Ione Casino
Cumulative No Project - Friday
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Ione Casino
Cumulative No Project - Saturday
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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#28 Excelsior / SR 16														#28 Excelsior / SR 16													
Base	86	165	138	11	330	73	192	1120	166	103	545	24	2953	Base	46	152	86	12	69	97	216	545	48	50	569	17	1907
Added	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	86	165	138	11	330	73	192	1120	166	103	545	24	2953	Total	46	152	86	12	69	97	216	545	48	50	569	17	1907
#29 Bradshwa / SR 16														#29 Bradshwa / SR 16													
Base	98	1377	52	353	2232	376	698	1500	296	111	559	183	7835	Base	74	753	57	197	609	61	246	788	103	113	545	310	3856
Added	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	98	1377	52	353	2232	376	698	1500	296	111	559	183	7835	Total	74	753	57	197	609	61	246	788	103	113	545	310	3856
#30 Latrobe / White Rock														#30 Latrobe / White Rock													
Base	324	1301	797	481	1378	365	388	727	120	756	563	380	7580	Base	142	569	349	210	602	159	170	318	53	330	246	166	3314
Added	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	324	1301	797	481	1378	365	388	727	120	756	563	380	7580	Total	142	569	349	210	602	159	170	318	53	330	246	166	3314
#31 Latrobe / S. Shingle														#31 Latrobe / S. Shingle													
Base	27	333	18	0	275	66	44	7	4	3	13	4	794	Base	13	199	5	0	282	59	33	4	7	0	5	0	607
Added	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	27	333	18	0	275	66	44	7	4	3	13	4	794	Total	13	199	5	0	282	59	33	4	7	0	5	0	607
#32 Missouri Flat / US 50 WB Ramps														#32 Missouri Flat / US 50 WB Ramps													
Base	610	1306	0	0	1287	404	0	0	0	1182	0	569	5358	Base	511	1094	0	0	1079	339	0	0	0	991	0	477	4491
Added	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	610	1306	0	0	1287	404	0	0	0	1182	0	569	5358	Total	511	1094	0	0	1079	339	0	0	0	991	0	477	4491
#33 Missouri Flat / US 50 EB Ramps														#33 Missouri Flat / US 50 EB Ramps													
Base	0	1612	59	497	1973	0	304	0	743	0	0	0	5188	Base	0	1351	50	416	1654	0	254	0	623	0	0	0	4348
Added	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	1612	59	497	1973	0	304	0	743	0	0	0	5188	Total	0	1351	50	416	1654	0	254	0	623	0	0	0	4348
#34 Missouri Flat / Motherlode														#34 Missouri Flat / Motherlode													
Base	86	1279	1130	0	2352	364	392	0	129	0	0	0	5732	Base	72	1072	947	0	1972	305	328	0	108	0	0	0	4804
Added	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	86	1279	1130	0	2352	364	392	0	129	0	0	0	5732	Total	72	1072	947	0	1972	305	328	0	108	0	0	0	4804
#35 Missouri Flat / Forni														#35 Missouri Flat / Forni													
Base	135	1839	99	183	1885	413	507	51	49	100	39	149	5449	Base	113	1541	83	154	1580	346	425	43	41	84	33	125	4568
Added	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	135	1839	99	183	1885	413	507	51	49	100	39	149	5449	Total	113	1541	83	154	1580	346	425	43	41	84	33	125	4568
#36 Missouri Flat / Pleasant Valley														#36 Missouri Flat / Pleasant Valley													
Base	0	0	0	409	0	462	387	420	0	0	404	345	2427	Base	0	0	0	316	0	357	299	325	0	0	312	266	1875
Added	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	409	0	462	387	420	0	0	404	345	2427	Total	0	0	0	316	0	357	299	325	0	0	312	266	1875

Ione Casino
Cumulative No Project - Friday
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Ione Casino
Cumulative No Project - Saturday
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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#37 Forni / Pleasant Valley														#37 Forni / Pleasant Valley													
Base	0	0	0	21	0	255	168	573	0	0	517	20	1554	Base	0	0	0	13	0	157	104	352	0	0	318	12	956
Added	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	21	0	255	168	573	0	0	517	20	1554	Total	0	0	0	13	0	157	104	352	0	0	318	12	956
#38 SR 49 / Pleasant Valley														#38 SR 49 / Pleasant Valley													
Base	232	0	225	0	0	0	0	427	250	288	544	0	1966	Base	143	0	138	0	0	0	0	262	154	177	335	0	1209
Added	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	232	0	225	0	0	0	0	427	250	288	544	0	1966	Total	143	0	138	0	0	0	0	262	154	177	335	0	1209
#39 Elliott / SR 88 (N)														#39 Elliott / SR 88 (N)													
Base	25	102	0	0	880	220	0	0	0	66	1430	132	2855	Base	20	83	0	0	720	180	0	0	0	54	1170	108	2335
Added	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	25	102	0	0	880	220	0	0	0	66	1430	132	2855	Total	20	83	0	0	720	180	0	0	0	54	1170	108	2335
#40 Tully / SR 88 (S)														#40 Tully / SR 88 (S)													
Base	0	39	66	286	660	0	88	1265	198	0	0	0	2602	Base	0	31	59	234	540	0	72	1035	162	0	0	0	2133
Added	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	39	66	286	660	0	88	1265	198	0	0	0	2602	Total	0	31	59	234	540	0	72	1035	162	0	0	0	2133
#100 SR 49 / Project Service Access														#100 SR 49 / Project Service Access													
Base	0	794	0	0	518	0	0	0	0	0	0	0	1312	Base	0	578	0	0	521	0	0	0	0	0	0	0	1099
Added	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	794	0	0	518	0	0	0	0	0	0	0	1312	Total	0	578	0	0	521	0	0	0	0	0	0	0	1099
#176 Internal Project Intersection														#176 Internal Project Intersection													
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#310 Latrobe / Old Sacramento														#310 Latrobe / Old Sacramento													
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#322 Main / Sherwood														#322 Main / Sherwood													
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#323 Main / Empire														#323 Main / Empire													
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#324 Main / Poplar														#324 Main / Poplar														
Base	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
Added	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
Total	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
#325 Main / Mill														#325 Main / Mill														
Base	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
Added	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
Total	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
#326 SR-49 / Main (Drytown)														#326 SR-49 / Main (Drytown)														
Base	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
Added	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
Total	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
#327 SR-49 / Water-Amador Creek														#327 SR-49 / Water-Amador Creek														
Base	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
Added	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
Total	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
#328 SR-49 / Gopher Flat														#328 SR-49 / Gopher Flat														
Base	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
Added	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
Total	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
#329 SR-49 / Eureka														#329 SR-49 / Eureka														
Base	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
Added	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
Total	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
#330 SR-49 / Church														#330 SR-49 / Church														
Base	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
Added	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
Total	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
#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]														#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]														
Base	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
Added	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
Total	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
#332 SR-49 / Jackson Gate-Ione Martell														#332 SR-49 / Jackson Gate-Ione Martell														
Base	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
Added	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
Total	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

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume												
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right														
#333 SR-49 / SR-88 (North)														#333 SR-49 / SR-88 (North)																									
Base	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	0	0	0	0
Added	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	0	0	0	0
Total	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	0	0	0	0
#334 SR-49 / Sutter														#334 SR-49 / Sutter																									
Base	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	0	0	0	0
Added	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	0	0	0	0
Total	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	0	0	0	0
#335 SR-49 / Hoffman														#335 SR-49 / Hoffman																									
Base	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	0	0	0	0
Added	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	0	0	0	0
Total	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	0	0	0	0
#336 SR-49 / Main (Jackson)														#336 SR-49 / Main (Jackson)																									
Base	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	0	0	0	0
Added	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	0	0	0	0
Total	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	0	0	0	0
#337 SR-49 / SR-88 (South)														#337 SR-49 / SR-88 (South)																									
Base	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	0	0	0	0
Added	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	0	0	0	0
Total	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	0	0	0	0
#341 SR 104 / SR 88														#341 SR 104 / SR 88																									
Base	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	0	0	0	0
Added	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	0	0	0	0
Total	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	0	0	0	0
#345 SR-12 / SR-99 SB Ramps														#345 SR-12 / SR-99 SB Ramps																									
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#346 SR-12 / SR-99 NB Ramps														#346 SR-12 / SR-99 NB Ramps																									
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#347 Kettleman / SR-99 SB Ramps														#347 Kettleman / SR-99 SB Ramps																									
Base	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	0	0	0	0
Added	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	0	0	0	0
Total	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	0	0	0	0

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#348 Kettleman / SR-99 NB Ramps														#348 Kettleman / SR-99 NB Ramps														
Base	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
Added	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
Total	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
#381														#381														
Base	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
Added	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
Total	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

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Impact Analysis Report
Level Of Service

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in	Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C			Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 SR 49 / Miller Way	F	54.6 0.000	F	54.6 0.000	+ 0.000 D/V	# 1 SR 49 / Miller Way	C	15.7 0.000	C	15.7 0.000	+ 0.000 D/V
# 2 SR 49 / Main	F	867.4 0.000	F	867.4 0.000	+ 0.000 D/V	# 2 SR 49 / Main	F	OVRFL 0.000	F	OVRFL 0.000	+ 0.000 D/V
# 3 SR 49 / Poplar	B	13.8 0.000	B	13.8 0.000	+ 0.000 D/V	# 3 SR 49 / Poplar	B	13.6 0.000	B	13.6 0.000	+ 0.000 D/V
# 4 SR 49 / Empire	E	38.7 0.000	E	38.7 0.000	+ 0.000 D/V	# 4 SR 49 / Empire	D	30.9 0.000	D	30.9 0.000	+ 0.000 D/V
# 5 SR 49 / Randolph Dr.	D	25.2 0.000	D	25.2 0.000	+ 0.000 D/V	# 5 SR 49 / Randolph Dr.	C	18.4 0.000	C	18.4 0.000	+ 0.000 D/V
# 6 SR 49 / SR 16	C	25.5 0.838	C	25.5 0.838	+ 0.000 D/V	# 6 SR 49 / SR 16	B	18.3 0.699	B	18.3 0.699	+ 0.000 D/V
# 7 SR 124 / SR 16	C	19.8 0.000	C	19.8 0.000	+ 0.000 D/V	# 7 SR 124 / SR 16	B	14.8 0.000	B	14.8 0.000	+ 0.000 D/V
# 8 Latrobe (Amador) / SR 16	A	9.2 0.495	A	9.2 0.495	+ 0.000 D/V	# 8 Latrobe (Amador) / SR 16	A	7.5 0.462	A	7.5 0.462	+ 0.000 D/V
# 9 SR 104 (Preston) / SR 124 (Nor	F	OVRFL 0.000	F	OVRFL 0.000	+ 0.000 D/V	# 9 SR 104 (Preston) / SR 124 (Nor	F	OVRFL 0.000	F	OVRFL 0.000	+ 0.000 D/V
# 10 Preston Ave. / Main St.	F	OVRFL 0.000	F	OVRFL 0.000	+ 0.000 D/V	# 10 Preston Ave. / Main St.	F	511.2 0.000	F	511.2 0.000	+ 0.000 D/V
# 11 SR 124 (Church) / SR 104 (Main	F	916.3 0.000	F	916.3 0.000	+ 0.000 D/V	# 11 SR 124 (Church) / SR 104 (Main	F	687.9 0.000	F	687.9 0.000	+ 0.000 D/V
# 12 SR 124 / SR 88	B	13.9 0.000	B	13.9 0.000	+ 0.000 D/V	# 12 SR 124 / SR 88	B	14.4 0.000	B	14.4 0.000	+ 0.000 D/V
# 13 Jackson Valley / SR 88	F	236.4 0.000	F	236.4 0.000	+ 0.000 D/V	# 13 Jackson Valley / SR 88	F	79.5 0.000	F	79.5 0.000	+ 0.000 D/V
# 14 SR 88 / Liberty Rd.	F	OVRFL 0.000	F	OVRFL 0.000	+ 0.000 D/V	# 14 SR 88 / Liberty Rd.	F	OVRFL 0.000	F	OVRFL 0.000	+ 0.000 D/V
# 15 SR 88 / SR 12 (east	C	30.3 0.923	C	30.3 0.923	+ 0.000 D/V	# 15 SR 88 / SR 12 (east	C	27.4 0.903	C	27.4 0.903	+ 0.000 D/V
# 17 SR 88 / Victor (SR 12 west)	E	68.8 1.048	E	68.8 1.048	+ 0.000 D/V	# 17 SR 88 / Victor (SR 12 west)	D	40.7 0.895	D	40.7 0.895	+ 0.000 D/V
# 18 SR 88 / Kettleman Ln.	F	241.0 1.542	F	241.0 1.542	+ 0.000 D/V	# 18 SR 88 / Kettleman Ln.	F	143.8 1.239	F	143.8 1.239	+ 0.000 D/V
# 19 Ione / SR 16	B	16.0 0.708	B	16.0 0.708	+ 0.000 D/V	# 19 Ione / SR 16	A	8.6 0.418	A	8.6 0.418	+ 0.000 D/V
# 20 Murieta South Pkwy / SR 16	B	10.2 0.472	B	10.2 0.472	+ 0.000 D/V	# 20 Murieta South Pkwy / SR 16	B	11.8 0.563	B	11.8 0.563	+ 0.000 D/V
# 21 Murieta Pkwy / SR 16	C	30.7 0.878	C	30.7 0.878	+ 0.000 D/V	# 21 Murieta Pkwy / SR 16	D	44.5 0.972	D	44.5 0.972	+ 0.000 D/V
# 22 Stonehouse / SR 16	F	735.5 0.000	F	735.5 0.000	+ 0.000 D/V	# 22 Stonehouse / SR 16	F	OVRFL 0.000	F	OVRFL 0.000	+ 0.000 D/V
# 23 Latrobe (Sac) / SR 16	F	225.4 0.000	F	225.4 0.000	+ 0.000 D/V	# 23 Latrobe (Sac) / SR 16	F	289.2 0.000	F	289.2 0.000	+ 0.000 D/V
# 24 Dillard / SR 16	D	40.3 1.005	D	40.3 1.005	+ 0.000 D/V	# 24 Dillard / SR 16	D	36.4 0.981	D	36.4 0.981	+ 0.000 D/V

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Intersection	Base			Future			Change in	Intersection	Base			Future			Change in
	Del/ LOS	V/ Veh	V/ C	Del/ LOS	V/ Veh	V/ C			Del/ LOS	V/ Veh	V/ C	Del/ LOS	V/ Veh	V/ C	
# 25 Sloughhouse / SR 16	D	34.9	0.000	D	34.9	0.000	+ 0.000 D/V	# 25 Sloughhouse / SR 16	F	216.2	0.000	F	216.2	0.000	+ 0.000 D/V
# 26 Grant Line / SR 16	F	83.5	1.085	F	83.5	1.085	+ 0.000 D/V	# 26 Grant Line / SR 16	D	42.3	0.961	D	42.3	0.961	+ 0.000 D/V
# 27 Sunrise / SR 16	E	55.2	0.945	E	55.2	0.945	+ 0.000 D/V	# 27 Sunrise / SR 16	D	41.0	0.934	D	41.0	0.934	+ 0.000 D/V
# 28 Excelsior / SR 16	C	34.1	0.904	C	34.1	0.904	+ 0.000 D/V	# 28 Excelsior / SR 16	B	18.8	0.555	B	18.8	0.555	+ 0.000 D/V
# 29 Bradshwa / SR 16	F	380.5	1.965	F	380.5	1.965	+ 0.000 D/V	# 29 Bradshwa / SR 16	E	72.7	1.062	E	72.7	1.062	+ 0.000 D/V
# 30 Latrobe / White Rock	F	80.2	1.137	F	80.2	1.137	+ 0.000 D/V	# 30 Latrobe / White Rock	C	21.4	0.584	C	21.4	0.584	+ 0.000 D/V
# 31 Latrobe / S. Shingle	C	18.3	0.000	C	18.3	0.000	+ 0.000 D/V	# 31 Latrobe / S. Shingle	B	14.1	0.000	B	14.1	0.000	+ 0.000 D/V
# 36 Missouri Flat / Pleasant Valle	B	16.9	0.708	B	16.9	0.708	+ 0.000 D/V	# 36 Missouri Flat / Pleasant Valle	B	14.6	0.565	B	14.6	0.565	+ 0.000 D/V
# 37 Forni / Pleasant Valley	D	31.1	0.000	D	31.1	0.000	+ 0.000 D/V	# 37 Forni / Pleasant Valley	B	13.2	0.000	B	13.2	0.000	+ 0.000 D/V
# 38 SR 49 / Pleasant Valley	F	95.9	1.270	F	95.9	1.270	+ 0.000 V/C	# 38 SR 49 / Pleasant Valley	C	18.5	0.738	C	18.5	0.738	+ 0.000 V/C
# 39 Elliott / SR 88 (N)	E	69.3	1.071	E	69.3	1.071	+ 0.000 D/V	# 39 Elliott / SR 88 (N)	C	31.1	0.918	C	31.1	0.918	+ 0.000 D/V
# 40 Tully / SR 88 (S)	C	31.0	0.923	C	31.0	0.923	+ 0.000 D/V	# 40 Tully / SR 88 (S)	B	19.9	0.821	B	19.9	0.821	+ 0.000 D/V

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	No / No		??? / ???
# 2 SR 49 / Main	Yes / Yes		??? / ???
# 3 SR 49 / Poplar	No / No		??? / ???
# 4 SR 49 / Empire	No / No		??? / ???
# 5 SR 49 / Randolph Dr.	No / No		??? / ???
# 7 SR 124 / SR 16	No / Yes		??? / ???
# 9 SR 104 (Preston) / SR 124 (North)	Yes / Yes		??? / ???
# 10 Preston Ave. / Main St.	Yes / Yes		??? / ???
# 11 SR 124 (Church) / SR 104 (Main)	Yes / Yes		??? / ???
# 12 SR 124 / SR 88	No / Yes		??? / ???
# 13 Jackson Valley / SR 88	Yes / Yes		??? / ???
# 14 SR 88 / Liberty Rd.	Yes / Yes		??? / ???
# 22 Stonehouse / SR 16	No / No		??? / ???
# 23 Latrobe (Sac) / SR 16	No / No		??? / ???
# 25 Sloughhouse / SR 16	No / No		??? / ???
# 31 Latrobe / S. Shingle	No / No		??? / ???
# 37 Forni / Pleasant Valley	No / Yes		??? / ???
# 38 SR 49 / Pleasant Valley	Yes		???

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	No / No		??? / ???
# 2 SR 49 / Main	Yes / Yes		??? / ???
# 3 SR 49 / Poplar	No / No		??? / ???
# 4 SR 49 / Empire	No / No		??? / ???
# 5 SR 49 / Randolph Dr.	No / No		??? / ???
# 7 SR 124 / SR 16	No / No		??? / ???
# 9 SR 104 (Preston) / SR 124 (North)	Yes / Yes		??? / ???
# 10 Preston Ave. / Main St.	Yes / Yes		??? / ???
# 11 SR 124 (Church) / SR 104 (Main)	Yes / Yes		??? / ???
# 12 SR 124 / SR 88	No / No		??? / ???
# 13 Jackson Valley / SR 88	Yes / Yes		??? / ???
# 14 SR 88 / Liberty Rd.	Yes / Yes		??? / ???
# 22 Stonehouse / SR 16	No / No		??? / ???
# 23 Latrobe (Sac) / SR 16	No / No		??? / ???
# 25 Sloughhouse / SR 16	No / No		??? / ???
# 31 Latrobe / S. Shingle	No / No		??? / ???
# 37 Forni / Pleasant Valley	No / Yes		??? / ???
# 38 SR 49 / Pleasant Valley	No		???

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Base Volume Alternative: Peak Hour Warrant NOT Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=128]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=944]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=83]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=666]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.1]
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=4][total volume=944]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=60]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=666]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Base Volume Alternative: Peak Hour Warrant NOT Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, Movement, Control, Lanes. Rows include North Bound, South Bound, East Bound, West Bound with various volume and control data.

Table with 4 columns: Approach, Movement, Control, Lanes. Rows include North Bound, South Bound, East Bound, West Bound with various volume and control data.

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #2 SR 49 / Main

Intersection #2 SR 49 / Main

Base Volume Alternative: Peak Hour Warrant Met

Base Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=21.1]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=235]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1670]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=155.5]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=296]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1738]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=93.5]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=388]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1670]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=352.4]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=659]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1738]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

```
*****
Intersection #2 SR 49 / Main
*****
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      1 0 0 1 0      0 1 0 0 1      0 0 1! 0 0
Initial Vol: 70 289 311    46 235 96      96 77 62      203 113 72
-----|-----|-----|-----|
Major Street Volume:                1047
Minor Approach Volume:                388
Minor Approach Volume Threshold: 111
```

```
*****
Intersection #2 SR 49 / Main
*****
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      1 0 0 1 0      0 1 0 0 1      0 0 1! 0 0
Initial Vol: 144 144 200    44 159 92      96 93 107      252 155 252
-----|-----|-----|-----|
Major Street Volume:                783
Minor Approach Volume:                659
Minor Approach Volume Threshold: 178
```

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #3 SR 49 / Poplar

Intersection #3 SR 49 / Poplar

Base Volume Alternative: Peak Hour Warrant NOT Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=45]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1323]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=14]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1103]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 SR 49 / Poplar

Intersection #3 SR 49 / Poplar

Base Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	0	1	0	0
Initial Vol:	54	701	0	0	517	6	3	0	42	0	0	0
Major Street Volume:	1278											
Minor Approach Volume:	45											
Minor Approach Volume Threshold:	154											

Approach:	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
Initial Vol:	20	524	0	0	545	0	1	0	13	0	0	0
Major Street Volume:	1089											
Minor Approach Volume:	14											
Minor Approach Volume Threshold:	197											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #4 SR 49 / Empire

Intersection #4 SR 49 / Empire

Base Volume Alternative: Peak Hour Warrant NOT Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=60]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1399]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=37]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1175]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
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=1399]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=10]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1175]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 SR 49 / Empire

Intersection #4 SR 49 / Empire

Base Volume Alternative: Peak Hour Warrant NOT Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1!0	0	0	1!0	0	1	0	0	1	0
Initial Vol:	50	712	3	14	522	15	18	3	39	10	7	6
Major Street Volume:	1316											
Minor Approach Volume:	60											
Minor Approach Volume Threshold:	206											

Approach:	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	1	0	0	0	1!0
Initial Vol:	46	524	2	0	556	0	1	0	36	7	0	3
Major Street Volume:	1128											
Minor Approach Volume:	37											
Minor Approach Volume Threshold:	254											

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #5 SR 49 / Randolph Dr.

Intersection #5 SR 49 / Randolph Dr.

Base Volume Alternative: Peak Hour Warrant NOT Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=31]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1361]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=12]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1116]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #5 SR 49 / Randolph Dr.

Intersection #5 SR 49 / Randolph Dr.

Base Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	0	0	0
Initial Vol:	12	782	0	0	507	29	20	0	11	0	0	0
Major Street Volume:	1330											
Minor Approach Volume:	31											
Minor Approach Volume Threshold:	71 [less than minimum of 100]											

Approach:	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	1	1	0	0	0	0	0
Initial Vol:	6	572	0	0	515	11	6	0	6	0	0	0
Major Street Volume:	1104											
Minor Approach Volume:	12											
Minor Approach Volume Threshold:	127											

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Base Volume Alternative: Peak Hour Warrant NOT Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
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=168]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1361]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=2][control=Stop Sign]
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=115]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1160]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Base Volume Alternative: Peak Hour Warrant Met

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	0	0	0	0	1	1	0	1
Initial Vol:	22	0	146	0	0	0	0	664	29	85	415	0
Major Street Volume:	1193											
Minor Approach Volume:	168											
Minor Approach Volume Threshold:	104											

Approach:	North Bound			South Bound			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	0	0	0	0	1	1	0	1
Initial Vol:	15	0	100	0	0	0	0	464	19	76	486	0
Major Street Volume:	1045											
Minor Approach Volume:	115											
Minor Approach Volume Threshold:	144											

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Base Volume Alternative: Peak Hour Warrant Met

Base Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.8]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1150.2]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=162.8]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Base Volume Alternative: Peak Hour Warrant Met

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	1	0	0	1	0	0	1
Initial Vol:	137	557	160	107	607	57	42	18	175	139	42	116

Approach:	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	1	0	0	1
Initial Vol:	88	545	110	84	500	10	7	14	92	162	34	101

Major Street Volume: 1625
Minor Approach Volume: 297
Minor Approach Volume Threshold: 14 [less than minimum of 75]

Major Street Volume: 1337
Minor Approach Volume: 297
Minor Approach Volume Threshold: 46 [less than minimum of 75]

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Base Volume Alternative: Peak Hour Warrant Met

Base Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=319.6]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=967]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1928]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=103.8]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=731]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1572]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Base Volume Alternative: Peak Hour Warrant Met

Base Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #11 SR 124 (Church) / SR 104 (Main)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Base Volume Alternative: Peak Hour Warrant Met

Base Volume Alternative: Peak Hour Warrant Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North Bound, South Bound, East Bound, West Bound.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=86.8]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=67.6]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 SR 124 (Church) / SR 104 (Main)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Base Volume Alternative: Peak Hour Warrant Met

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:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0
Initial Vol:	324	4	13	7	1	18	16	509	383	11	449	7
Major Street Volume:	1375											
Minor Approach Volume:	341											
Minor Approach Volume Threshold:	134											

Approach:	North Bound			South Bound			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
Initial Vol:	322	5	27	3	0	4	12	333	304	29	401	1
Major Street Volume:	1080											
Minor Approach Volume:	354											
Minor Approach Volume Threshold:	199											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Base Volume Alternative: Peak Hour Warrant NOT Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=2][control=Stop Sign]
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=194]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1364]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]
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=191]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1056]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Base Volume Alternative: Peak Hour Warrant Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	1
Initial Vol:	0	0	0	0	3	0	191		241	554	0		0	372	3	
Major Street Volume:	1170															
Minor Approach Volume:	194															
Minor Approach Volume Threshold:	110															

Approach:	North Bound				South Bound				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
Initial Vol:	0	0	0	0	24	0	167		169	327	0		0	350	19	
Major Street Volume:	865															
Minor Approach Volume:	191															
Minor Approach Volume Threshold:	200															

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Base Volume Alternative: Peak Hour Warrant Met

Base Volume Alternative: Peak Hour Warrant Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North Bound and West Bound movements.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North Bound and West Bound movements.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=9.0]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=4.3]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Base Volume Alternative: Peak Hour Warrant Met

Base Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Base Volume Alternative: Peak Hour Warrant Met

Base Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=237]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2907]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=192]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2108]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=249.5]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=66]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2907]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=249.4]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=128]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2108]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Base Volume Alternative: Peak Hour Warrant Met

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:	1	0	1	0	1	0	1	0	0	0	1	0
Initial Vol:	67	1256	124	38	1014	105	86	56	95	30	25	11

Approach:	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	1	0	1	0	1	0	0	1	0
Initial Vol:	135	697	117	5	713	121	63	58	71	50	67	11

Major Street Volume: 2604
Minor Approach Volume: 237
Minor Approach Volume Threshold: -131 [less than minimum of 100]

Major Street Volume: 1788
Minor Approach Volume: 192
Minor Approach Volume Threshold: -18 [less than minimum of 100]

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #22 Stonehouse / SR 16

Intersection #22 Stonehouse / SR 16

Base Volume Alternative: Peak Hour Warrant NOT Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=25.1]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=123]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2162]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=42.1]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=106]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2553]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Stonehouse / SR 16

Intersection #22 Stonehouse / SR 16

Base Volume Alternative: Peak Hour Warrant NOT Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	1
Initial Vol:	0	0	0	0	116	0	7		7	1232	0		0	0	709	91

Approach:	North Bound				South Bound				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
Initial Vol:	0	0	0	0	99	0	7		14	1192	0		0	0	1167	74

Major Street Volume: 2039
Minor Approach Volume: 123
Minor Approach Volume Threshold: 68 [less than minimum of 150]

Major Street Volume: 2447
Minor Approach Volume: 106
Minor Approach Volume Threshold: -11 [less than minimum of 150]

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #23 Latrobe (Sac) / SR 16

Intersection #23 Latrobe (Sac) / SR 16

Base Volume Alternative: Peak Hour Warrant NOT Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #23 Latrobe (Sac) / SR 16

Intersection #23 Latrobe (Sac) / SR 16

Base Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	1	0	1	0	0	1	1	0	0	1	0	1	0	0	1	0
Initial Vol:	14	2	5		12	2	29		28	1237	12		3	734	13					
Major Street Volume:	2027																			
Minor Approach Volume:	43																			
Minor Approach Volume Threshold:	70 [less than minimum of 150]																			

Approach:	North Bound				South Bound				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	1	0	0	1	0	1	0	0	1	1	0	0	1	0	1	0	0	1	0
Initial Vol:	3	3	3		9	2	26		25	1257	4		3	1194	24					
Major Street Volume:	2507																			
Minor Approach Volume:	37																			
Minor Approach Volume Threshold:	-21 [less than minimum of 150]																			

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #25 Sloughhouse / SR 16

Intersection #25 Sloughhouse / SR 16

Base Volume Alternative: Peak Hour Warrant NOT Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=45]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1910]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=6.2]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=104]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2334]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #25 Sloughhouse / SR 16

Base Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0
Initial Vol: 7 0 38 0 0 0 0 0 1179 8 16 662 0
Major Street Volume: 1865
Minor Approach Volume: 45
Minor Approach Volume Threshold: 106 [less than minimum of 150]

Intersection #25 Sloughhouse / SR 16

Base Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0
Initial Vol: 46 0 58 0 0 0 0 0 1107 6 33 1084 0
Major Street Volume: 2230
Minor Approach Volume: 104
Minor Approach Volume Threshold: 29 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Base Volume Alternative: Peak Hour Warrant NOT Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=55]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=794]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=44]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=607]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=20]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=794]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=5]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=607]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Base Volume Alternative: Peak Hour Warrant NOT Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Base Volume Alternative: Peak Hour Warrant NOT Met

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.4]
FAIL - Vehicle-hours less than 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=3][total volume=1554]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=170]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=956]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Base Volume Alternative: Peak Hour Warrant Met

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:	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0	0	21	0	255	0	168	573	0	0	0	517	20	0
Major Street Volume:													1278			
Minor Approach Volume:													276			
Minor Approach Volume Threshold:													54 [less than minimum of 75]			

Approach:	North Bound				South Bound				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	1	0	0	0	0	0	1
Initial Vol:	0	0	0	0	13	0	157	0	104	352	0	0	0	318	12	0
Major Street Volume:													786			
Minor Approach Volume:													170			
Minor Approach Volume Threshold:													134			

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #38 SR 49 / Pleasant Valley

Intersection #38 SR 49 / Pleasant Valley

Base Volume Alternative: Peak Hour Warrant Met

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			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	232	0	225	0	0	0	0	427	250	288	544	0
Major Street Volume:	1509											
Minor Approach Volume:	457											
Minor Approach Volume Threshold:	143											

Approach:	North Bound			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		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	143	0	138	0	0	0	0	262	154	177	335	0
Major Street Volume:	928											
Minor Approach Volume:	281											
Minor Approach Volume Threshold:	311											

SIGNAL WARRANT DISCLAIMER

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SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Average Delay (sec/veh): 7.4 Worst Case Level Of Service: F[54.6]

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: C[15.7]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for SR 49 and Miller Way.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for SR 49 and Miller Way.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 SR 49 / Main

Average Delay (sec/veh): 247.7 Worst Case Level Of Service: F[867.4]

Street Name: SR 49 Main

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 1 0 0 1 0 0 1 0 0 1! 0 0

Volume Module:

Base Vol: 70 289 311 46 235 96 96 77 62 203 113 72
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 70 289 311 46 235 96 96 77 62 203 113 72
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 74 304 327 48 247 101 101 81 65 214 119 76
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 74 304 327 48 247 101 101 81 65 214 119 76

Critical Gap Module:

Critical Gp: 4.2 xxxx xxxxxx 4.2 xxxx xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxxx 2.3 xxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:

Cnflct Vol: 348 xxxx xxxxxx 632 xxxx xxxxxx 1107 1174 298 1083 1061 468
Potent Cap.: 1178 xxxx xxxxxx 923 xxxx xxxxxx 189 194 746 196 226 599
Move Cap.: 1178 xxxx xxxxxx 923 xxxx xxxxxx 80 171 746 104 200 599
Volume/Cap: 0.06 xxxx xxxxxx 0.05 xxxx xxxxxx 1.26 0.47 0.09 2.06 0.59 0.13

Level Of Service Module:

2Way95thQ: 0.2 xxxx xxxxxx 0.2 xxxx xxxxxx xxxx xxxxx 0.3 xxxx xxxxx xxxxxx
Control Del: 8.3 xxxx xxxxxx 9.1 xxxx xxxxxx xxxxxx xxxxx 10.3 xxxxxx xxxxx xxxxxx
LOS by Move: A * * A * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 105 xxxx xxxxxx xxxx 147 xxxxxx
SharedQueue:xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 14.4 xxxx xxxxxx xxxxxx 36.8 xxxxxx
Shrd ConDel:xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 435.8 xxxx xxxxxx xxxxxx 867 xxxxxx
Shared LOS: * * * * * F * * * F *
ApproachDel: xxxxxx xxxxxx 323.5 867.4
ApproachLOS: * * F F

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 SR 49 / Main

Average Delay (sec/veh): 1053.0 Worst Case Level Of Service: F[1925.0]

Street Name: SR 49 Main

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 1 0 0 1 0 0 1 0 0 1! 0 0

Volume Module:

Base Vol: 144 144 200 44 159 92 96 93 107 252 155 252
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 144 144 200 44 159 92 96 93 107 252 155 252
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 167 167 233 51 185 107 112 108 124 293 180 293
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 167 167 233 51 185 107 112 108 124 293 180 293

Critical Gap Module:

Critical Gp: 4.2 xxxx xxxxxx 4.2 xxxx xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxxx 2.3 xxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:

Cnflct Vol: 292 xxxx xxxxxx 400 xxxx xxxxxx 1196 1076 238 1076 1013 284
Potent Cap.: 1236 xxxx xxxxxx 1127 xxxx xxxxxx 165 221 806 199 241 760
Move Cap.: 1236 xxxx xxxxxx 1127 xxxx xxxxxx 17 180 806 76 196 760
Volume/Cap: 0.14 xxxx xxxxxx 0.05 xxxx xxxxxx 6.42 0.60 0.15 3.84 0.92 0.39

Level Of Service Module:

2Way95thQ: 0.5 xxxx xxxxxx 0.1 xxxx xxxxxx xxxx xxxxx 0.5 xxxx xxxxx xxxxxx
Control Del: 8.4 xxxx xxxxxx 8.3 xxxx xxxxxx xxxxxx xxxxx 10.3 xxxxxx xxxxx xxxxxx
LOS by Move: A * * A * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 31 xxxx xxxxxx xxxx 149 xxxxxx
SharedQueue:xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 26.6 xxxx xxxxxx xxxxxx 80.7 xxxxxx
Shrd ConDel:xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 2957 xxxx xxxxxx xxxxxx 1925 xxxxxx
Shared LOS: * * * * * F * * * F *
ApproachDel: xxxxxx xxxxxx 1891.6 1925.0
ApproachLOS: * * F F

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 SR 49 / Poplar

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[13.8]

Street Name: SR 49 Poplar

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 1 0 0 0).

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 SR 49 / Poplar

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[13.6]

Street Name: SR 49 Poplar

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 1 0 0 0).

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 SR 49 / Empire

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: E[38.7]

Street Name: SR 49 Empire

Approach: 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 1 0 0 1! 0 0

Volume Module:

Base Vol: 50 712 3 14 522 15 18 3 39 10 7 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 712 3 14 522 15 18 3 39 10 7 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: 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: 52 742 3 15 544 16 19 3 41 10 7 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 52 742 3 15 544 16 19 3 41 10 7 6

Critical Gap Module:

Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:

Cnflct Vol: 559 xxxx xxxxx 745 xxxx xxxxx 1435 1430 552 1450 1436 743
Potent Cap.: 982 xxxx xxxxx 836 xxxx xxxxx 113 136 538 110 135 418
Move Cap.: 982 xxxx xxxxx 836 xxxx xxxxx 100 126 538 94 125 418
Volume/Cap: 0.05 xxxx xxxxx 0.02 xxxx xxxxx 0.19 0.02 0.08 0.11 0.06 0.01

Level Of Service Module:

2Way95thQ: 0.2 xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxxx 0.2 xxxx xxxxx xxxxx
Control Del: 8.9 xxxx xxxxx 9.4 xxxx xxxxx xxxxx xxxxx 12.2 xxxx xxxxx xxxxx
LOS by Move: A * * A * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 103 xxxx xxxxx xxxx 130 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.8 xxxx xxxxx xxxxx 0.6 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 49.0 xxxx xxxxx xxxxx 38.7 xxxxx
Shared LOS: * * * * * E * * * E *
ApproachDel: xxxxxx xxxxxx 25.1 38.7
ApproachLOS: * * D E

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 SR 49 / Empire

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: D[30.9]

Street Name: SR 49 Empire

Approach: 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 1 0 0 1! 0 0

Volume Module:

Base Vol: 46 524 2 0 556 0 1 0 36 7 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: 46 524 2 0 556 0 1 0 36 7 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: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 52 589 2 0 625 0 1 0 40 8 0 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 52 589 2 0 625 0 1 0 40 8 0 3

Critical Gap Module:

Critical Gp: 4.2 xxxx xxxxx xxxx xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:

Cnflct Vol: 625 xxxx xxxxx xxxx xxxx xxxxx 1320 1319 625 1338 1318 590
Potent Cap.: 928 xxxx xxxxx xxxx xxxx xxxxx 135 158 489 131 159 511
Move Cap.: 928 xxxx xxxxx xxxx xxxx xxxxx 128 149 489 115 150 511
Volume/Cap: 0.06 xxxx xxxxx xxxx xxxx xxxxx 0.01 0.00 0.08 0.07 0.00 0.01

Level Of Service Module:

2Way95thQ: 0.2 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx 0.3 xxxx xxxx xxxxx
Control Del: 9.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 13.0 xxxxx xxxx xxxxx
LOS by Move: A * * * * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 128 xxxx xxxxx xxxx 150 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx 0.2 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 33.3 xxxx xxxxx xxxxx 30.9 xxxxx
Shared LOS: * * * * * D * * * D *
ApproachDel: xxxxxx xxxxxx 13.6 30.9
ApproachLOS: * * B D

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 SR 49 / Randolph Dr.

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: D[25.2]

Street Name: SR 49 Randolph

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign

Rights: Include Include Include Include

Lanes: 1 0 1 0 0 0 0 0 1 0 0 0 0 0

Volume Module:

Table with 13 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module:

Table with 13 columns for critical gap metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 13 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 13 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 SR 49 / Randolph Dr.

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[18.4]

Street Name: SR 49 Randolph

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign

Rights: Include Include Include Include

Lanes: 1 0 1 0 0 0 0 0 1 0 0 0 0 0

Volume Module:

Table with 13 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module:

Table with 13 columns for critical gap metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 13 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 13 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 SR 49 / SR 16

Intersection #6 SR 49 / SR 16

Cycle (sec): 65
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.838
Average Delay (sec/veh): 25.5
Level Of Service: C

Cycle (sec): 60
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.699
Average Delay (sec/veh): 18.3
Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and SR 16.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and SR 16.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, Final Sat.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, Final Sat.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 SR 124 / SR 16

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: C[19.8]

Table with columns for Street Name (SR 124, SR 16), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Channel, Include), and Lanes.

Volume Module:

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for various movements.

Critical Gap Module:

Table showing Critical Gap and FollowUpTim values for different movements.

Capacity Module:

Table showing Capacity data including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for various movements.

Level Of Service Module:

Table showing Level Of Service data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 SR 124 / SR 16

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[14.8]

Table with columns for Street Name (SR 124, SR 16), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Channel, Include), and Lanes.

Volume Module:

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for various movements.

Critical Gap Module:

Table showing Critical Gap and FollowUpTim values for different movements.

Capacity Module:

Table showing Capacity data including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for various movements.

Level Of Service Module:

Table showing Level Of Service data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Latrobe (Amador) / SR 16

Cycle (sec): 60 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue. Rows for North Bound, South Bound, East Bound, West Bound.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Latrobe (Amador) / SR 16

Cycle (sec): 60 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.5
Optimal Cycle: OPTIMIZED Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue. Rows for North Bound, South Bound, East Bound, West Bound.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Table with columns for Street Name (SR 104, SR 124), Approach (North, South, East, West), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for various movements.

Critical Gap Module:

Table with columns for Critical Gap and FollowUpTim for various movements.

Capacity Module:

Table with columns for Conflict Vol, Potent Cap., Move Cap., and Volume/Cap. for various movements.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Average Delay (sec/veh): 340.1 Worst Case Level Of Service: F[1973.3]

Table with columns for Street Name (SR 104, SR 124), Approach (North, South, East, West), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for various movements.

Critical Gap Module:

Table with columns for Critical Gap and FollowUpTim for various movements.

Capacity Module:

Table with columns for Conflict Vol, Potent Cap., Move Cap., and Volume/Cap. for various movements.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Average Delay (sec/veh): 597.5 Worst Case Level Of Service: F[1189.7]

Average Delay (sec/veh): 238.3 Worst Case Level Of Service: F[511.2]

Street Name: Preston Main
Approach: North Bound South Bound 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 0 0 1 0

Street Name: Preston Main
Approach: North Bound South Bound 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 0 0 1 0

Volume Module:
Base Vol: 0 0 0 826 0 141 127 35 0 0 25 774
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 826 0 141 127 35 0 0 25 774
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 0 0 0 960 0 164 148 41 0 0 29 900
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 960 0 164 148 41 0 0 29 900

Volume Module:
Base Vol: 0 0 0 647 0 84 99 32 0 0 24 686
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 647 0 84 99 32 0 0 24 686
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 0 0 0 727 0 94 111 36 0 0 27 771
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 727 0 94 111 36 0 0 27 771

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.4 6.5 6.2 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx 3.5 4.0 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 6.4 6.5 6.2 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx 3.5 4.0 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 815 815 479 929 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 350 314 591 744 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 291 246 591 744 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx 3.29 0.00 0.28 0.20 xxxx xxxxx xxxx xxxx xxxxx

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 671 671 412 798 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 425 380 644 833 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 379 326 644 833 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx 1.92 0.00 0.15 0.13 xxxx xxxxx xxxx xxxx xxxxx

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.7 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 11.0 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * * B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx 315 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 105 xxxxx 0.7 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 1190 xxxxx 11.0 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * F * * * * *
ApproachDel: xxxxxx 1189.7 xxxxxx xxxxxx
ApproachLOS: * F * * *

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.5 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 10.0 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx 397 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 58.3 xxxxx 0.5 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 511 xxxxx 10.0 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * F * * * * *
ApproachDel: xxxxxx 511.2 xxxxxx xxxxxx
ApproachLOS: * F * * *

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Average Delay (sec/veh): 179.8 Worst Case Level Of Service: F[916.3]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes for SR 124 (Church) and SR 104 (Main).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module table with columns for Critical Gp, FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Average Delay (sec/veh): 169.3 Worst Case Level Of Service: F[687.9]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes for SR 124 (Church) and SR 104 (Main).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module table with columns for Critical Gp, FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #12 SR 124 / SR 88

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: B[13.9]

Table with columns for Street Name (SR 124, SR 88), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for various movements.

Critical Gap Module table showing Critical Gap, FollowUpTim, and other timing parameters.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, and ApproachDel/ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #12 SR 124 / SR 88

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[14.4]

Table with columns for Street Name (SR 124, SR 88), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for various movements.

Critical Gap Module table showing Critical Gap, FollowUpTim, and other timing parameters.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, and ApproachDel/ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 Jackson Valley / SR 88

Average Delay (sec/veh): 21.3 Worst Case Level Of Service: F[236.4]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module. Includes data for North, South, East, and West bounds.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table with columns for Critical Gap Module, Critical Gp, and FollowUpTim.

Table with columns for Capacity Module, Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with columns for Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 Jackson Valley / SR 88

Average Delay (sec/veh): 13.7 Worst Case Level Of Service: F[79.5]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module. Includes data for North, South, East, and West bounds.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table with columns for Critical Gap Module, Critical Gp, and FollowUpTim.

Table with columns for Capacity Module, Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with columns for Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Table with columns for Street Name (SR 88, Liberty), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume across various movements.

Critical Gap Module:

Table with columns for Critical Gap and FollowUpTim across various movements.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. across various movements.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Table with columns for Street Name (SR 88, Liberty), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume across various movements.

Critical Gap Module:

Table with columns for Critical Gap and FollowUpTim across various movements.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. across various movements.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 SR 88 / SR 12 (east)
Cycle (sec): 90
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED

Intersection #15 SR 88 / SR 12 (east)
Cycle (sec): 85
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED

Street Name: SR 88 SR 12 (east)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 7 0 7 4 7 0 0 7 7
Lanes: 0 0 0 0 1 0 0 0 2 2 0 1 0 0 0 0 1 0 1

Street Name: SR 88 SR 12 (east)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 7 0 7 4 7 0 0 7 7
Lanes: 0 0 0 0 1 0 0 0 2 2 0 1 0 0 0 0 1 0 1

Volume Module:
Base Vol: 0 0 0 105 0 1374 1171 558 0 0 460 63
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 105 0 1374 1171 558 0 0 460 63
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 0 0 0 108 0 1416 1207 575 0 0 474 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 108 0 1416 1207 575 0 0 474 65
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 108 0 1416 1207 575 0 0 474 65

Volume Module:
Base Vol: 0 0 0 76 0 1291 1099 524 0 0 432 59
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 76 0 1291 1099 524 0 0 432 59
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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 81 0 1373 1169 557 0 0 460 63
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 81 0 1373 1169 557 0 0 460 63
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 81 0 1373 1169 557 0 0 460 63

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.89 1.00 0.70 0.86 0.94 1.00 1.00 0.94 0.79
Lanes: 0.00 0.00 0.00 1.00 0.00 2.00 2.00 1.00 0.00 0.00 1.00 1.00
Final Sat.: 0 0 0 1688 0 2658 3274 1777 0 0 1777 1510

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.89 1.00 0.70 0.86 0.94 1.00 1.00 0.94 0.79
Lanes: 0.00 0.00 0.00 1.00 0.00 2.00 2.00 1.00 0.00 0.00 1.00 1.00
Final Sat.: 0 0 0 1688 0 2658 3274 1777 0 0 1777 1510

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.53 0.37 0.32 0.00 0.00 0.27 0.04
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.18 0.00 0.58 0.40 0.69 0.00 0.00 0.29 0.29
Volume/Cap: 0.00 0.00 0.00 0.36 0.00 0.92 0.92 0.47 0.00 0.00 0.92 0.15
Delay/Veh: 0.0 0.0 0.0 33.2 0.0 26.8 36.7 6.7 0.0 0.0 53.4 23.9
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 33.2 0.0 26.8 36.7 6.7 0.0 0.0 53.4 23.9
LOS by Move: A A A C A C D A A A D C
DesignQueue: 0 0 0 5 0 19 20 10 0 0 18 2

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.52 0.36 0.31 0.00 0.00 0.26 0.04
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.18 0.00 0.57 0.40 0.68 0.00 0.00 0.29 0.29
Volume/Cap: 0.00 0.00 0.00 0.27 0.00 0.90 0.90 0.46 0.00 0.00 0.90 0.15
Delay/Veh: 0.0 0.0 0.0 30.7 0.0 24.0 33.2 6.5 0.0 0.0 48.5 22.7
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 30.7 0.0 24.0 33.2 6.5 0.0 0.0 48.5 22.7
LOS by Move: A A A C A C C A A A D C
DesignQueue: 0 0 0 3 0 18 19 9 0 0 17 2

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 SR 88 / Victor (SR 12 west)

Cycle (sec): 120 Critical Vol./Cap.(X): 1.048
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 68.8
Optimal Cycle: OPTIMIZED Level Of Service: E

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (west).

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 SR 88 / Victor (SR 12 west)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 40.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (west).

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 SR 88 / Kettleman Ln.

Cycle (sec): 120 Critical Vol./Cap.(X): 1.542
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 241.0
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name: SR 88 Kettleman
Approach: North Bound South Bound East Bound West Bound
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: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 0 0 1 0 0

Volume Module:
Base Vol: 28 666 11 33 1221 83 472 244 61 28 83 22
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 28 666 11 33 1221 83 472 244 61 28 83 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 30 709 12 35 1299 88 502 260 65 30 88 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 709 12 35 1299 88 502 260 65 30 88 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 709 12 35 1299 88 502 260 65 30 88 23

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.93 0.93 0.89 0.93 0.93 0.96 0.96 0.96 0.97 0.97 0.97
Lanes: 1.00 0.98 0.02 1.00 0.94 0.06 0.61 0.31 0.08 0.21 0.62 0.17
Final Sat.: 1688 1744 29 1688 1647 112 1108 573 143 387 1148 304

Capacity Analysis Module:
Vol/Sat: 0.02 0.41 0.41 0.02 0.79 0.79 0.45 0.45 0.45 0.08 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.03 0.49 0.49 0.04 0.49 0.49 0.28 0.28 0.28 0.06 0.06 0.06
Volume/Cap: 0.53 0.84 0.84 0.52 1.60 1.60 1.60 1.60 1.60 1.32 1.32 1.32
Delay/Veh: 66.3 33.9 33.9 63.7 307 306.9 323.1 323 323.1 251.0 251 251.0
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: 66.3 33.9 33.9 63.7 307 306.9 323.1 323 323.1 251.0 251 251.0
LOS by Move: E C C E F F F F F F F F
DesignQueue: 2 27 27 2 58 58 45 45 45 9 9 9

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 SR 88 / Kettleman Ln.

Cycle (sec): 120 Critical Vol./Cap.(X): 1.239
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 143.8
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name: SR 88 Kettleman
Approach: North Bound South Bound East Bound West Bound
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: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 0 0 1 0 0

Volume Module:
Base Vol: 22 414 9 27 979 71 378 196 49 22 67 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 22 414 9 27 979 71 378 196 49 22 67 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: 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: 23 440 10 29 1041 76 402 209 52 23 71 19
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 23 440 10 29 1041 76 402 209 52 23 71 19
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 23 440 10 29 1041 76 402 209 52 23 71 19

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.93 0.93 0.89 0.93 0.93 0.96 0.96 0.96 0.97 0.97 0.97
Lanes: 1.00 0.98 0.02 1.00 0.93 0.07 0.61 0.31 0.08 0.20 0.63 0.17
Final Sat.: 1688 1733 38 1688 1640 119 1107 574 144 378 1151 309

Capacity Analysis Module:
Vol/Sat: 0.01 0.25 0.25 0.02 0.64 0.64 0.36 0.36 0.36 0.06 0.06 0.06
Crit Moves: ****
Green/Cycle: 0.03 0.47 0.47 0.06 0.49 0.49 0.28 0.28 0.28 0.06 0.06 0.06
Volume/Cap: 0.42 0.55 0.55 0.28 1.29 1.29 1.29 1.29 1.29 1.06 1.06 1.06
Delay/Veh: 61.8 23.8 23.8 55.3 169 168.8 186.9 187 186.9 161.1 161 161.1
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: 61.8 23.8 23.8 55.3 169 168.8 186.9 187 186.9 161.1 161 161.1
LOS by Move: E C C E F F F F F F F F
DesignQueue: 2 17 17 2 45 45 35 35 35 7 7 7

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Ione / SR 16

Cycle (sec): 65 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #19 Ione / SR 16

Cycle (sec): 60 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name: Ione SR 16
Approach: North Bound South Bound East Bound 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 0 0 0 0 7 7 4 7 0
Lanes: 0 0 1 0 0 0 0 0 0 1 0 1 0 1 0 0

Street Name: Ione SR 16
Approach: North Bound South Bound East Bound 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 0 0 0 0 7 7 4 7 0
Lanes: 0 0 1 0 0 0 0 0 0 0 0 1 0 1 0 0

Volume Module:
Base Vol: 208 0 22 0 0 0 0 459 191 20 297 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 208 0 22 0 0 0 0 459 191 20 297 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 234 0 25 0 0 0 0 516 215 22 334 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 234 0 25 0 0 0 0 516 215 22 334 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 234 0 25 0 0 0 0 516 215 22 334 0

Volume Module:
Base Vol: 139 0 2 0 0 0 0 350 89 0 368 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 139 0 2 0 0 0 0 350 89 0 368 0
User Adj: 1.00 1.00 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: 142 0 2 0 0 0 0 357 91 0 376 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 142 0 2 0 0 0 0 357 91 0 376 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 142 0 2 0 0 0 0 357 91 0 376 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.94 1.00 0.94 1.00 1.00 1.00 1.00 0.91 0.91 0.90 0.95 1.00
Lanes: 0.90 0.00 0.10 0.00 0.00 0.00 0.00 0.71 0.29 1.00 1.00 0.00
Final Sat.: 1623 0 172 0 0 0 0 1226 510 1718 1809 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 0.95 1.00 1.00 1.00 1.00 0.93 0.93 1.00 0.95 1.00
Lanes: 0.99 0.00 0.01 0.00 0.00 0.00 0.00 0.80 0.20 1.00 1.00 0.00
Final Sat.: 1781 0 26 0 0 0 0 1403 357 1900 1809 0

Capacity Analysis Module:
Vol/Sat: 0.14 0.00 0.14 0.00 0.00 0.00 0.00 0.42 0.42 0.01 0.18 0.00
Crit Moves: ****
Green/Cycle: 0.19 0.00 0.19 0.00 0.00 0.00 0.00 0.56 0.56 0.06 0.62 0.00
Volume/Cap: 0.75 0.00 0.75 0.00 0.00 0.00 0.00 0.75 0.75 0.21 0.30 0.00
Delay/Veh: 33.6 0.0 33.6 0.0 0.0 0.0 0.0 14.0 14.0 30.0 5.8 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 33.6 0.0 33.6 0.0 0.0 0.0 0.0 14.0 14.0 30.0 5.8 0.0
LOS by Move: C A C A A A A B B C A A
DesignQueue: 8 0 8 0 0 0 0 13 13 1 5 0

Capacity Analysis Module:
Vol/Sat: 0.08 0.00 0.08 0.00 0.00 0.00 0.00 0.25 0.25 0.00 0.21 0.00
Crit Moves: ****
Green/Cycle: 0.19 0.00 0.19 0.00 0.00 0.00 0.00 0.61 0.61 0.00 0.61 0.00
Volume/Cap: 0.42 0.00 0.42 0.00 0.00 0.00 0.00 0.42 0.42 0.00 0.34 0.00
Delay/Veh: 22.2 0.0 22.2 0.0 0.0 0.0 0.0 6.4 6.4 0.0 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 1.00
AdjDel/Veh: 22.2 0.0 22.2 0.0 0.0 0.0 0.0 6.4 6.4 0.0 6.0 0.0
LOS by Move: C A C A A A A A A A A A
DesignQueue: 4 0 4 0 0 0 0 6 6 0 5 0

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Murieta South Pkwy / SR 16

Intersection #20 Murieta South Pkwy / SR 16

Cycle (sec): 60
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED

Cycle (sec): 60
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED

Street Name: Murieta South Parkway SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Street Name: Murieta South Parkway SR 16
Approach: North Bound South 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 Include
Min. Green: 5 5 5 5 5 5 4 7 7 4 7 7
Lanes: 0 0 1 0 0 0 1 0 0 1 0 1 0

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 5 5 5 5 5 5 4 7 7 4 7 7
Lanes: 0 1 0 0 0 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 7 5 5 14 2 142 188 608 12 0 390 23
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 7 5 5 14 2 142 188 608 12 0 390 23
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 7 5 5 15 2 151 200 647 13 0 415 24
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 7 5 5 15 2 151 200 647 13 0 415 24
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 7 5 5 15 2 151 200 647 13 0 415 24

Volume Module:
Base Vol: 5 2 0 12 5 187 220 521 5 0 512 16
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 2 0 12 5 187 220 521 5 0 512 16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 5 2 0 13 5 195 229 543 5 0 533 17
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 2 0 13 5 195 229 543 5 0 533 17
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 5 2 0 13 5 195 229 543 5 0 533 17

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.82 0.82 0.82 0.75 0.75 0.85 0.90 0.95 0.95 1.00 0.94 0.94
Lanes: 0.42 0.29 0.29 0.87 0.13 1.00 1.00 0.98 0.02 1.00 0.94 0.06
Final Sat.: 639 457 457 1250 179 1615 1718 1768 35 1900 1694 100

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.78 0.78 1.00 0.77 0.77 0.85 0.90 0.95 0.95 1.00 0.95 0.95
Lanes: 0.71 0.29 0.00 0.71 0.29 1.00 1.00 0.99 0.01 1.00 0.97 0.03
Final Sat.: 1052 421 0 1038 433 1615 1718 1790 17 1900 1747 55

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.01 0.01 0.09 0.12 0.37 0.37 0.00 0.24 0.24
Crit Moves: ****
Green/Cycle: 0.08 0.08 0.08 0.08 0.08 0.31 0.23 0.72 0.72 0.00 0.49 0.49
Volume/Cap: 0.14 0.14 0.14 0.14 0.14 0.30 0.50 0.51 0.51 0.00 0.50 0.50
Delay/Veh: 26.0 26.0 26.0 26.1 26.1 15.9 21.1 4.1 4.1 0.0 11.0 11.0
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: 26.0 26.0 26.0 26.1 26.1 15.9 21.1 4.1 4.1 0.0 11.0 11.0
LOS by Move: C C C C C B C A A A B B
DesignQueue: 1 1 1 1 1 4 5 7 7 0 8 8

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.01 0.12 0.13 0.30 0.30 0.00 0.31 0.31
Crit Moves: ****
Green/Cycle: 0.08 0.08 0.00 0.08 0.08 0.30 0.22 0.72 0.72 0.00 0.50 0.50
Volume/Cap: 0.06 0.06 0.00 0.14 0.14 0.40 0.61 0.42 0.42 0.00 0.61 0.61
Delay/Veh: 25.5 25.5 0.0 26.1 26.1 17.2 24.2 3.7 3.7 0.0 12.1 12.1
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: 25.5 25.5 0.0 26.1 26.1 17.2 24.2 3.7 3.7 0.0 12.1 12.1
LOS by Move: C C A C C B C A A A B B
DesignQueue: 0 0 0 1 1 5 6 6 6 0 10 10

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Murieta Pkwy / SR 16

Cycle (sec): 70 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 30.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows for North, South, East, West bounds.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for North, South, East, West bounds.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue. Rows for North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Murieta Pkwy / SR 16

Cycle (sec): 90 Critical Vol./Cap.(X): 0.972
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 44.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows for North, South, East, West bounds.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for North, South, East, West bounds.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue. Rows for North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #22 Stonehouse / SR 16

Intersection #22 Stonehouse / SR 16

Average Delay (sec/veh): 41.9 Worst Case Level Of Service: F[735.5]

Average Delay (sec/veh): 59.5 Worst Case Level Of Service: F[1430.3]

Street Name: Stonehouse SR 16

Street Name: Stonehouse SR 16

Table with columns: Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module:

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #23 Latrobe (Sac) / SR 16

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: F[225.4]

Street Name: Latrobe (Sac) SR 16

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0-1).

Volume Module:

Table with 12 columns for traffic flows and 4 rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module:

Table with 12 columns for traffic flows and 2 rows for Critical Gp, FollowUpTim.

Capacity Module:

Table with 12 columns for traffic flows and 4 rows for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for traffic flows and 8 rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #23 Latrobe (Sac) / SR 16

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: F[289.2]

Street Name: Latrobe (Sac) SR 16

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0-1).

Volume Module:

Table with 12 columns for traffic flows and 4 rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module:

Table with 12 columns for traffic flows and 2 rows for Critical Gp, FollowUpTim.

Capacity Module:

Table with 12 columns for traffic flows and 4 rows for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for traffic flows and 8 rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Dillard / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.005
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 40.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Intersection #24 Dillard / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 0.981
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 36.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Dillard and SR 16.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Dillard and SR 16.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows for Dillard and SR 16.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows for Dillard and SR 16.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Dillard and SR 16.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Dillard and SR 16.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue. Rows for Dillard and SR 16.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue. Rows for Dillard and SR 16.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #25 Sloughhouse / SR 16

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: D[34.9]

Street Name: Sloughhouse SR 16

Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Volume Module:

Table with 18 columns for traffic metrics: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume. Values are provided for each of the 18 movements.

Critical Gap Module:

Table with 18 columns for critical gap metrics: Critical Gp, FollowUpTim. Values are provided for each of the 18 movements.

Capacity Module:

Table with 18 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Values are provided for each of the 18 movements.

Level Of Service Module:

Table with 18 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Values are provided for each of the 18 movements.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #25 Sloughhouse / SR 16

Average Delay (sec/veh): 9.8 Worst Case Level Of Service: F[216.2]

Street Name: Sloughhouse SR 16

Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Volume Module:

Table with 18 columns for traffic metrics: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume. Values are provided for each of the 18 movements.

Critical Gap Module:

Table with 18 columns for critical gap metrics: Critical Gp, FollowUpTim. Values are provided for each of the 18 movements.

Capacity Module:

Table with 18 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Values are provided for each of the 18 movements.

Level Of Service Module:

Table with 18 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Values are provided for each of the 18 movements.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 Grant Line / SR 16

Cycle (sec): 120 Critical Vol./Cap.(X): 1.085
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 83.5
Optimal Cycle: OPTIMIZED Level Of Service: F

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 Grant Line / SR 16

Cycle (sec): 120 Critical Vol./Cap.(X): 0.961
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 42.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Sunrise / SR 16
Cycle (sec): 110 Critical Vol./Cap.(X): 0.945
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 55.2
Optimal Cycle: OPTIMIZED Level Of Service: E

Intersection #27 Sunrise / SR 16
Cycle (sec): 110 Critical Vol./Cap.(X): 0.934
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 41.0
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name: Sunrise SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ovl Ovl Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 3 0 1 1 0 3 0 1 2 0 1 0 1 1 0 1 0 1

Street Name: Sunrise SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ovl Ovl Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 3 0 1 1 0 3 0 1 2 0 1 0 1 1 0 1 0 1

Volume Module:
Base Vol: 16 391 59 322 1200 89 150 896 19 34 405 172
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 16 391 59 322 1200 89 150 896 19 34 405 172
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 17 407 61 335 1250 93 156 933 20 35 422 179
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 407 61 335 1250 93 156 933 20 35 422 179
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 17 407 61 335 1250 93 156 933 20 35 422 179

Volume Module:
Base Vol: 9 258 36 338 323 58 48 866 23 40 741 313
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 9 258 36 338 323 58 48 866 23 40 741 313
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 9 272 38 356 340 61 51 912 24 42 780 329
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 9 272 38 356 340 61 51 912 24 42 780 329
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 9 272 38 356 340 61 51 912 24 42 780 329

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.85 0.92 0.78 0.87 0.92 0.78
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 5187 1615 1805 5187 1615 3211 1742 1481 1655 1742 1481

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.85 0.92 0.78 0.87 0.92 0.78
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 5187 1615 1805 5187 1615 3211 1742 1481 1655 1742 1481

Capacity Analysis Module:
Vol/Sat: 0.01 0.08 0.04 0.19 0.24 0.06 0.05 0.54 0.01 0.02 0.24 0.12
Crit Moves: ****
Green/Cycle: 0.04 0.08 0.12 0.20 0.24 0.34 0.10 0.54 0.58 0.04 0.48 0.68
Volume/Cap: 0.25 0.95 0.32 0.95 0.99 0.17 0.51 0.99 0.02 0.59 0.51 0.18
Delay/Veh: 53.6 80.6 45.3 78.0 65.3 25.6 48.6 52.8 10.1 66.5 20.2 6.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 53.6 80.6 45.3 78.0 65.3 25.6 48.6 52.8 10.1 66.5 20.2 6.7
LOS by Move: D F D E E C D D B E C A
DesignQueue: 1 9 3 17 23 4 4 30 1 2 14 4

Capacity Analysis Module:
Vol/Sat: 0.01 0.05 0.02 0.20 0.07 0.04 0.02 0.52 0.02 0.03 0.45 0.22
Crit Moves: ****
Green/Cycle: 0.10 0.06 0.10 0.21 0.17 0.22 0.04 0.55 0.64 0.04 0.54 0.75
Volume/Cap: 0.05 0.82 0.23 0.95 0.38 0.17 0.36 0.95 0.03 0.70 0.83 0.30
Delay/Veh: 45.3 66.1 46.4 78.0 40.4 35.2 52.6 42.6 7.1 83.0 27.2 4.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 45.3 66.1 46.4 78.0 40.4 35.2 52.6 42.6 7.1 83.0 27.2 4.7
LOS by Move: D E D E D D D A F C A
DesignQueue: 1 6 2 18 6 3 2 29 1 2 25 5

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Excelsior / SR 16
Cycle (sec): 80
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.904
Average Delay (sec/veh): 34.1
Level Of Service: C

Intersection #28 Excelsior / SR 16
Cycle (sec): 60
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.555
Average Delay (sec/veh): 18.8
Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue. Rows for North Bound, South Bound, East Bound, West Bound.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Bradshwa / SR 16

Intersection #29 Bradshwa / SR 16

Cycle (sec): 120 Critical Vol./Cap.(X): 1.965
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 380.5
Optimal Cycle: OPTIMIZED Level Of Service: F

Cycle (sec): 120 Critical Vol./Cap.(X): 1.062
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 72.7
Optimal Cycle: OPTIMIZED Level Of Service: E

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Bradshaw and SR 16.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Bradshaw and SR 16.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns for Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Latrobe / White Rock

Intersection #30 Latrobe / White Rock

Cycle (sec): 115 Critical Vol./Cap.(X): 1.137
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 80.2
Optimal Cycle: OPTIMIZED Level Of Service: F

Cycle (sec): 60 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Latrobe and White Rock.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Latrobe and White Rock.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns for Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #31 Latrobe / S. Shingle

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[18.3]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #31 Latrobe / S. Shingle

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[14.1]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Missouri Flat / Pleasant Valley

Cycle (sec): 60 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Missouri Flat and Pleasant Valley.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, Final Sat.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Missouri Flat / Pleasant Valley

Cycle (sec): 60 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Missouri Flat and Pleasant Valley.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, Final Sat.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #37 Forni / Pleasant Valley

Average Delay (sec/veh): 6.5 Worst Case Level Of Service: D[31.1]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for Forni and Pleasant Valley.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #37 Forni / Pleasant Valley

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[13.2]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for Forni and Pleasant Valley.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #38 SR 49 / Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap.(X): 1.270
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 95.9
Optimal Cycle: 0 Level Of Service: F

Street Name: SR 49 Pleasant Valley
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 0 0 0 1 0 1 0 1 0 0

Volume Module:

Base Vol: 232 0 225 0 0 0 0 427 250 288 544 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 232 0 225 0 0 0 0 427 250 288 544 0
User Adj: 1.00 1.00 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: 242 0 234 0 0 0 0 445 260 300 567 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 242 0 234 0 0 0 0 445 260 300 567 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 242 0 234 0 0 0 0 445 260 300 567 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: 0.51 0.00 0.49 0.00 0.00 0.00 0.00 0.63 0.37 1.00 1.00 0.00
Final Sat.: 273 0 265 0 0 0 0 350 205 470 503 0

Capacity Analysis Module:

Vol/Sat: 0.88 xxxx 0.88 xxxx xxxx xxxx 1.27 1.27 0.64 1.13 xxxx
Crit Moves: ****
Delay/Veh: 41.7 0.0 41.7 0.0 0.0 0.0 0.0 156 156.0 22.9 105 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 41.7 0.0 41.7 0.0 0.0 0.0 0.0 156 156.0 22.9 105 0.0
LOS by Move: E * E * * * * F F C F *
ApproachDel: 41.7 xxxxxx 156.0 76.8
Delay Adj: 1.00 xxxxxx 1.00 1.00
ApprAdjDel: 41.7 xxxxxx 156.0 76.8
LOS by Appr: E * * * F F F
AllWayAvgQ: 4.8 4.8 4.8 0.0 0.0 0.0 22.6 22.6 1.6 13.3 0.0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #38 SR 49 / Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: 0 Level Of Service: C

Street Name: SR 49 Pleasant Valley
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 0 0 0 1 0 1 0 1 0 0

Volume Module:

Base Vol: 143 0 138 0 0 0 0 262 154 177 335 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: 143 0 138 0 0 0 0 262 154 177 335 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 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 163 0 157 0 0 0 0 298 175 201 381 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 163 0 157 0 0 0 0 298 175 201 381 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 163 0 157 0 0 0 0 298 175 201 381 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: 0.51 0.00 0.49 0.00 0.00 0.00 0.00 0.63 0.37 1.00 1.00 0.00
Final Sat.: 286 0 276 0 0 0 0 403 237 537 581 0

Capacity Analysis Module:

Vol/Sat: 0.57 xxxx 0.57 xxxx xxxx xxxx 0.74 0.74 0.37 0.65 xxxx
Crit Moves: ****
Delay/Veh: 16.2 0.0 16.2 0.0 0.0 0.0 0.0 21.7 21.7 13.1 19.2 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 1.00
AdjDel/Veh: 16.2 0.0 16.2 0.0 0.0 0.0 0.0 21.7 21.7 13.1 19.2 0.0
LOS by Move: C * C * * * * C C B C *
ApproachDel: 16.2 xxxxxx 21.7 17.1
Delay Adj: 1.00 xxxxxx 1.00 1.00
ApprAdjDel: 16.2 xxxxxx 21.7 17.1
LOS by Appr: C * * * C C C
AllWayAvgQ: 1.1 1.1 1.1 0.0 0.0 0.0 2.3 2.3 0.6 1.7 0.0

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Elliott / SR 88 (N)

Cycle (sec): 120
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 1.071
Average Delay (sec/veh): 69.3
Level Of Service: E

Table with columns for Street Name (Elliott, SR 88), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Permitted, Split Phase), Rights (Include, Ovl), and Lanes.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for various movements.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat for various movements.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue for various movements.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Elliott / SR 88 (N)

Cycle (sec): 85
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.918
Average Delay (sec/veh): 31.1
Level Of Service: C

Table with columns for Street Name (Elliott, SR 88), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Permitted, Split Phase), Rights (Include, Ovl), and Lanes.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for various movements.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat for various movements.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue for various movements.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative No Project - Friday
PM Peak Hour

Ione Casino
Cumulative No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Tully / SR 88 (S)

Intersection #40 Tully / SR 88 (S)

Cycle (sec): 80
Critical Vol./Cap.(X): 0.923
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 31.0
Optimal Cycle: OPTIMIZED
Level Of Service: C

Cycle (sec): 55
Critical Vol./Cap.(X): 0.821
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 19.9
Optimal Cycle: OPTIMIZED
Level Of Service: B

Street Name: Tully Rd. SR 88

Street Name: Tully Rd. SR 88

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0 7 7 4 7 0 7 7 7 0 0 0
Lanes: 0 0 0 1 0 1 0 1 0 0 1 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: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0 7 7 4 7 0 7 7 7 0 0 0
Lanes: 0 0 0 1 0 1 0 1 0 0 1 0 0 0 0 0

Volume Module:

Volume Module:

Base Vol: 0 39 66 286 660 0 88 1265 198 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 39 66 286 660 0 88 1265 198 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 42 72 311 717 0 96 1375 215 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 42 72 311 717 0 96 1375 215 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 42 72 311 717 0 96 1375 215 0 0 0

Base Vol: 0 31 59 234 540 0 72 1035 162 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 31 59 234 540 0 72 1035 162 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 34 64 254 587 0 78 1125 176 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 34 64 254 587 0 78 1125 176 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 34 64 254 587 0 78 1125 176 0 0 0

Saturation Flow Module:

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.92 0.92 0.95 1.00 1.00 0.79 0.89 0.79 1.00 1.00 1.00
Lanes: 0.00 0.37 0.63 1.00 1.00 0.00 1.00 2.00 1.00 0.00 0.00 0.00
Final Sat.: 0 646 1093 1805 1900 0 1510 3375 1510 0 0 0

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.91 0.91 0.95 1.00 1.00 0.79 0.89 0.79 1.00 1.00 1.00
Lanes: 0.00 0.34 0.66 1.00 1.00 0.00 1.00 2.00 1.00 0.00 0.00 0.00
Final Sat.: 0 596 1135 1805 1900 0 1510 3375 1510 0 0 0

Capacity Analysis Module:

Capacity Analysis Module:

Vol/Sat: 0.00 0.07 0.07 0.17 0.38 0.00 0.06 0.41 0.14 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.14 0.14 0.27 0.41 0.00 0.44 0.44 0.44 0.00 0.00 0.00
Volume/Cap: 0.00 0.48 0.48 0.64 0.92 0.00 0.14 0.92 0.32 0.00 0.00 0.00
Delay/Veh: 0.0 33.3 33.3 28.4 39.0 0.0 13.4 31.0 14.9 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
AdjDel/Veh: 0.0 33.3 33.3 28.4 39.0 0.0 13.4 31.0 14.9 0.0 0.0 0.0
LOS by Move: A C C C D A B C B A A A
DesignQueue: 0 4 4 11 21 0 2 20 6 0 0 0

Vol/Sat: 0.00 0.06 0.06 0.14 0.31 0.00 0.05 0.33 0.12 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.18 0.18 0.20 0.38 0.00 0.41 0.41 0.41 0.00 0.00 0.00
Volume/Cap: 0.00 0.32 0.32 0.71 0.82 0.00 0.13 0.82 0.29 0.00 0.00 0.00
Delay/Veh: 0.0 20.3 20.3 27.3 23.1 0.0 10.3 18.7 11.3 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
AdjDel/Veh: 0.0 20.3 20.3 27.3 23.1 0.0 10.3 18.7 11.3 0.0 0.0 0.0
LOS by Move: A C C C C A B B B A A A
DesignQueue: 0 2 2 6 12 0 1 12 3 0 0 0

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.



APPENDIX A

Intersection Operations Level of Service Calculation Worksheets Cumulative Plus Alternative A

 Ione Casino
 Cumulative + Alt. A - Friday
 PM Peak Hour

 Ione Casino
 Cum + Alt A - Sat
 PM Peak Hour

Scenario: CUM + Alt A Fri PM Scenario Report

Command: CUM + Alt A Fri PM
 Volume: CUM + Alt A Fri
 Geometry: Cumulative
 Impact Fee: Existing
 Trip Generation: Alt A (Ph II) Friday
 Trip Distribution: Existing
 Paths: 2006 (Amador Bypass)
 Routes: Existing
 Configuration: Existing

Scenario: CUM + Alt A Sat PM Scenario Report

Command: Cum + Alt A Sat PM
 Volume: Cum +Alt A Sat
 Geometry: Cumulative
 Impact Fee: Existing
 Trip Generation: Alt A (Ph II) Saturday
 Trip Distribution: Existing
 Paths: 2006 (Amador Bypass)
 Routes: Existing
 Configuration: Existing

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Trip Generation Report

Trip Generation Report

Forecast for Alt A (Ph II) Friday

Forecast for Alt A (Ph II) Saturday

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total	Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Ione Casino-	1.00	Ione Casino	287.00	246.00	287	246	533	100.0	1	Ione Casino-	1.00	Ione Casino	396.00	406.00	396	406	802	100.0
	Zone 1 Subtotal					287	246	533	100.0		Zone 1 Subtotal					396	406	802	100.0
TOTAL						287	246	533	100.0	TOTAL						396	406	802	100.0

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Trip Distribution Report

Trip Distribution Report

Percent Of Trips Existing

Percent Of Trips Existing

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	16.0	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
Zone	To Gates										
	12	13	14	15	16	17	18	19	20	22	23
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	9.6	13.1	0.1	0.1
Zone	To Gates										
	24	25	26	28	29						
1	0.8	1.4	1.6	4.8	0.1						

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	16.0	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
Zone	To Gates										
	12	13	14	15	16	17	18	19	20	22	23
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	9.6	13.1	0.1	0.1
Zone	To Gates										
	24	25	26	28	29						
1	0.8	1.4	1.6	4.8	0.1						

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Turning Movement Report
EPAP NP Fri + Alt A (Ph II) Friday

Turning Movement Report
Alt A (Ph II) Saturday + EPAP NP Sat

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 SR 49 / Miller Way														#1 SR 49 / Miller Way													
Base	167	205	68	43	218	42	25	0	103	54	0	19	944	Base	74	177	42	29	181	20	17	0	66	36	0	24	666
Added	0	49	0	0	57	0	0	0	0	0	0	0	106	Added	0	80	0	0	78	0	0	0	0	0	0	0	158
Total	167	254	68	43	275	42	25	0	103	54	0	19	1050	Total	74	257	42	29	259	20	17	0	66	36	0	24	824
#2 SR 49 / Main														#2 SR 49 / Main													
Base	70	289	311	46	235	96	96	77	62	203	113	72	1670	Base	144	144	200	44	159	92	96	93	107	252	155	252	1738
Added	9	49	1	0	57	0	0	0	11	1	0	0	128	Added	16	81	2	0	79	0	0	0	15	2	0	0	195
Total	79	338	312	46	292	96	96	77	73	204	113	72	1798	Total	160	225	202	44	238	92	96	93	122	254	155	252	1933
#3 SR 49 / Poplar														#3 SR 49 / Poplar													
Base	54	701	0	0	517	6	3	0	42	0	0	0	1323	Base	20	524	0	0	545	0	1	0	13	0	0	0	1103
Added	4	60	0	0	70	0	0	0	4	0	0	0	138	Added	6	98	0	0	96	0	0	0	6	0	0	0	206
Total	58	761	0	0	587	6	3	0	46	0	0	0	1461	Total	26	622	0	0	641	0	1	0	19	0	0	0	1309
#4 SR 49 / Empire														#4 SR 49 / Empire													
Base	50	712	3	14	522	15	18	3	39	10	7	6	1399	Base	46	524	2	0	556	0	1	0	36	7	0	3	1175
Added	7	63	0	0	74	0	0	0	8	0	0	0	152	Added	12	105	0	0	102	0	0	0	12	0	0	0	231
Total	57	775	3	14	596	15	18	3	47	10	7	6	1551	Total	58	629	2	0	658	0	1	0	48	7	0	3	1406
#5 SR 49 / Randolph Dr.														#5 SR 49 / Randolph Dr.													
Base	12	782	0	0	507	29	20	0	11	0	0	0	1361	Base	6	572	0	0	515	11	6	0	6	0	0	0	1116
Added	0	22	123	57	25	0	0	0	0	105	0	49	381	Added	0	36	169	79	35	0	0	0	0	173	0	81	573
PassBy	0	0	0	0	0	0	0	0	0	70	0	0	70	PassBy	0	0	0	0	0	0	0	0	0	116	0	0	116
Total	12	804	123	57	532	29	20	0	11	175	0	49	1812	Total	6	608	169	79	550	11	6	0	6	289	0	81	1805
#6 SR 49 / SR 16														#6 SR 49 / SR 16													
Base	363	0	437	0	0	0	0	373	554	322	196	0	2245	Base	329	0	309	0	0	0	0	238	435	277	231	0	1819
Added	0	0	15	0	0	0	0	190	0	13	163	0	381	Added	0	0	20	0	0	0	0	262	0	21	268	0	571
Total	363	0	452	0	0	0	0	563	554	335	359	0	2626	Total	329	0	329	0	0	0	0	500	435	298	499	0	2390
#7 SR 124 / SR 16														#7 SR 124 / SR 16													
Base	22	0	146	0	0	0	0	664	29	85	415	0	1361	Base	15	0	100	0	0	0	0	464	19	76	486	0	1160
Added	0	0	88	0	0	0	0	102	0	75	87	0	352	Added	0	0	121	0	0	0	0	140	0	124	144	0	529
Total	22	0	234	0	0	0	0	766	29	160	502	0	1713	Total	15	0	221	0	0	0	0	604	19	200	630	0	1689
#8 Latrobe (Amador) / SR 16														#8 Latrobe (Amador) / SR 16													
Base	0	0	0	206	0	11	6	489	0	0	310	171	1193	Base	0	0	0	153	0	0	4	383	0	0	340	133	1013
Added	0	0	0	0	0	0	0	102	0	0	87	0	189	Added	0	0	0	0	0	0	0	140	0	0	144	0	284
Total	0	0	0	206	0	11	6	591	0	0	397	171	1382	Total	0	0	0	153	0	0	4	523	0	0	484	133	1297
#9 SR 104 (Preston) / SR 124 (North)														#9 SR 104 (Preston) / SR 124 (North)													
Base	137	557	160	107	607	57	42	18	175	139	42	116	2157	Base	88	545	110	84	500	10	7	14	92	162	34	101	1747
Added	0	0	85	2	0	0	0	0	0	73	0	2	162	Added	0	0	118	3	0	0	0	0	0	121	0	3	245
Total	137	557	245	109	607	57	42	18	175	212	42	118	2319	Total	88	545	228	87	500	10	7	14	92	283	34	104	1992

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
#10 Preston Ave. / Main St.														#10 Preston Ave. / Main St.															
Base	0	0	0	826	0	141	127	35	0	0	0	25	774	1928	Base	0	0	0	647	0	84	99	32	0	0	0	24	686	1572
Added	0	0	0	73	0	0	1	0	0	0	0	0	85	159	Added	0	0	0	120	0	1	1	0	0	0	0	0	117	239
Total	0	0	0	899	0	141	128	35	0	0	0	25	859	2087	Total	0	0	0	767	0	85	100	32	0	0	0	24	803	1811
#11 SR 124 (Church) / SR 104 (Main)														#11 SR 124 (Church) / SR 104 (Main)															
Base	324	4	13	7	1	18	16	509	383	11	449	7	1742	Base	322	5	27	3	0	4	12	333	304	29	401	1	1441		
Added	84	0	0	0	0	0	0	1	72	0	1	0	158	Added	116	0	0	0	0	0	0	1	119	0	1	0	237		
Total	408	4	13	7	1	18	16	510	455	11	450	7	1900	Total	438	5	27	3	0	4	12	334	423	29	402	1	1678		
#12 SR 124 / SR 88														#12 SR 124 / SR 88															
Base	0	0	0	3	0	191	241	554	0	0	372	3	1364	Base	0	0	0	24	0	167	169	327	0	0	350	19	1056		
Added	0	0	0	0	0	69	80	4	0	0	3	0	156	Added	0	0	0	0	0	113	111	5	0	0	5	0	234		
Total	0	0	0	3	0	260	321	558	0	0	375	3	1520	Total	0	0	0	24	0	280	280	332	0	0	355	19	1290		
#13 Jackson Valley / SR 88														#13 Jackson Valley / SR 88															
Base	117	14	6	2	26	9	8	702	180	3	487	4	1558	Base	193	3	1	8	1	1	1	391	117	4	431	6	1157		
Added	0	1	0	0	1	0	0	84	0	0	72	0	158	Added	0	1	0	0	1	0	0	116	0	0	119	0	237		
Total	117	15	6	2	27	9	8	786	180	3	559	4	1716	Total	193	4	1	8	2	1	1	507	117	4	550	6	1394		
#14 SR 88 / Liberty Rd.														#14 SR 88 / Liberty Rd.															
Base	67	1256	124	38	1014	105	86	56	95	30	25	11	2907	Base	135	697	117	5	713	121	63	58	71	50	67	11	2108		
Added	0	0	45	0	0	0	0	39	0	39	33	0	156	Added	0	0	62	0	0	0	0	53	0	64	55	0	234		
Total	67	1256	169	38	1014	105	86	95	95	69	58	11	3063	Total	135	697	179	5	713	121	63	111	71	114	122	11	2342		
#15 SR 88 / SR 12 (east)														#15 SR 88 / SR 12 (east)															
Base	0	0	0	105	0	1374	1171	558	0	0	460	63	3731	Base	0	0	0	76	0	1291	1099	524	0	0	432	59	3481		
Added	0	0	0	3	0	36	41	0	0	0	0	4	84	Added	0	0	0	5	0	59	57	0	0	0	0	5	126		
Total	0	0	0	108	0	1410	1212	558	0	0	460	67	3815	Total	0	0	0	81	0	1350	1156	524	0	0	432	64	3607		
#16 Tully Rd. / SR 88 [use this intersection only to obtain project volumes to a														#16 Tully Rd. / SR 88 [use this intersection only to obtain project volumes to a															
Base	25	14	66	286	594	220	88	1265	198	66	1430	132	4384	Base	20	11	59	234	486	180	72	1035	162	54	1170	108	3591		
Added	0	0	0	0	0	0	0	41	0	0	36	0	77	Added	0	0	0	0	0	0	0	57	0	0	59	0	116		
Total	25	14	66	286	594	220	88	1306	198	66	1466	132	4461	Total	20	11	59	234	486	180	72	1092	162	54	1229	108	3707		
#17 SR 88 / Victor (SR 12 west)														#17 SR 88 / Victor (SR 12 west)															
Base	28	1055	1	11	1116	250	766	14	266	4	6	16	3533	Base	24	836	0	6	884	217	607	1	211	3	4	4	2797		
Added	0	39	0	0	33	2	3	0	0	0	0	0	77	Added	0	53	0	0	55	4	4	0	0	0	0	0	116		
Total	28	1094	1	11	1149	252	769	14	266	4	6	16	3610	Total	24	889	0	6	939	221	611	1	211	3	4	4	2913		
#18 SR 88 / Kettleman Ln.														#18 SR 88 / Kettleman Ln.															
Base	28	666	11	33	1221	83	472	244	61	28	83	22	2952	Base	22	414	9	27	979	71	378	196	49	22	67	18	2252		
Added	0	32	0	0	28	5	6	0	0	0	0	0	71	Added	0	45	0	0	46	9	9	0	0	0	0	0	109		
Total	28	698	11	33	1249	88	478	244	61	28	83	22	3023	Total	22	459	9	27	1025	80	387	196	49	22	67	18	2361		

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#19 Ione / SR 16														#19 Ione / SR 16													
Base	208	0	22	0	0	0	0	459	191	20	297	0	1197	Base	139	0	2	0	0	0	0	350	89	0	368	0	948
Added	0	0	0	0	0	0	0	102	0	0	87	0	189	Added	0	0	0	0	0	0	140	0	0	144	0	284	
Total	208	0	22	0	0	0	0	561	191	20	384	0	1386	Total	139	0	2	0	0	0	490	89	0	512	0	1232	
#20 Murieta South Pkwy / SR 16														#20 Murieta South Pkwy / SR 16													
Base	7	5	5	14	2	142	188	608	12	0	390	23	1396	Base	5	2	0	12	5	187	220	521	5	0	512	16	1485
Added	0	0	0	0	0	0	0	102	0	0	87	0	189	Added	0	0	0	0	0	0	140	0	0	144	0	284	
Total	7	5	5	14	2	142	188	710	12	0	477	23	1585	Total	5	2	0	12	5	187	220	661	5	0	656	16	1769
#21 Murieta Pkwy / SR 16														#21 Murieta Pkwy / SR 16													
Base	169	203	169	58	171	292	465	671	164	40	343	74	2819	Base	220	152	99	88	203	272	311	792	197	94	784	83	3295
Added	0	0	0	0	0	0	0	101	0	0	87	0	188	Added	0	0	1	0	0	0	139	0	1	143	0	284	
Total	169	203	169	58	171	292	465	772	164	40	430	74	3007	Total	220	152	100	88	203	272	311	931	197	95	927	83	3579
#22 Stonehouse / SR 16														#22 Stonehouse / SR 16													
Base	0	0	0	116	0	7	7	1232	0	0	709	91	2162	Base	0	0	0	99	0	7	14	1192	0	0	1167	74	2553
Added	0	0	0	0	0	0	0	101	0	0	87	0	188	Added	0	0	0	0	0	0	139	0	0	143	0	282	
Total	0	0	0	116	0	7	7	1333	0	0	796	91	2350	Total	0	0	0	99	0	7	14	1331	0	0	1310	74	2835
#23 Latrobe (Sac) / SR 16														#23 Latrobe (Sac) / SR 16													
Base	14	2	5	12	2	29	28	1237	12	3	734	13	2091	Base	3	3	3	9	2	26	25	1257	4	3	1194	24	2553
Added	0	0	0	0	0	0	0	101	0	0	87	0	188	Added	0	0	0	0	0	0	139	0	0	143	0	282	
Total	14	2	5	12	2	29	28	1338	12	3	821	13	2279	Total	3	3	3	9	2	26	25	1396	4	3	1337	24	2835
#24 Dillard / SR 16														#24 Dillard / SR 16													
Base	54	0	67	0	0	0	0	1077	129	100	581	0	2008	Base	66	0	118	0	0	0	1080	86	122	1110	0	2582	
Added	0	0	1	0	0	0	0	100	0	1	85	0	187	Added	0	0	2	0	0	0	137	0	2	141	0	282	
Total	54	0	68	0	0	0	0	1177	129	101	666	0	2195	Total	66	0	120	0	0	0	1217	86	124	1251	0	2864	
#25 Sloughhouse / SR 16														#25 Sloughhouse / SR 16													
Base	7	0	38	0	0	0	0	1179	8	16	662	0	1910	Base	46	0	58	0	0	0	1107	6	33	1084	0	2334	
Added	0	0	0	0	0	0	0	100	0	0	85	0	185	Added	0	0	0	0	0	0	137	0	0	141	0	278	
Total	7	0	38	0	0	0	0	1279	8	16	747	0	2095	Total	46	0	58	0	0	0	1244	6	33	1225	0	2612	
#26 Grant Line / SR 16														#26 Grant Line / SR 16													
Base	5	566	150	132	844	76	54	1016	10	82	545	39	3519	Base	0	278	118	86	300	53	12	1156	8	90	998	47	3146
Added	0	0	10	0	0	0	0	89	0	9	77	0	185	Added	0	0	14	0	0	0	123	0	14	127	0	278	
Total	5	566	160	132	844	76	54	1105	10	91	622	39	3704	Total	0	278	132	86	300	53	12	1279	8	104	1125	47	3424
#27 Sunrise / SR 16														#27 Sunrise / SR 16													
Base	16	391	59	322	1200	89	150	896	19	34	405	172	3753	Base	9	258	36	338	323	58	48	866	23	40	741	313	3053
Added	0	0	5	17	0	0	0	68	0	4	58	14	166	Added	0	0	7	23	0	0	94	0	7	96	23	250	
Total	16	391	64	339	1200	89	150	964	19	38	463	186	3919	Total	9	258	43	361	323	58	48	960	23	47	837	336	3303

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#28 Excelsior / SR 16														#28 Excelsior / SR 16													
Base	86	165	138	11	330	73	192	1120	166	103	545	24	2953	Base	46	152	86	12	69	97	216	545	48	50	569	17	1907
Added	0	0	3	3	0	0	0	63	0	2	54	2	127	Added	0	0	3	4	0	0	0	86	0	4	89	4	190
Total	86	165	141	14	330	73	192	1183	166	105	599	26	3080	Total	46	152	89	16	69	97	216	631	48	54	658	21	2097
#29 Bradshwa / SR 16														#29 Bradshwa / SR 16													
Base	98	1377	52	353	2232	376	698	1500	296	111	559	183	7835	Base	74	753	57	197	609	61	246	788	103	113	545	310	3856
Added	0	0	3	12	0	0	0	48	0	2	41	10	116	Added	0	0	3	17	0	0	0	66	0	4	68	17	175
Total	98	1377	55	365	2232	376	698	1548	296	113	600	193	7951	Total	74	753	60	214	609	61	246	854	103	117	613	327	4031
#30 Latrobe / White Rock														#30 Latrobe / White Rock													
Base	324	1301	797	481	1378	365	388	727	120	756	563	380	7580	Base	142	569	349	210	602	159	170	318	53	330	246	166	3314
Added	0	4	0	0	5	0	0	0	0	0	0	0	9	Added	0	7	0	0	6	0	0	0	0	0	0	0	13
Total	324	1305	797	481	1383	365	388	727	120	756	563	380	7589	Total	142	576	349	210	608	159	170	318	53	330	246	166	3327
#31 Latrobe / S. Shingle														#31 Latrobe / S. Shingle													
Base	27	333	18	0	275	66	44	7	4	3	13	4	794	Base	13	199	5	0	282	59	33	4	7	0	5	0	607
Added	0	4	0	0	5	0	0	0	0	0	0	0	9	Added	0	7	0	0	6	0	0	0	0	0	0	0	13
Total	27	337	18	0	280	66	44	7	4	3	13	4	803	Total	13	206	5	0	288	59	33	4	7	0	5	0	620
#32 Missouri Flat / US 50 WB Ramps														#32 Missouri Flat / US 50 WB Ramps													
Base	610	1306	0	0	1287	404	0	0	0	1182	0	569	5358	Base	511	1094	0	0	1079	339	0	0	0	991	0	477	4491
Added	4	0	0	0	0	0	0	0	0	0	0	0	4	Added	6	0	0	0	0	0	0	0	0	0	0	0	6
Total	614	1306	0	0	1287	404	0	0	0	1182	0	569	5362	Total	517	1094	0	0	1079	339	0	0	0	991	0	477	4497
#33 Missouri Flat / US 50 EB Ramps														#33 Missouri Flat / US 50 EB Ramps													
Base	0	1612	59	497	1973	0	304	0	743	0	0	0	5188	Base	0	1351	50	416	1654	0	254	0	623	0	0	0	4348
Added	0	4	0	0	0	0	0	0	5	0	0	0	9	Added	0	6	0	0	0	0	0	6	0	0	0	12	
Total	0	1616	59	497	1973	0	304	0	748	0	0	0	5197	Total	0	1357	50	416	1654	0	254	0	629	0	0	0	4360
#34 Missouri Flat / Motherlode														#34 Missouri Flat / Motherlode													
Base	86	1279	1130	0	2352	364	392	0	129	0	0	0	5732	Base	72	1072	947	0	1972	305	328	0	108	0	0	0	4804
Added	0	4	0	0	5	0	0	0	0	0	0	0	9	Added	0	7	0	0	7	0	0	0	0	0	0	14	
Total	86	1283	1130	0	2357	364	392	0	129	0	0	0	5741	Total	72	1079	947	0	1979	305	328	0	108	0	0	0	4818
#35 Missouri Flat / Forni														#35 Missouri Flat / Forni													
Base	135	1839	99	183	1885	413	507	51	49	100	39	149	5449	Base	113	1541	83	154	1580	346	425	43	41	84	33	125	4568
Added	0	4	0	0	5	0	0	0	0	0	0	0	9	Added	0	7	0	0	7	0	0	0	0	0	0	14	
Total	135	1843	99	183	1890	413	507	51	49	100	39	149	5458	Total	113	1548	83	154	1587	346	425	43	41	84	33	125	4582
#36 Missouri Flat / Pleasant Valley														#36 Missouri Flat / Pleasant Valley													
Base	0	0	0	409	0	462	387	420	0	0	404	345	2427	Base	0	0	0	316	0	357	299	325	0	0	312	266	1875
Added	0	0	0	0	0	5	4	39	0	0	46	0	94	Added	0	0	0	0	0	7	7	65	0	0	63	0	142
Total	0	0	0	409	0	467	391	459	0	0	450	345	2521	Total	0	0	0	316	0	364	306	390	0	0	375	266	2017

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#37 Forni / Pleasant Valley														#37 Forni / Pleasant Valley													
Base	0	0	0	21	0	255	168	573	0	0	517	20	1554	Base	0	0	0	13	0	157	104	352	0	0	318	12	956
Added	0	0	0	0	0	0	0	43	0	0	50	0	93	Added	0	0	0	0	0	0	0	71	0	0	70	0	141
Total	0	0	0	21	0	255	168	616	0	0	567	20	1647	Total	0	0	0	13	0	157	104	423	0	0	388	12	1097
#38 SR 49 / Pleasant Valley														#38 SR 49 / Pleasant Valley													
Base	232	0	225	0	0	0	0	427	250	288	544	0	1966	Base	143	0	138	0	0	0	0	262	154	177	335	0	1209
Added	5	0	43	0	0	0	0	0	6	50	0	0	104	Added	8	0	71	0	0	0	0	0	8	70	0	0	157
Total	237	0	268	0	0	0	0	427	256	338	544	0	2070	Total	151	0	209	0	0	0	0	262	162	247	335	0	1366
#39 Elliott / SR 88 (N)														#39 Elliott / SR 88 (N)													
Base	25	102	0	0	880	220	0	0	0	66	1466	132	2891	Base	20	83	0	0	720	180	0	0	0	54	1229	108	2394
Added	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	25	102	0	0	880	220	0	0	0	66	1466	132	2891	Total	20	83	0	0	720	180	0	0	0	54	1229	108	2394
#40 Tully / SR 88 (S)														#40 Tully / SR 88 (S)													
Base	0	39	66	286	660	0	88	1306	198	0	0	0	2643	Base	0	31	59	234	540	0	72	1092	162	0	0	0	2190
Added	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	39	66	286	660	0	88	1306	198	0	0	0	2643	Total	0	31	59	234	540	0	72	1092	162	0	0	0	2190
#100 SR 49 / Project Service Access														#100 SR 49 / Project Service Access													
Base	0	794	0	0	518	0	0	0	0	0	0	0	1312	Base	0	578	0	0	521	0	0	0	0	0	0	0	1099
Added	0	123	82	25	105	0	0	0	0	70	0	22	427	Added	0	169	113	35	173	0	0	0	0	116	0	36	642
PassBy	0	0	0	0	70	0	0	0	0	0	0	0	70	PassBy	0	0	0	0	116	0	0	0	0	0	0	0	116
Total	0	917	82	25	693	0	0	0	0	70	0	22	1809	Total	0	747	113	35	810	0	0	0	0	116	0	36	1857
#176 Internal Project Intersection														#176 Internal Project Intersection													
Base	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	107	0	0	0	0	180	0	92	154	0	533	Added	0	0	148	0	0	0	0	248	0	151	255	0	802
Total	0	0	107	0	0	0	0	180	0	92	154	0	533	Total	0	0	148	0	0	0	0	248	0	151	255	0	802
#310 Latrobe / Old Sacramento														#310 Latrobe / Old Sacramento													
Base	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	18	0	0	0	0	0	0	0	15	33	Added	0	0	0	25	0	0	0	0	0	0	0	25	50
Total	0	0	0	18	0	0	0	0	0	0	0	15	33	Total	0	0	0	25	0	0	0	0	0	0	0	25	50
#322 Main / Sherwood														#322 Main / Sherwood													
Base	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	3	0	0	0	0	0	0	14	4	0	12	0	33	Added	5	0	0	0	0	0	0	20	5	0	20	0	50
Total	3	0	0	0	0	0	0	14	4	0	12	0	33	Total	5	0	0	0	0	0	0	20	5	0	20	0	50
#323 Main / Empire														#323 Main / Empire													
Base	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	2	0	0	0	0	0	0	12	3	0	10	0	27	Added	4	0	0	0	0	0	0	16	4	0	16	0	40
Total	2	0	0	0	0	0	0	12	3	0	10	0	27	Total	4	0	0	0	0	0	0	16	4	0	16	0	40

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right					
#324 Main / Poplar													#324 Main / Poplar																		
Base	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	
Added	4	0	0	0	0	0	0	12	4	0	10	0	30	0	6	0	0	0	0	0	17	6	0	17	0	46	0	6	0	0	46
Total	4	0	0	0	0	0	0	12	4	0	10	0	30	0	6	0	0	0	0	0	17	6	0	17	0	46	0	6	0	0	46
#325 Main / Mill													#325 Main / Mill																		
Base	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	
Added	1	0	0	0	0	0	0	11	1	0	9	0	22	0	2	0	0	0	0	0	15	2	0	15	0	34	0	2	0	0	34
Total	1	0	0	0	0	0	0	11	1	0	9	0	22	0	2	0	0	0	0	0	15	2	0	15	0	34	0	2	0	0	34
#326 SR-49 / Main (Drytown)													#326 SR-49 / Main (Drytown)																		
Base	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	
Added	0	14	0	0	12	0	0	0	0	0	0	0	26	0	0	20	0	0	20	0	0	0	0	0	0	40	0	0	0	0	40
Total	0	14	0	0	12	0	0	0	0	0	0	0	26	0	0	20	0	0	20	0	0	0	0	0	0	40	0	0	0	0	40
#327 SR-49 / Water-Amador Creek													#327 SR-49 / Water-Amador Creek																		
Base	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	
Added	4	0	0	0	0	0	0	0	4	0	0	0	8	0	6	0	0	0	0	0	0	6	0	0	0	12	0	6	0	0	12
Total	4	0	0	0	0	0	0	0	4	0	0	0	8	0	6	0	0	0	0	0	0	6	0	0	0	12	0	6	0	0	12
#328 SR-49 / Gopher Flat													#328 SR-49 / Gopher Flat																		
Base	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	
Added	4	0	0	0	0	0	0	0	3	0	0	0	7	0	5	0	0	0	0	0	1	5	0	1	0	12	0	5	0	0	12
Total	4	0	0	0	0	0	0	0	3	0	0	0	7	0	5	0	0	0	0	0	1	5	0	1	0	12	0	5	0	0	12
#329 SR-49 / Eureka													#329 SR-49 / Eureka																		
Base	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	
Added	0	4	0	0	3	0	0	0	0	0	0	0	7	0	0	5	0	0	5	0	0	0	0	0	0	10	0	0	0	0	10
Total	0	4	0	0	3	0	0	0	0	0	0	0	7	0	0	5	0	0	5	0	0	0	0	0	0	10	0	0	0	0	10
#330 SR-49 / Church													#330 SR-49 / Church																		
Base	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	
Added	0	4	0	0	3	0	0	0	0	0	0	0	7	0	0	5	0	0	5	0	0	0	0	0	0	10	0	0	0	0	10
Total	0	4	0	0	3	0	0	0	0	0	0	0	7	0	0	5	0	0	5	0	0	0	0	0	0	10	0	0	0	0	10
#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]													#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]																		
Base	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	
Added	0	8	0	0	6	3	4	0	0	0	0	0	21	0	0	10	0	11	5	5	0	0	0	0	0	31	0	0	0	0	31
Total	0	8	0	0	6	3	4	0	0	0	0	0	21	0	0	10	0	11	5	5	0	0	0	0	0	31	0	0	0	0	31
#332 SR-49 / Jackson Gate-Ione Martell													#332 SR-49 / Jackson Gate-Ione Martell																		
Base	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	
Added	0	7	0	0	6	0	0	0	0	0	0	0	13	0	0	10	0	10	0	0	0	0	0	0	0	20	0	0	0	0	20
Total	0	7	0	0	6	0	0	0	0	0	0	0	13	0	0	10	0	10	0	0	0	0	0	0	0	20	0	0	0	0	20

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#333 SR-49 / SR-88 (North)													#333 SR-49 / SR-88 (North)														
Base	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	
Added	0	0	0	6	0	0	0	0	0	0	0	0	7	13	0	0	0	10	0	0	0	0	0	0	0	0	10
Total	0	0	0	6	0	0	0	0	0	0	0	0	7	13	0	0	0	10	0	0	0	0	0	0	0	0	10
#334 SR-49 / Sutter													#334 SR-49 / Sutter														
Base	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	
Added	0	7	0	0	6	0	0	0	0	0	0	0	0	13	0	10	0	0	10	0	0	0	0	0	0	0	20
Total	0	7	0	0	6	0	0	0	0	0	0	0	0	13	0	10	0	0	10	0	0	0	0	0	0	0	20
#335 SR-49 / Hoffman													#335 SR-49 / Hoffman														
Base	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	
Added	0	7	0	0	6	0	0	0	0	0	0	0	0	13	0	9	0	0	9	0	0	0	0	0	0	0	18
Total	0	7	0	0	6	0	0	0	0	0	0	0	0	13	0	9	0	0	9	0	0	0	0	0	0	0	18
#336 SR-49 / Main (Jackson)													#336 SR-49 / Main (Jackson)														
Base	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	
Added	0	6	0	0	5	0	0	0	0	0	0	0	1	12	0	8	0	1	8	0	0	0	0	0	0	0	18
Total	0	6	0	0	5	0	0	0	0	0	0	0	1	12	0	8	0	1	8	0	0	0	0	0	0	0	18
#337 SR-49 / SR-88 (South)													#337 SR-49 / SR-88 (South)														
Base	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	
Added	0	5	0	0	5	0	0	0	0	0	0	0	0	10	0	7	0	0	7	0	0	0	0	0	0	0	14
Total	0	5	0	0	5	0	0	0	0	0	0	0	0	10	0	7	0	0	7	0	0	0	0	0	0	0	14
#341 SR 104 / SR 88													#341 SR 104 / SR 88														
Base	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	
Added	0	0	0	0	0	0	0	4	0	0	0	3	0	7	0	0	0	0	0	0	0	5	0	0	5	0	10
Total	0	0	0	0	0	0	0	4	0	0	0	3	0	7	0	0	0	0	0	0	0	5	0	0	5	0	10
#345 SR-12 / SR-99 SB Ramps													#345 SR-12 / SR-99 SB Ramps														
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	0	0	0	0	0	0	3	0	0	0	2	0	5	0	0	0	0	0	0	0	4	0	0	4	0	8
Total	0	0	0	0	0	0	0	3	0	0	0	2	0	5	0	0	0	0	0	0	0	4	0	0	4	0	8
#346 SR-12 / SR-99 NB Ramps													#346 SR-12 / SR-99 NB Ramps														
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	0	0	0	0	0	0	3	0	0	0	2	0	5	0	0	0	0	0	0	0	4	0	0	4	0	8
Total	0	0	0	0	0	0	0	3	0	0	0	2	0	5	0	0	0	0	0	0	0	4	0	0	4	0	8
#347 Kettleman / SR-99 SB Ramps													#347 Kettleman / SR-99 SB Ramps														
Base	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	
Added	0	0	0	0	0	0	0	6	0	0	0	5	0	11	0	0	0	0	0	0	0	9	0	0	9	0	18
Total	0	0	0	0	0	0	0	6	0	0	0	5	0	11	0	0	0	0	0	0	0	9	0	0	9	0	18

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#348 Kettleman / SR-99 NB Ramps													#348 Kettleman / SR-99 NB Ramps															
Base	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
Added	0	0	0	0	0	0	0	6	0	0	0	5	0	11	0	0	0	0	0	0	9	0	0	9	0	0	18	18
Total	0	0	0	0	0	0	0	6	0	0	0	5	0	11	0	0	0	0	0	0	9	0	0	9	0	0	18	18
#381													#381															
Base	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
Added	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
Total	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

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Impact Analysis Report
Level Of Service

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in	Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C			Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 SR 49 / Miller Way	F	54.6 0.000	F	84.9 0.000	+30.376 D/V	# 1 SR 49 / Miller Way	C	15.7 0.000	C	19.8 0.000	+ 4.051 D/V
# 2 SR 49 / Main	F	867.4 0.000	F	OVRFL 0.000	+539.237 D/V	# 2 SR 49 / Main	F	OVRFL 0.000	F	OVRFL 0.000	+ 1.0E+0308
# 3 SR 49 / Poplar	B	13.8 0.000	C	15.1 0.000	+ 1.262 D/V	# 3 SR 49 / Poplar	B	13.6 0.000	C	15.1 0.000	+ 1.521 D/V
# 4 SR 49 / Empire	E	38.7 0.000	F	51.9 0.000	+13.218 D/V	# 4 SR 49 / Empire	D	30.9 0.000	E	48.5 0.000	+17.593 D/V
# 5 SR 49 / Randolph Dr.	A	7.1 0.559	C	31.7 0.834	+24.670 D/V	# 5 SR 49 / Randolph Dr.	A	5.1 0.402	D	44.0 0.875	+38.936 D/V
# 6 SR 49 / SR 16	C	27.6 0.788	D	36.7 0.935	+ 9.144 D/V	# 6 SR 49 / SR 16	C	20.3 0.666	C	27.4 0.882	+ 7.148 D/V
# 7 SR 124 / SR 16	C	19.8 0.000	D	34.6 0.000	+14.849 D/V	# 7 SR 124 / SR 16	B	14.8 0.000	D	25.3 0.000	+10.521 D/V
# 8 Latrobe (Amador) / SR 16	A	9.2 0.495	A	9.1 0.560	-0.100 D/V	# 8 Latrobe (Amador) / SR 16	A	7.5 0.462	A	7.2 0.565	-0.351 D/V
# 9 SR 104 (Preston) / SR 124 (Nor	F	OVRFL 0.000	F	OVRFL 0.000	+ 0.000 D/V	# 9 SR 104 (Preston) / SR 124 (Nor	F	OVRFL 0.000	F	OVRFL 0.000	+2229.546 D/
# 10 Preston Ave. / Main St.	F	OVRFL 0.000	F	OVRFL 0.000	+293.651 D/V	# 10 Preston Ave. / Main St.	F	511.2 0.000	F	794.9 0.000	+283.721 D/V
# 11 SR 124 (Church) / SR 104 (Main	F	916.3 0.000	F	OVRFL 0.000	+440.599 D/V	# 11 SR 124 (Church) / SR 104 (Main	F	687.9 0.000	F	OVRFL 0.000	+557.242 D/V
# 12 SR 124 / SR 88	B	13.9 0.000	C	15.8 0.000	+ 1.881 D/V	# 12 SR 124 / SR 88	B	14.4 0.000	C	17.7 0.000	+ 3.216 D/V
# 13 Jackson Valley / SR 88	F	236.4 0.000	F	510.0 0.000	+273.603 D/V	# 13 Jackson Valley / SR 88	F	79.5 0.000	F	316.9 0.000	+237.397 D/V
# 14 SR 88 / Liberty Rd.	F	OVRFL 0.000	F	OVRFL 0.000	+ 1.0E+0307	# 14 SR 88 / Liberty Rd.	F	OVRFL 0.000	F	OVRFL 0.000	+ 1.4E+0307
# 15 SR 88 / SR 12 (east	C	30.4 0.916	C	32.0 0.932	+ 1.593 D/V	# 15 SR 88 / SR 12 (east	C	27.6 0.895	C	30.0 0.922	+ 2.383 D/V
# 17 SR 88 / Victor (SR 12 west)	E	68.8 1.048	E	74.0 1.071	+ 5.212 D/V	# 17 SR 88 / Victor (SR 12 west)	D	40.7 0.895	D	46.9 0.936	+ 6.146 D/V
# 18 SR 88 / Kettleman Ln.	F	241.0 1.542	F	249.9 1.570	+ 8.895 D/V	# 18 SR 88 / Kettleman Ln.	F	143.8 1.239	F	158.4 1.285	+14.592 D/V
# 19 Ione / SR 16	B	16.4 0.680	B	17.6 0.754	+ 1.188 D/V	# 19 Ione / SR 16	A	8.6 0.418	A	8.0 0.517	-0.556 D/V
# 20 Murieta South Pkwy / SR 16	B	10.2 0.472	B	10.6 0.547	+ 0.480 D/V	# 20 Murieta South Pkwy / SR 16	B	12.0 0.553	B	13.0 0.655	+ 0.985 D/V
# 21 Murieta Pkwy / SR 16	C	31.1 0.856	D	35.8 0.915	+ 4.755 D/V	# 21 Murieta Pkwy / SR 16	D	44.9 0.957	E	56.2 1.041	+11.280 D/V
# 22 Stonehouse / SR 16	F	735.5 0.000	F	OVRFL 0.000	+380.012 D/V	# 22 Stonehouse / SR 16	F	OVRFL 0.000	F	OVRFL 0.000	+1023.069 D/
# 23 Latrobe (Sac) / SR 16	F	225.4 0.000	F	384.8 0.000	+159.447 D/V	# 23 Latrobe (Sac) / SR 16	F	289.2 0.000	F	583.7 0.000	+294.441 D/V
# 24 Dillard / SR 16	D	40.3 1.005	D	53.9 1.075	+13.660 D/V	# 24 Dillard / SR 16	D	36.4 0.981	D	54.2 1.073	+17.805 D/V

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Intersection	Base			Future			Change in	Intersection	Base			Future			Change in
	Del/ LOS	V/ Veh	V/ C	Del/ LOS	V/ Veh	V/ C			Del/ LOS	V/ Veh	V/ C	Del/ LOS	V/ Veh	V/ C	
# 25 Sloughhouse / SR 16	D	34.9	0.000	E	43.3	0.000	+ 8.447 D/V	# 25 Sloughhouse / SR 16	F	216.2	0.000	F	411.1	0.000	+194.858 D/V
# 26 Grant Line / SR 16	F	83.5	1.085	F	101.7	1.154	+18.278 D/V	# 26 Grant Line / SR 16	D	42.3	0.961	E	56.5	1.051	+14.146 D/V
# 27 Sunrise / SR 16	E	56.8	0.948	E	65.6	1.009	+ 8.813 D/V	# 27 Sunrise / SR 16	D	41.7	0.921	D	52.4	1.007	+10.731 D/V
# 28 Excelsior / SR 16	C	34.1	0.891	D	35.9	0.917	+ 1.755 D/V	# 28 Excelsior / SR 16	B	18.8	0.555	B	19.0	0.598	+ 0.143 D/V
# 29 Bradshwa / SR 16	F	380.5	1.965	F	396.0	2.000	+15.449 D/V	# 29 Bradshwa / SR 16	E	72.7	1.062	F	87.1	1.125	+14.466 D/V
# 30 Latrobe / White Rock	F	80.2	1.137	F	80.4	1.138	+ 0.238 D/V	# 30 Latrobe / White Rock	C	21.4	0.584	C	21.4	0.586	+ 0.003 D/V
# 31 Latrobe / S. Shingle	C	18.3	0.000	C	18.5	0.000	+ 0.238 D/V	# 31 Latrobe / S. Shingle	B	14.1	0.000	B	14.3	0.000	+ 0.208 D/V
# 36 Missouri Flat / Pleasant Valle	B	16.9	0.708	B	17.7	0.741	+ 0.844 D/V	# 36 Missouri Flat / Pleasant Valle	B	14.6	0.565	B	15.2	0.611	+ 0.626 D/V
# 37 Forni / Pleasant Valley	D	31.1	0.000	E	39.0	0.000	+ 7.915 D/V	# 37 Forni / Pleasant Valley	B	13.2	0.000	B	14.7	0.000	+ 1.523 D/V
# 38 SR 49 / Pleasant Valley	F	95.9	1.270	F	108.9	1.318	+ 0.048 V/C	# 38 SR 49 / Pleasant Valley	C	18.5	0.738	C	23.6	0.807	+ 0.068 V/C
# 39 Elliott / SR 88 (N)	E	73.1	1.084	E	73.1	1.084	+ 0.000 D/V	# 39 Elliott / SR 88 (N)	C	33.6	0.932	C	33.6	0.932	+ 0.000 D/V
# 40 Tully / SR 88 (S)	C	32.6	0.929	C	32.6	0.929	+ 0.000 D/V	# 40 Tully / SR 88 (S)	C	20.8	0.826	C	20.8	0.826	+ 0.000 D/V
#100 SR 49 / Project Service Access	A	0.0	0.000	C	20.0	0.000	+20.029 D/V	#100 SR 49 / Project Service Access	A	0.0	0.000	C	17.3	0.000	+17.269 D/V

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	???	???	No / No
# 2 SR 49 / Main	???	???	Yes / Yes
# 3 SR 49 / Poplar	???	???	No / No
# 4 SR 49 / Empire	???	???	No / No
# 7 SR 124 / SR 16	???	???	No / Yes
# 9 SR 104 (Preston) / SR 124 (North)	???	???	Yes / Yes
# 10 Preston Ave. / Main St.	???	???	Yes / Yes
# 11 SR 124 (Church) / SR 104 (Main)	???	???	Yes / Yes
# 12 SR 124 / SR 88	???	???	No / Yes
# 13 Jackson Valley / SR 88	???	???	Yes / Yes
# 14 SR 88 / Liberty Rd.	???	???	Yes / Yes
# 22 Stonehouse / SR 16	???	???	No / No
# 23 Latrobe (Sac) / SR 16	???	???	No / No
# 25 Sloughhouse / SR 16	???	???	No / No
# 31 Latrobe / S. Shingle	???	???	No / No
# 37 Forni / Pleasant Valley	???	???	No / Yes
# 38 SR 49 / Pleasant Valley	???	???	Yes
#100 SR 49 / Project Service Access	???	???	No / Yes

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	???	???	No / No
# 2 SR 49 / Main	???	???	Yes / Yes
# 3 SR 49 / Poplar	???	???	No / No
# 4 SR 49 / Empire	???	???	No / No
# 7 SR 124 / SR 16	???	???	No / Yes
# 9 SR 104 (Preston) / SR 124 (North)	???	???	Yes / Yes
# 10 Preston Ave. / Main St.	???	???	Yes / Yes
# 11 SR 124 (Church) / SR 104 (Main)	???	???	Yes / Yes
# 12 SR 124 / SR 88	???	???	No / Yes
# 13 Jackson Valley / SR 88	???	???	Yes / Yes
# 14 SR 88 / Liberty Rd.	???	???	Yes / Yes
# 22 Stonehouse / SR 16	???	???	No / No
# 23 Latrobe (Sac) / SR 16	???	???	No / No
# 25 Sloughhouse / SR 16	???	???	No / No
# 31 Latrobe / S. Shingle	???	???	No / No
# 37 Forni / Pleasant Valley	???	???	No / Yes
# 38 SR 49 / Pleasant Valley	???	???	Yes
#100 SR 49 / Project Service Access	???	???	No / Yes

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=128]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1050]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=83]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=824]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.7]
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=4][total volume=1050]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=60]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=824]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

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	0	1	0	0	0	0	1	0	0	1
Initial Vol:	167	254	68	43	275	42	25	0	103	54	0	19
Major Street Volume:	849											
Minor Approach Volume:	128											
Minor Approach Volume Threshold:	160											

Approach:	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	0	1	0	0	0	0	1	0	0	1
Initial Vol:	74	257	42	29	259	20	17	0	66	36	0	24
Major Street Volume:	681											
Minor Approach Volume:	83											
Minor Approach Volume Threshold:	210											

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #2 SR 49 / Main
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 1 0 0 1 0 0 1! 0 0
Initial Vol: 79 338 312 46 292 96 96 77 73 204 113 72
ApproachDel: xxxxxx xxxxxx 598.7 1406.6

Intersection #2 SR 49 / Main
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 1 0 0 1 0 0 1! 0 0
Initial Vol: 160 225 202 44 238 92 96 93 122 254 155 252
ApproachDel: xxxxxx xxxxxx xxxxxx 5525.3

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=40.9]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=246]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1798]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=311]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1933]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=152.0]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=389]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1798]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1014.5]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=661]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1933]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #2 SR 49 / Main

Intersection #2 SR 49 / Main

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1!0	0	0	1	0	1	0	0	1	0
Initial Vol:	79	338	312	46	292	96	96	77	73	204	113	72
Major Street Volume:	1163											
Minor Approach Volume:	389											
Minor Approach Volume Threshold:	87											

Approach:	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	1	0	0	0	1!0
Initial Vol:	160	225	202	44	238	92	96	93	122	254	155	252
Major Street Volume:	961											
Minor Approach Volume:	661											
Minor Approach Volume Threshold:	131											

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #3 SR 49 / Poplar

Intersection #3 SR 49 / Poplar

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=49]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1461]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=20]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1309]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 SR 49 / Poplar

Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0
Initial Vol: 58 761 0 0 587 6 3 0 46 0 0 0 0
Major Street Volume: 1412
Minor Approach Volume: 49
Minor Approach Volume Threshold: 127

Intersection #3 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 0 0 0 0 0
Initial Vol: 26 622 0 0 641 0 1 0 19 0 0 0 0
Major Street Volume: 1289
Minor Approach Volume: 20
Minor Approach Volume Threshold: 152

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #4 SR 49 / Empire

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

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Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=68]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1551]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=49]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1406]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
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=1551]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=10]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1406]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #4 SR 49 / Empire

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1! 0 0
 Initial Vol: 57 775 3 14 596 15 18 3 47 10 7 6
 -----|-----|-----|-----|-----|
 Major Street Volume: 1460
 Minor Approach Volume: 68
 Minor Approach Volume Threshold: 173

 Intersection #4 SR 49 / Empire

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1! 0 0
 Initial Vol: 58 629 2 0 658 0 1 0 48 7 0 3
 -----|-----|-----|-----|-----|
 Major Street Volume: 1347
 Minor Approach Volume: 49
 Minor Approach Volume Threshold: 199

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.5]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=256]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1713]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=2][control=Stop Sign]
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=236]
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 + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.7]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3238.8]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=491.5]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. for North, South, East, and West bounds.

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. for North, South, East, and West bounds.

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=428.5]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=1040]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2087]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=188.1]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=852]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1811]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #10 Preston Ave. / Main St.

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! 0 0 0 1 0 0 0 0 0 0 0 1 0
Initial Vol: 0 0 0 0 899 0 141 128 35 0 0 25 859
Major Street Volume: 1047
Minor Approach Volume: 1040
Minor Approach Volume Threshold: 87

Intersection #10 Preston Ave. / Main St.

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! 0 0 0 1 0 0 0 0 0 0 0 1 0
Initial Vol: 0 0 0 0 767 0 85 100 32 0 0 24 803
Major Street Volume: 959
Minor Approach Volume: 852
Minor Approach Volume Threshold: 101

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #11 SR 124 (Church) / SR 104 (Main)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=160.2]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=425]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1900]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=162.6]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=470]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1678]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=26]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1900]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
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=4][total volume=1678]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=2][control=Stop Sign]
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=263]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1520]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.5]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=304]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1290]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North Bound, South Bound, East Bound, West Bound.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=19.6]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=17.4]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	1	0	1	0
Initial Vol:	117	15	6	2	27	9	8	786	180	3	559	4
Major Street Volume:	1540											
Minor Approach Volume:	138											
Minor Approach Volume Threshold:	23 [less than minimum of 75]											

Approach:	North Bound			South Bound			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	1	0	0	1	0	1	0
Initial Vol:	193	4	1	8	2	1	1	507	117	4	550	6
Major Street Volume:	1185											
Minor Approach Volume:	198											
Minor Approach Volume Threshold:	83											

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=276]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3063]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=245]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2342]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=4998.0]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=138]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3063]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3604.1]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=247]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2342]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #14 SR 88 / Liberty Rd.
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: 1 0 1 0 1 1 0 1 0 1 0 1 0 0 1 0 0 1! 0 0
Initial Vol: 67 1256 169 38 1014 105 86 95 95 69 58 11
Major Street Volume: 2649
Minor Approach Volume: 276
Minor Approach Volume Threshold: -137 [less than minimum of 100]

Intersection #14 SR 88 / Liberty Rd.
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: 1 0 1 0 1 1 0 1 0 1 0 1 0 0 1 0 0 1! 0 0
Initial Vol: 135 697 179 5 713 121 63 111 71 114 122 11
Major Street Volume: 1850
Minor Approach Volume: 247
Minor Approach Volume Threshold: -20 [less than minimum of 75]

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #22 Stonehouse / SR 16

Intersection #22 Stonehouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=38.1]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=123]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2350]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=72.2]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=106]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2835]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Stonehouse / SR 16

Intersection #22 Stonehouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Initial Vol:	0	0	0	0	116	0	7		7	1333	0		0	796	91	

Approach:	North Bound				South Bound				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
Initial Vol:	0	0	0	0	99	0	7		14	1331	0		0	1310	74	

Major Street Volume: 2227
Minor Approach Volume: 123
Minor Approach Volume Threshold: 30 [less than minimum of 150]

Major Street Volume: 2729
Minor Approach Volume: 106
Minor Approach Volume Threshold: -58 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #23 Latrobe (Sac) / SR 16

Intersection #23 Latrobe (Sac) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North Bound and West Bound.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North Bound and West Bound.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=21]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2279]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.5]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=9]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2835]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
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=43]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2279]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=4.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=37]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2835]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #23 Latrobe (Sac) / SR 16

Intersection #23 Latrobe (Sac) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #25 Sloughhouse / SR 16

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
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=45]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2095]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=11.9]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=104]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2612]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0
Initial Vol: 7 0 38 0 0 0 0 0 1279 8 16 747 0
Major Street Volume: 2050
Minor Approach Volume: 45
Minor Approach Volume Threshold: 65 [less than minimum of 150]

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0
Initial Vol: 46 0 58 0 0 0 0 0 1244 6 33 1225 0
Major Street Volume: 2508
Minor Approach Volume: 104
Minor Approach Volume Threshold: -21 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=55]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=803]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=44]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=620]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=20]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=803]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=5]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=620]
FAIL - Total volume less than 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. for North, South, East, and West bounds.

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. for North, South, East, and West bounds.

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.0]
FAIL - Vehicle-hours less than 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=3][total volume=1647]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=170]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1097]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #38 SR 49 / Pleasant Valley

Intersection #38 SR 49 / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=92]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1809]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=152]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1857]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. Sub-headers: North Bound, South Bound, East Bound, West Bound.

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. Sub-headers: North Bound, South Bound, East Bound, West Bound.

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Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Average Delay (sec/veh): 8.9 Worst Case Level Of Service: F[84.9]

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: C[19.8]

Street Name: SR 49 Miller Way
Approach: 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 1 0 1 0 0 1 0 0 0 1 0 0

Street Name: SR 49 Miller Way
Approach: 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 1 0 1 0 0 1 0 0 0 1 0 0

Volume Module:
Base Vol: 167 205 68 43 218 42 25 0 103 54 0 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: 167 205 68 43 218 42 25 0 103 54 0 19
Added Vol: 0 49 0 0 57 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 167 254 68 43 275 42 25 0 103 54 0 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: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82
PHF Volume: 204 310 83 52 335 51 30 0 126 66 0 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 204 310 83 52 335 51 30 0 126 66 0 23

Volume Module:
Base Vol: 74 177 42 29 181 20 17 0 66 36 0 24
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 74 177 42 29 181 20 17 0 66 36 0 24
Added Vol: 0 80 0 0 78 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 74 257 42 29 259 20 17 0 66 36 0 24
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 83 289 47 33 291 22 19 0 74 40 0 27
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 83 289 47 33 291 22 19 0 74 40 0 27

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Cnflct Vol: 387 xxxx xxxxx 393 xxxx xxxxx 1236 1266 361 1287 1250 351
Potent Cap.: 1140 xxxx xxxxx 1134 xxxx xxxxx 154 171 688 142 174 697
Move Cap.: 1140 xxxx xxxxx 1134 xxxx xxxxx 124 134 688 97 137 697
Volume/Cap: 0.18 xxxx xxxxx 0.05 xxxx xxxxx 0.25 0.00 0.18 0.68 0.00 0.03

Capacity Module:
Cnflct Vol: 313 xxxx xxxxx 336 xxxx xxxxx 860 870 302 883 857 312
Potent Cap.: 1214 xxxx xxxxx 1190 xxxx xxxxx 279 292 742 269 297 733
Move Cap.: 1214 xxxx xxxxx 1190 xxxx xxxxx 249 265 742 224 269 733
Volume/Cap: 0.07 xxxx xxxxx 0.03 xxxx xxxxx 0.08 0.00 0.10 0.18 0.00 0.04

Level Of Service Module:
2Way95thQ: 0.6 xxxx xxxxx 0.1 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: 8.8 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.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 85.5 xxxxx xxxx 125 xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.7 xxxxx xxxxx 4.0 xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 10.1 xxxxx xxxxx 84.9 xxxxx
Shared LOS: * * * * * * * B * * F *
ApproachDel: xxxxxx xxxxxx 10.1 84.9
ApproachLOS: * * B F

Level Of Service Module:
2Way95thQ: 0.2 xxxx xxxxx 0.1 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: 8.2 xxxx xxxxx 8.1 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.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 93.3 xxxxx xxxx 310 xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.3 xxxxx xxxxx 0.8 xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 9.3 xxxxx xxxxx 19.8 xxxxx
Shared LOS: * * * * * * * A * * C *
ApproachDel: xxxxxx xxxxxx 9.3 19.8
ApproachLOS: * * A C

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 SR 49 / Main

Average Delay (sec/veh): 386.8 Worst Case Level Of Service: F[1406.6]

Street Name: SR 49 Main

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 1 0 0)

Volume Module:

Table with 12 columns for traffic volumes and 12 columns for HCM metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume)

Critical Gap Module:

Table with 12 columns for Critical Gap and FollowUpTim metrics

Capacity Module:

Table with 12 columns for Capacity metrics (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.)

Level Of Service Module:

Table with 12 columns for Level Of Service metrics (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS)

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 SR 49 / Main

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name: SR 49 Main

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 1 0 0)

Volume Module:

Table with 12 columns for traffic volumes and 12 columns for HCM metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume)

Critical Gap Module:

Table with 12 columns for Critical Gap and FollowUpTim metrics

Capacity Module:

Table with 12 columns for Capacity metrics (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.)

Level Of Service Module:

Table with 12 columns for Level Of Service metrics (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS)

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 SR 49 / Poplar

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[15.1]

Street Name: SR 49 Poplar

Approach: 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 0 1 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol: 54 701 0 0 517 6 3 0 42 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 54 701 0 0 517 6 3 0 42 0 0 0
Added Vol: 4 60 0 0 70 0 0 0 4 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 58 761 0 0 587 6 3 0 46 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 62 810 0 0 624 6 3 0 49 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 62 810 0 0 624 6 3 0 49 0 0 0

Critical Gap Module:

Critical Gp: 4.2 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 6.5 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 4.0 3.3 xxxxx xxxxx xxxxx

Capacity Module:

Cnflct Vol: 631 xxxxx xxxxx xxxxx xxxxx xxxxx 1561 1561 628 xxxxx xxxxx xxxxx
Potent Cap.: 923 xxxxx xxxxx xxxxx xxxxx xxxxx 125 113 487 xxxxx xxxxx xxxxx
Move Cap.: 923 xxxxx xxxxx xxxxx xxxxx xxxxx 118 105 487 xxxxx xxxxx xxxxx
Volume/Cap: 0.07 xxxxx xxxxx xxxxx xxxxx xxxxx 0.03 0.00 0.10 xxxxx xxxxx xxxxx

Level Of Service Module:

2Way95thQ: 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: 9.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 409 xxxxx xxxxx xxxxx xxxxx
SharedQueue: 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.4 xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: 9.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 15.1 xxxxx xxxxx xxxxx xxxxx
Shared LOS: A *
ApproachDel: xxxxxx xxxxxx 15.1 xxxxxx
ApproachLOS: * * * * * C * * * * *

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 SR 49 / Poplar

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[15.1]

Street Name: SR 49 Poplar

Approach: 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 0 1 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol: 20 524 0 0 545 0 1 0 13 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: 20 524 0 0 545 0 1 0 13 0 0 0
Added Vol: 6 98 0 0 96 0 0 0 6 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 26 622 0 0 641 0 1 0 19 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 30 715 0 0 737 0 1 0 22 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 30 715 0 0 737 0 1 0 22 0 0 0

Critical Gap Module:

Critical Gp: 4.2 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 6.5 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 4.0 3.3 xxxxx xxxxx xxxxx

Capacity Module:

Cnflct Vol: 737 xxxxx xxxxx xxxxx xxxxx xxxxx 1511 1511 737 xxxxx xxxxx xxxxx
Potent Cap.: 842 xxxxx xxxxx xxxxx xxxxx xxxxx 134 121 422 xxxxx xxxxx xxxxx
Move Cap.: 842 xxxxx xxxxx xxxxx xxxxx xxxxx 130 117 422 xxxxx xxxxx xxxxx
Volume/Cap: 0.04 xxxxx xxxxx xxxxx xxxxx xxxxx 0.01 0.00 0.05 xxxxx xxxxx xxxxx

Level Of Service Module:

2Way95thQ: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: 9.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 379 xxxxx xxxxx xxxxx xxxxx
SharedQueue: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: 9.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 15.1 xxxxx xxxxx xxxxx xxxxx
Shared LOS: A *
ApproachDel: xxxxxx xxxxxx 15.1 xxxxxx
ApproachLOS: * * * * * C * * * * *

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 SR 49 / Empire

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: F[51.9]

Street Name: SR 49 Empire

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1 0 0 1! 0 0

Volume Module:

Base Vol: 50 712 3 14 522 15 18 3 39 10 7 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 712 3 14 522 15 18 3 39 10 7 6
Added Vol: 7 63 0 0 74 0 0 0 8 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 57 775 3 14 596 15 18 3 47 10 7 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: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 59 807 3 15 621 16 19 3 49 10 7 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 59 807 3 15 621 16 19 3 49 10 7 6

Critical Gap Module:

Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:

Cnflct Vol: 636 xxxx xxxxx 810 xxxx xxxxx 1592 1587 629 1611 1593 809
Potent Cap.: 919 xxxx xxxxx 790 xxxx xxxxx 88 109 486 85 108 384
Move Cap.: 919 xxxx xxxxx 790 xxxx xxxxx 76 100 486 70 99 384
Volume/Cap: 0.06 xxxx xxxxx 0.02 xxxx xxxxx 0.25 0.03 0.10 0.15 0.07 0.02

Level Of Service Module:

2Way95thQ: 0.2 xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxxx 0.3 xxxx xxxxx xxxxx
Control Del: 9.2 xxxx xxxxx 9.6 xxxx xxxxx xxxxx xxxxx 13.2 xxxxx xxxxx xxxxx
LOS by Move: A * * A * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 79 xxxx xxxxx xxxx 100 xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 1.0 xxxx xxxxx xxxxx 0.9 xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 67.4 xxxx xxxxx xxxxx 51.9 xxxxx
Shared LOS: * * * * * F * * * * F *
ApproachDel: xxxxxx xxxxxx 30.0 51.9
ApproachLOS: * * D F

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 SR 49 / Empire

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: E[48.5]

Street Name: SR 49 Empire

Approach: 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 1 0 0 1 0 0 1! 0 0

Volume Module:

Base Vol: 46 524 2 0 556 0 1 0 36 7 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: 46 524 2 0 556 0 1 0 36 7 0 3
Added Vol: 12 105 0 0 102 0 0 0 12 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 58 629 2 0 658 0 1 0 48 7 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: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 65 707 2 0 739 0 1 0 54 8 0 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 65 707 2 0 739 0 1 0 54 8 0 3

Critical Gap Module:

Critical Gp: 4.2 xxxx xxxxx xxxx xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx xxxx xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:

Cnflct Vol: 739 xxxx xxxxx xxxx xxxx xxxxx 1579 1579 739 1604 1578 708
Potent Cap.: 840 xxxx xxxxx xxxx xxxx xxxxx 89 110 420 86 111 438
Move Cap.: 840 xxxx xxxxx xxxx xxxx xxxxx 83 102 420 70 102 438
Volume/Cap: 0.08 xxxx xxxxx xxxx xxxx xxxxx 0.01 0.00 0.13 0.11 0.00 0.01

Level Of Service Module:

2Way95thQ: 0.3 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxxx 0.4 xxxx xxxx xxxxx
Control Del: 9.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx 14.8 xxxxx xxxx xxxxx
LOS by Move: A * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 83 xxxx xxxxx xxxx 94 xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx 0.4 xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 48.9 xxxx xxxxx xxxxx 48.5 xxxxx
Shared LOS: * * * * * E * * * * E *
ApproachDel: xxxxxx xxxxxx 15.5 48.5
ApproachLOS: * * C E

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

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 #5 SR 49 / Randolph Dr.
Cycle (sec): 120 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #5 SR 49 / Randolph Dr.
Cycle (sec): 120 Critical Vol./Cap.(X): 0.875
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 44.0
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with columns for Street Name (SR 49, Randolph), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Split Phase), Rights (Include), Min. Green, and Lanes.

Table with columns for Street Name (SR 49, Randolph), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Split Phase), Rights (Include), Min. Green, and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for various approaches.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for various approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for various approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for various approaches.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue for various approaches.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue for various approaches.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

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 #6 SR 49 / SR 16
Cycle (sec): 90
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.935
Average Delay (sec/veh): 36.7
Level Of Service: D

Intersection #6 SR 49 / SR 16
Cycle (sec): 75
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.882
Average Delay (sec/veh): 27.4
Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and SR 16.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and SR 16.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume for SR 49 and SR 16.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume for SR 49 and SR 16.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat for SR 49 and SR 16.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat for SR 49 and SR 16.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for SR 49 and SR 16.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for SR 49 and SR 16.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 SR 124 / SR 16

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: D[34.6]

Street Name: SR 124 SR 16

Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Volume Module:

Base Vol: 22 0 146 0 0 0 0 664 29 85 415 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 22 0 146 0 0 0 0 664 29 85 415 0
Added Vol: 0 0 88 0 0 0 0 102 0 75 87 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 22 0 234 0 0 0 0 766 29 160 502 0
User Adj: 1.00 1.00 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: 24 0 252 0 0 0 0 824 31 172 540 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 24 0 252 0 0 0 0 824 31 172 540 0

Critical Gap Module:

Critical Gp: 6.4 xxxx 6.2 xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 4.2 xxxx xxxxxx
FollowUpTim: 3.5 xxxx 3.3 xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 2.3 xxxx xxxxxx

Capacity Module:

Cnflct Vol: 1708 xxxxx 824 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 824 xxxxx xxxxx
Potent Cap.: 101 xxxxx 376 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 781 xxxxx xxxxx
Move Cap.: 84 xxxxx 376 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 781 xxxxx xxxxx
Volume/Cap: 0.28 xxxxx 0.67 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.22 xxxxx xxxxx

Level Of Service Module:

2Way95thQ: 1.0 xxxxx 4.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.8 xxxxx xxxxx
Control Del: 63.8 xxxxx 31.9 xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx 10.9 xxxxx xxxxxx
LOS by Move: F * D * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx
Shrd ConDel: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: *
ApproachDel: 34.6 xxxxxxx xxxxxxx xxxxxxx xxxxxxx
ApproachLOS: D * * * *

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 SR 124 / SR 16

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: D[25.3]

Street Name: SR 124 SR 16

Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Volume Module:

Base Vol: 15 0 100 0 0 0 0 464 19 76 486 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 15 0 100 0 0 0 0 464 19 76 486 0
Added Vol: 0 0 121 0 0 0 0 140 0 124 144 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 0 221 0 0 0 0 604 19 200 630 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 17 0 248 0 0 0 0 679 21 225 708 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 17 0 248 0 0 0 0 679 21 225 708 0

Critical Gap Module:

Critical Gp: 6.4 xxxxx 6.2 xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 4.2 xxxx xxxxxx
FollowUpTim: 3.5 xxxxx 3.3 xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 2.3 xxxxx xxxxxx

Capacity Module:

Cnflct Vol: 1836 xxxxx 679 xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 679 xxxxx xxxxxx
Potent Cap.: 84 xxxxx 455 xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 886 xxxxx xxxxxx
Move Cap.: 68 xxxxx 455 xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 886 xxxxx xxxxxx
Volume/Cap: 0.25 xxxxx 0.55 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.25 xxxxx xxxxx

Level Of Service Module:

2Way95thQ: 0.9 xxxxx 3.2 xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 1.0 xxxxx xxxxxx
Control Del: 74.8 xxxxx 22.0 xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx 10.4 xxxxx xxxxxx
LOS by Move: F * C * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx
Shrd ConDel: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: *
ApproachDel: 25.3 xxxxxxx xxxxxxx xxxxxxx xxxxxxx
ApproachLOS: D * * * *

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

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 #8 Latrobe (Amador) / SR 16
Cycle (sec): 60
Loss Time (sec): 8 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED

Intersection #8 Latrobe (Amador) / SR 16
Cycle (sec): 60
Loss Time (sec): 8 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Table with columns for Street Name (SR 104, SR 124), Approach (North, South, East, West), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume for various movements.

Critical Gap Module table showing Critical Gp and FollowUpTim for different movements.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for various movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Average Delay (sec/veh): 894.0 Worst Case Level Of Service: F[4202.8]

Table with columns for Street Name (SR 104, SR 124), Approach (North, South, East, West), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume for various movements.

Critical Gap Module table showing Critical Gp and FollowUpTim for different movements.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for various movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Preston Ave. / Main St.

Average Delay (sec/veh): 739.9 Worst Case Level Of Service: F[1483.4]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Preston Ave. / Main St.

Average Delay (sec/veh): 374.6 Worst Case Level Of Service: F[794.9]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Average Delay (sec/veh): 303.9 Worst Case Level Of Service: F[1356.9]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes for SR 124 (Church) and SR 104 (Main).

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp, FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Average Delay (sec/veh): 349.1 Worst Case Level Of Service: F[1245.2]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes for SR 124 (Church) and SR 104 (Main).

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp, FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 SR 124 / SR 88

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: C[15.8]

Street Name: SR 124 SR 88

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include Channel Include Include

Lanes: 0 0 0 0 0 1 0 0 0 0 1 0

Volume Module:

Table with 12 columns for traffic volume and delay metrics across four approaches.

Critical Gap Module:

Table with 12 columns for critical gap and follow-up time metrics.

Capacity Module:

Table with 12 columns for capacity and volume/capacity metrics.

Level Of Service Module:

Table with 12 columns for level of service, delay, and LOS by movement.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 SR 124 / SR 88

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: C[17.7]

Street Name: SR 124 SR 88

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include Channel Include Include

Lanes: 0 0 0 0 0 1 0 0 1 0 1 0

Volume Module:

Table with 12 columns for traffic volume and delay metrics across four approaches.

Critical Gap Module:

Table with 12 columns for critical gap and follow-up time metrics.

Capacity Module:

Table with 12 columns for capacity and volume/capacity metrics.

Level Of Service Module:

Table with 12 columns for level of service, delay, and LOS by movement.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Average Delay (sec/veh): 41.6 Worst Case Level Of Service: F[510.0]

Average Delay (sec/veh): 45.2 Worst Case Level Of Service: F[316.9]

Street Name: Jackson Valley SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 0 1 0

Street Name: Jackson Valley SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 0 1 0

Volume Module:
Base Vol: 117 14 6 2 26 9 8 702 180 3 487 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: 117 14 6 2 26 9 8 702 180 3 487 4
Added Vol: 0 1 0 0 1 0 0 84 0 0 72 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 117 15 6 2 27 9 8 786 180 3 559 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: 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: 123 16 6 2 28 9 8 827 189 3 588 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 123 16 6 2 28 9 8 827 189 3 588 4

Volume Module:
Base Vol: 193 3 1 8 1 1 1 391 117 4 431 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: 193 3 1 8 1 1 1 391 117 4 431 6
Added Vol: 0 1 0 0 1 0 0 116 0 0 119 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 193 4 1 8 2 1 1 507 117 4 550 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: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 217 4 1 9 2 1 1 570 131 4 618 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 217 4 1 9 2 1 1 570 131 4 618 7

Critical Gap Module:
Critical Gp: 7.2 6.6 6.3 7.2 6.6 6.3 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx
FollowUpTim: 3.6 4.1 3.4 3.6 4.1 3.4 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx

Critical Gap Module:
Critical Gp: 7.2 6.6 6.3 7.2 6.6 6.3 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx
FollowUpTim: 3.6 4.1 3.4 3.6 4.1 3.4 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx

Capacity Module:
Cnflct Vol: 1555 1538 922 1547 1631 591 593 xxxx xxxxxx 1017 xxxx xxxxxx
Potent Cap.: 89 113 320 91 99 498 993 xxxx xxxxxx 690 xxxx xxxxxx
Move Cap.: 67 111 320 78 98 498 993 xxxx xxxxxx 690 xxxx xxxxxx
Volume/Cap: 1.83 0.14 0.02 0.03 0.29 0.02 0.01 xxxx xxxxxx 0.00 xxxx xxxxxx

Capacity Module:
Cnflct Vol: 1270 1271 635 1271 1334 621 625 xxxx xxxxxx 701 xxxx xxxxxx
Potent Cap.: 142 164 469 141 150 478 966 xxxx xxxxxx 905 xxxx xxxxxx
Move Cap.: 139 163 469 137 149 478 966 xxxx xxxxxx 905 xxxx xxxxxx
Volume/Cap: 1.56 0.03 0.00 0.07 0.02 0.00 0.00 xxxx xxxxxx 0.00 xxxx xxxxxx

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 0.0 xxxx xxxxxx 0.0 xxxx xxxxxx
Control Del:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 8.7 xxxx xxxxxx 10.2 xxxx xxxxxx
LOS by Move: * * * * * A * * * B * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 79 xxxxxx xxxx 231 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxx 12.6 xxxxxx xxxxxx 0.6 xxxxxx xxxxxx xxxxxx xxxxxx xxxx xxxx xxxxxx
Shrd ConDel:xxxxx 510 xxxxxx xxxxxx 23.9 xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shared LOS: * F * * C * * * * *
ApproachDel: 510.0 23.9 xxxxxxxx xxxxxxxx
ApproachLOS: F C * *

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 0.0 xxxx xxxxxx 0.0 xxxx xxxxxx
Control Del:xxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 8.7 xxxx xxxxxx 9.0 xxxx xxxxxx
LOS by Move: * * * * * A * * * A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 147 xxxxxx xxxx 315 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxx 15.0 xxxxxx xxxxxx 0.1 xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shrd ConDel:xxxxx 317 xxxxxx xxxxxx 16.9 xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shared LOS: * F * * C * * * * *
ApproachDel: 316.9 16.9 xxxxxxxx xxxxxxxx
ApproachLOS: F C * *

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for SR 88 and Liberty.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for SR 88 and Liberty.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

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 #15 SR 88 / SR 12 (east)
Cycle (sec): 95
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.932
Average Delay (sec/veh): 32.0
Level Of Service: C

Intersection #15 SR 88 / SR 12 (east)
Cycle (sec): 90
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.922
Average Delay (sec/veh): 30.0
Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (east).

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (east).

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume for SR 88 and SR 12 (east).

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume for SR 88 and SR 12 (east).

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. for SR 88 and SR 12 (east).

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. for SR 88 and SR 12 (east).

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for SR 88 and SR 12 (east).

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for SR 88 and SR 12 (east).

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

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 #17 SR 88 / Victor (SR 12 west)
Cycle (sec): 120
Critical Vol./Cap.(X): 1.071
Loss Time (sec): 16 (Y+R=4.0 sec)
Average Delay (sec/veh): 74.0
Optimal Cycle: OPTIMIZED
Level Of Service: E

Intersection #17 SR 88 / Victor (SR 12 west)
Cycle (sec): 120
Critical Vol./Cap.(X): 0.936
Loss Time (sec): 16 (Y+R=4.0 sec)
Average Delay (sec/veh): 46.9
Optimal Cycle: OPTIMIZED
Level Of Service: D

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (west).

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (west).

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

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 #18 SR 88 / Kettleman Ln.
Cycle (sec): 120 Critical Vol./Cap.(X): 1.570
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 249.9
Optimal Cycle: OPTIMIZED Level Of Service: F

Intersection #18 SR 88 / Kettleman Ln.
Cycle (sec): 120 Critical Vol./Cap.(X): 1.285
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 158.4
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name: SR 88 Kettleman
Approach: North Bound South Bound East Bound West Bound
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: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 0 0 1 0 0

Street Name: SR 88 Kettleman
Approach: North Bound South Bound East Bound West Bound
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: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 0 0 1 0 0

Volume Module:
Base Vol: 28 666 11 33 1221 83 472 244 61 28 83 22
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 28 666 11 33 1221 83 472 244 61 28 83 22
Added Vol: 0 32 0 0 28 5 6 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 698 11 33 1249 88 478 244 61 28 83 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 30 743 12 35 1329 94 509 260 65 30 88 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 743 12 35 1329 94 509 260 65 30 88 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 743 12 35 1329 94 509 260 65 30 88 23

Volume Module:
Base Vol: 22 414 9 27 979 71 378 196 49 22 67 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 22 414 9 27 979 71 378 196 49 22 67 18
Added Vol: 0 45 0 0 46 9 9 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 22 459 9 27 1025 80 387 196 49 22 67 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: 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: 23 488 10 29 1090 85 412 209 52 23 71 19
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 23 488 10 29 1090 85 412 209 52 23 71 19
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 23 488 10 29 1090 85 412 209 52 23 71 19

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.93 0.93 0.89 0.93 0.93 0.96 0.96 0.96 0.97 0.97 0.97
Lanes: 1.00 0.98 0.02 1.00 0.93 0.07 0.61 0.31 0.08 0.21 0.62 0.17
Final Sat.: 1688 1745 28 1688 1643 116 1113 568 142 387 1148 304

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.93 0.93 0.89 0.92 0.92 0.96 0.96 0.96 0.97 0.97 0.97
Lanes: 1.00 0.98 0.02 1.00 0.93 0.07 0.61 0.31 0.08 0.20 0.63 0.17
Final Sat.: 1688 1737 34 1688 1630 127 1116 565 141 378 1151 309

Capacity Analysis Module:
Vol/Sat: 0.02 0.43 0.43 0.02 0.81 0.81 0.46 0.46 0.46 0.08 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.03 0.49 0.49 0.04 0.50 0.50 0.28 0.28 0.28 0.06 0.06 0.06
Volume/Cap: 0.53 0.87 0.87 0.54 1.63 1.63 1.63 1.63 1.63 1.32 1.32 1.32
Delay/Veh: 66.3 36.4 36.4 65.7 320 320.5 337.0 337 337.0 251.0 251 251.0
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: 66.3 36.4 36.4 65.7 320 320.5 337.0 337 337.0 251.0 251 251.0
LOS by Move: E D D E F F F F F F F F
DesignQueue: 2 29 29 2 60 60 45 45 45 9 9 9

Capacity Analysis Module:
Vol/Sat: 0.01 0.28 0.28 0.02 0.67 0.67 0.37 0.37 0.37 0.06 0.06 0.06
Crit Moves: ****
Green/Cycle: 0.03 0.48 0.48 0.06 0.50 0.50 0.28 0.28 0.28 0.06 0.06 0.06
Volume/Cap: 0.42 0.59 0.59 0.30 1.34 1.34 1.34 1.34 1.34 1.06 1.06 1.06
Delay/Veh: 61.8 24.0 24.0 56.1 190 190.4 209.2 209 209.2 161.1 161 161.1
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: 61.8 24.0 24.0 56.1 190 190.4 209.2 209 209.2 161.1 161 161.1
LOS by Move: E C C E F F F F F F F F
DesignQueue: 2 19 19 2 47 47 36 36 36 7 7 7

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

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 #19 Ione / SR 16
Cycle (sec): 80
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.754
Average Delay (sec/veh): 17.6
Level Of Service: B

Intersection #19 Ione / SR 16
Cycle (sec): 60
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.517
Average Delay (sec/veh): 8.0
Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Ione and SR 16.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Ione and SR 16.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, PCE Adj, MLF Adj, Final Volume for Ione and SR 16.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, PCE Adj, MLF Adj, Final Volume for Ione and SR 16.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. for Ione and SR 16.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. for Ione and SR 16.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Ione and SR 16.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Ione and SR 16.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

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 #20 Murieta South Pkwy / SR 16
Cycle (sec): 60
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.547
Average Delay (sec/veh): 10.6
Level Of Service: B

Intersection #20 Murieta South Pkwy / SR 16
Cycle (sec): 65
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.655
Average Delay (sec/veh): 13.0
Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table with 12 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table with 12 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

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 #21 Murieta Pkwy / SR 16
Cycle (sec): 80
Critical Vol./Cap.(X): 0.915
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 35.8
Optimal Cycle: OPTIMIZED
Level Of Service: D

Intersection #21 Murieta Pkwy / SR 16
Cycle (sec): 100
Critical Vol./Cap.(X): 1.041
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 56.2
Optimal Cycle: OPTIMIZED
Level Of Service: E

Street Name: Murieta Pkwy SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ovl Ovl Ovl Include
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 1 0 1 1 0 1 0 1 1 0 0 1 0

Street Name: Murieta Pkwy SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ovl Ovl Ovl Include
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 1 0 1 1 0 1 0 1 1 0 0 1 0

Volume Module:
Base Vol: 169 203 169 58 171 292 465 671 164 40 343 74
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 169 203 169 58 171 292 465 671 164 40 343 74
Added Vol: 0 0 0 0 0 0 0 101 0 0 87 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 169 203 169 58 171 292 465 772 164 40 430 74
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 178 214 178 61 180 307 489 813 173 42 453 78
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 178 214 178 61 180 307 489 813 173 42 453 78
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 178 214 178 61 180 307 489 813 173 42 453 78

Volume Module:
Base Vol: 220 152 99 88 203 272 311 792 197 94 784 83
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 220 152 99 88 203 272 311 792 197 94 784 83
Added Vol: 0 0 1 0 0 0 0 139 0 1 143 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 220 152 100 88 203 272 311 931 197 95 927 83
User 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 Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 207 143 94 83 191 256 292 875 185 89 871 78
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 207 143 94 83 191 256 292 875 185 89 871 78
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 207 143 94 83 191 256 292 875 185 89 871 78

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 0.90 0.95 0.81 0.90 0.93 0.93
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.85 0.15
Final Sat.: 1805 1900 1615 1805 1900 1615 1718 1809 1537 1718 1509 260

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 0.90 0.95 0.81 0.90 0.94 0.94
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.92 0.08
Final Sat.: 1805 1900 1615 1805 1900 1615 1718 1809 1537 1718 1640 147

Capacity Analysis Module:
Vol/Sat: 0.10 0.11 0.11 0.03 0.09 0.19 0.28 0.45 0.11 0.02 0.30 0.30
Crit Moves: ****
Green/Cycle: 0.11 0.15 0.21 0.06 0.10 0.41 0.31 0.57 0.68 0.06 0.33 0.33
Volume/Cap: 0.92 0.77 0.52 0.52 0.92 0.46 0.92 0.78 0.16 0.38 0.92 0.92
Delay/Veh: 76.8 45.2 29.5 40.3 76.7 17.4 47.0 17.0 4.6 38.1 45.1 45.1
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: 76.8 45.2 29.5 40.3 76.7 17.4 47.0 17.0 4.6 38.1 45.1 45.1
LOS by Move: E D C D E B D B A D D D
DesignQueue: 7 8 6 3 7 8 16 17 2 2 17 17

Capacity Analysis Module:
Vol/Sat: 0.11 0.08 0.06 0.05 0.10 0.16 0.17 0.48 0.12 0.05 0.53 0.53
Crit Moves: ****
Green/Cycle: 0.11 0.13 0.19 0.08 0.10 0.26 0.16 0.61 0.72 0.07 0.51 0.51
Volume/Cap: 1.04 0.59 0.30 0.59 1.04 0.61 1.04 0.80 0.17 0.80 1.04 1.04
Delay/Veh: 119.6 44.8 35.1 50.8 123 35.2 106.7 19.0 4.6 77.4 65.6 65.6
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: 119.6 44.8 35.1 50.8 123 35.2 106.7 19.0 4.6 77.4 65.6 65.6
LOS by Move: F D D D F D F B A E E E
DesignQueue: 11 7 4 4 10 11 14 22 3 5 30 30

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Stonehouse / SR 16

Intersection #22 Stonehouse / SR 16

Average Delay (sec/veh): 58.4 Worst Case Level Of Service: F[1115.5]

Average Delay (sec/veh): 91.8 Worst Case Level Of Service: F[2453.3]

Street Name: Stonehouse SR 16

Street Name: Stonehouse SR 16

Table with columns: Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module:

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Latrobe (Sac) / SR 16

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: F[384.8]

Street Name: Latrobe (Sac) SR 16

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0-1-0-0-1)

Volume Module:

Table with 12 columns for traffic volumes: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume

Critical Gap Module:

Table with 12 columns for critical gap metrics: Critical Gp, FollowUpTim

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Latrobe (Sac) / SR 16

Average Delay (sec/veh): 7.6 Worst Case Level Of Service: F[583.7]

Street Name: Latrobe (Sac) SR 16

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0-1-0-0-1)

Volume Module:

Table with 12 columns for traffic volumes: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume

Critical Gap Module:

Table with 12 columns for critical gap metrics: Critical Gp, FollowUpTim

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

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 Dillard / SR 16
Cycle (sec): 120
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 1.075
Average Delay (sec/veh): 53.9
Level Of Service: D

Intersection #24 Dillard / SR 16
Cycle (sec): 120
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 1.073
Average Delay (sec/veh): 54.2
Level Of Service: D

Table with 12 columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows include Dillard and SR 16 with North, South, East, and West bound movements.

Table with 12 columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows include Dillard and SR 16 with North, South, East, and West bound movements.

Table with 12 columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with 12 columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Table with 12 columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with 12 columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 Sloughhouse / SR 16

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: E[43.3]

Street Name: Sloughhouse SR 16

Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Volume Module:

Base Vol: 7 0 38 0 0 0 0 1179 8 16 662 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 7 0 38 0 0 0 0 1179 8 16 662 0
Added Vol: 0 0 0 0 0 0 0 100 0 0 85 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 7 0 38 0 0 0 0 1279 8 16 747 0
User Adj: 1.00 1.00 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: 8 0 42 0 0 0 0 1405 9 18 821 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 8 0 42 0 0 0 0 1405 9 18 821 0

Critical Gap Module:

Critical Gp: 6.4 xxxx 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 xxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx

Capacity Module:

Cnflct Vol: 2262 xxxx 1405 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx 1414 xxxx xxxxx
Potent Cap.: 46 xxxx 172 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx xxxxx 473 xxxx xxxxx
Move Cap.: 44 xxxx 172 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx xxxxx 473 xxxx xxxxx
Volume/Cap: 0.17 xxxx 0.24 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.04 xxxx xxxxx

Level Of Service Module:

2Way95thQ: 0.6 xxxx 0.9 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.1 xxxx xxxxx
Control Del:102.5 xxxx 32.4 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.9 xxxx xxxxx
LOS by Move: F * D * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx xxxxx
SharedQueue:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: 43.3 xxxxxxx xxxxxxx xxxxxxx
ApproachLOS: E * * * *

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 Sloughhouse / SR 16

Average Delay (sec/veh): 16.5 Worst Case Level Of Service: F[411.1]

Street Name: Sloughhouse SR 16

Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Volume Module:

Base Vol: 46 0 58 0 0 0 0 1107 6 33 1084 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 46 0 58 0 0 0 0 1107 6 33 1084 0
Added Vol: 0 0 0 0 0 0 0 137 0 0 141 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 46 0 58 0 0 0 0 1244 6 33 1225 0
User Adj: 1.00 1.00 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: 49 0 62 0 0 0 0 1323 6 35 1303 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 49 0 62 0 0 0 0 1323 6 35 1303 0

Critical Gap Module:

Critical Gp: 6.4 xxxx 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 xxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx

Capacity Module:

Cnflct Vol: 2697 xxxx 1323 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx xxxxx 1330 xxxx xxxxx
Potent Cap.: 24 xxxx 193 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx xxxxx 509 xxxx xxxxx
Move Cap.: 23 xxxx 193 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx xxxxx 509 xxxx xxxxx
Volume/Cap: 2.15 xxxx 0.32 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.07 xxxx xxxxx

Level Of Service Module:

2Way95thQ: 6.2 xxxx 1.3 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.2 xxxx xxxxx
Control Del:888.8 xxxx 32.2 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.6 xxxx xxxxx
LOS by Move: F * D * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx xxxxx
SharedQueue:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: 411.1 xxxxxxx xxxxxxx
ApproachLOS: F * * *

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

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 #26 Grant Line / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.154
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 101.7
Optimal Cycle: OPTIMIZED Level Of Service: F

Intersection #26 Grant Line / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.051
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 56.5
Optimal Cycle: OPTIMIZED Level Of Service: E

Table with columns: Street Name, Grant Line, SR 16, Approach, North Bound, South Bound, East Bound, West Bound, Movement, Control, Rights, Min. Green, Lanes.

Table with columns: Street Name, Grant Line, SR 16, Approach, North Bound, South Bound, East Bound, West Bound, Movement, Control, Rights, Min. Green, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

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 #27 Sunrise / SR 16
Cycle (sec): 120
Critical Vol./Cap.(X): 1.009
Loss Time (sec): 16 (Y+R=4.0 sec)
Average Delay (sec/veh): 65.6
Optimal Cycle: OPTIMIZED
Level Of Service: E

Intersection #27 Sunrise / SR 16
Cycle (sec): 120
Critical Vol./Cap.(X): 1.007
Loss Time (sec): 16 (Y+R=4.0 sec)
Average Delay (sec/veh): 52.4
Optimal Cycle: OPTIMIZED
Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

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 #28 Excelsior / SR 16
Cycle (sec): 85
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.917
Average Delay (sec/veh): 35.9
Level Of Service: D

Intersection #28 Excelsior / SR 16
Cycle (sec): 60
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.598
Average Delay (sec/veh): 19.0
Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

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 #29 Bradshwa / SR 16

Intersection #29 Bradshwa / SR 16

Cycle (sec): 120 Critical Vol./Cap.(X): 2.000
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 396.0
Optimal Cycle: OPTIMIZED Level Of Service: F

Cycle (sec): 120 Critical Vol./Cap.(X): 1.125
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 87.1
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name: Bradshaw SR 16

Street Name: Bradshaw SR 16

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module:

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

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 #30 Latrobe / White Rock
Cycle (sec): 115 Critical Vol./Cap.(X): 1.138
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 80.4
Optimal Cycle: OPTIMIZED Level Of Service: F

Intersection #30 Latrobe / White Rock
Cycle (sec): 60 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Latrobe / S. Shingle

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[18.5]

Table with columns for Street Name (Latrobe, South Shingle), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0 0 1 0 0).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with columns for Critical Gp, FollowUpTim, and values for various approaches.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Latrobe / S. Shingle

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[14.3]

Table with columns for Street Name (Latrobe, South Shingle), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0 0 1 0 0).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with columns for Critical Gp, FollowUpTim, and values for various approaches.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

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 #36 Missouri Flat / Pleasant Valley

Intersection #36 Missouri Flat / Pleasant Valley

Cycle (sec): 60 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Cycle (sec): 60 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Missouri Flat and Pleasant Valley.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Missouri Flat and Pleasant Valley.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for Saturation Flow Module.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for Saturation Flow Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #37 Forni / Pleasant Valley

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: E[39.0]

Table with columns for Street Name (Forni, Pleasant Valley), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #37 Forni / Pleasant Valley

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B[14.7]

Table with columns for Street Name (Forni, Pleasant Valley), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #38 SR 49 / Pleasant Valley
Cycle (sec): 100
Loss Time (sec): 0 (Y+R=4.0 sec)
Optimal Cycle: 0
Critical Vol./Cap.(X): 1.318
Average Delay (sec/veh): 108.9
Level Of Service: F

Intersection #38 SR 49 / Pleasant Valley
Cycle (sec): 100
Loss Time (sec): 0 (Y+R=4.0 sec)
Optimal Cycle: 0
Critical Vol./Cap.(X): 0.807
Average Delay (sec/veh): 23.6
Level Of Service: C

Table with columns for Street Name, SR 49, and Pleasant Valley. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Table with columns for Street Name, SR 49, and Pleasant Valley. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Saturation Flow Module showing Adjustment, Lanes, and Final Sat.

Table for Saturation Flow Module showing Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

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 #39 Elliott / SR 88 (N)
Cycle (sec): 120
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 1.084
Average Delay (sec/veh): 73.1
Level Of Service: E

Intersection #39 Elliott / SR 88 (N)
Cycle (sec): 90
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.932
Average Delay (sec/veh): 33.6
Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Elliott and SR 88.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Elliott and SR 88.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

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 #40 Tully / SR 88 (S)
Cycle (sec): 85
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.929
Average Delay (sec/veh): 32.6
Level Of Service: C

Intersection #40 Tully / SR 88 (S)
Cycle (sec): 60
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.826
Average Delay (sec/veh): 20.8
Level Of Service: C

Street Name: Tully Rd. SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0 7 7 4 7 0 7 7 7 0 0 0
Lanes: 0 0 0 1 0 1 0 1 0 0 1 0 0 0 0 0

Street Name: Tully Rd. SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0 7 7 4 7 0 7 7 7 0 0 0
Lanes: 0 0 0 1 0 1 0 1 0 0 1 0 0 0 0 0

Volume Module:
Base Vol: 0 39 66 286 660 0 88 1306 198 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 39 66 286 660 0 88 1306 198 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 39 66 286 660 0 88 1306 198 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 42 72 311 717 0 96 1420 215 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 42 72 311 717 0 96 1420 215 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 42 72 311 717 0 96 1420 215 0 0 0

Volume Module:
Base Vol: 0 31 59 234 540 0 72 1092 162 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 31 59 234 540 0 72 1092 162 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 31 59 234 540 0 72 1092 162 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 34 64 254 587 0 78 1187 176 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 34 64 254 587 0 78 1187 176 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 34 64 254 587 0 78 1187 176 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 0.95 1.00 1.00 0.79 0.89 0.79 1.00 1.00 1.00
Lanes: 0.00 0.37 0.63 1.00 1.00 0.00 1.00 2.00 1.00 0.00 0.00 0.00
Final Sat.: 0 646 1093 1805 1900 0 1510 3375 1510 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.91 0.91 0.95 1.00 1.00 0.79 0.89 0.79 1.00 1.00 1.00
Lanes: 0.00 0.34 0.66 1.00 1.00 0.00 1.00 2.00 1.00 0.00 0.00 0.00
Final Sat.: 0 596 1135 1805 1900 0 1510 3375 1510 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.07 0.07 0.17 0.38 0.00 0.06 0.42 0.14 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.13 0.13 0.27 0.41 0.00 0.45 0.45 0.45 0.00 0.00 0.00
Volume/Cap: 0.00 0.50 0.50 0.63 0.93 0.00 0.14 0.93 0.31 0.00 0.00 0.00
Delay/Veh: 0.0 36.0 36.0 29.5 41.6 0.0 13.7 32.4 15.1 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
AdjDel/Veh: 0.0 36.0 36.0 29.5 41.6 0.0 13.7 32.4 15.1 0.0 0.0 0.0
LOS by Move: A D D C D A B C B A A A
DesignQueue: 0 5 5 11 22 0 3 22 6 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.06 0.06 0.14 0.31 0.00 0.05 0.35 0.12 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.17 0.17 0.20 0.37 0.00 0.43 0.43 0.43 0.00 0.00 0.00
Volume/Cap: 0.00 0.33 0.33 0.69 0.83 0.00 0.12 0.83 0.27 0.00 0.00 0.00
Delay/Veh: 0.0 22.6 22.6 27.5 24.9 0.0 10.5 19.3 11.4 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
AdjDel/Veh: 0.0 22.6 22.6 27.5 24.9 0.0 10.5 19.3 11.4 0.0 0.0 0.0
LOS by Move: A C C C C A B B B A A A
DesignQueue: 0 3 3 7 13 0 2 13 3 0 0 0

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday
PM Peak Hour

Ione Casino
Cum + Alt A - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #100 SR 49 / Project Service Access

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[20.0]

Street Name: SR 49 Project Service Access

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 1! 0 0

Volume Module:

Base Vol: 0 794 0 0 518 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: 0 794 0 0 518 0 0 0 0 0 0 0
Added Vol: 0 123 82 25 105 0 0 0 0 70 0 22
PasserByVol: 0 0 0 0 70 0 0 0 0 0 0 0
Initial Fut: 0 917 82 25 693 0 0 0 0 70 0 22
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 0 1042 93 28 788 0 0 0 0 80 0 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 80 0 0
FinalVolume: 0 1042 93 28 788 0 0 0 0 0 0 25

Critical Gap Module:

Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3

Capacity Module:

Cnflct Vol: xxxx xxxx xxxxx 1135 xxxx xxxxx xxxx xxxx xxxxx 1933 1933 1089
Potent Cap.: xxxx xxxx xxxxx 623 xxxx xxxxx xxxx xxxx xxxxx 73 67 264
Move Cap.: xxxx xxxx xxxxx 623 xxxx xxxxx xxxx xxxx xxxxx 71 64 264
Volume/Cap: xxxx xxxx xxxxx 0.05 xxxx xxxxx xxxx xxxx xxxxx 0.00 0.00 0.09

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 11.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * B * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxxx 264 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.3 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 20.0 xxxxx
Shared LOS: * * * * * * * * * * * * * * * * C *
ApproachDel: xxxxxx xxxxxx xxxxxx 20.0
ApproachLOS: * * * C

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #100 SR 49 / Project Service Access

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: C[17.3]

Street Name: SR 49 Project Service Access

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 1! 0 0

Volume Module:

Base Vol: 0 578 0 0 521 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: 0 578 0 0 521 0 0 0 0 0 0 0
Added Vol: 0 169 113 35 173 0 0 0 0 116 0 36
PasserByVol: 0 0 0 0 116 0 0 0 0 0 0 0
Initial Fut: 0 747 113 35 810 0 0 0 0 116 0 36
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 0 849 128 40 920 0 0 0 0 132 0 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 132 0 0
FinalVolume: 0 849 128 40 920 0 0 0 0 0 0 41

Critical Gap Module:

Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3

Capacity Module:

Cnflct Vol: xxxx xxxx xxxxx 977 xxxx xxxxx xxxx xxxx xxxxx 1913 1913 913
Potent Cap.: xxxx xxxx xxxxx 714 xxxx xxxxx xxxx xxxx xxxxx 76 69 334
Move Cap.: xxxx xxxx xxxxx 714 xxxx xxxxx xxxx xxxx xxxxx 72 65 334
Volume/Cap: xxxx xxxx xxxxx 0.06 xxxxx xxxxx xxxx xxxx xxxxx 0.00 0.00 0.12

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx 0.2 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 10.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * B * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxxx 334 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.4 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 17.3 xxxxx
Shared LOS: * * * * * * * * * * * * * * * * C *
ApproachDel: xxxxxx xxxxxx xxxxxx 17.3
ApproachLOS: * * * C

Note: Queue reported is the number of cars per lane.



APPENDIX A

Intersection Operations Level of Service Calculation Worksheets Cumulative Plus Alternative A with Mitigation Measures

Ione Casino
 Cumulative + Alt. A - Friday - Mitigation Measures
 PM Peak Hour

Ione Casino
 Cum + Alt A - Sat - Mitigation Measures
 PM Peak Hour

Scenario Report
 Scenario: CUM + Alt A Fri PM

Command: CUM + Alt A Fri PM
 Volume: CUM + Alt A Fri
 Geometry: Cumulative Mitigation
 Impact Fee: Existing
 Trip Generation: Alt A (Ph II) Friday
 Trip Distribution: Existing
 Paths: 2006 (Amador Bypass)
 Routes: Existing
 Configuration: Existing

Scenario Report
 Scenario: CUM + Alt A Sat PM

Command: Cum + Alt A Sat PM
 Volume: Cum +Alt A Sat
 Geometry: Cumulative Mitigation
 Impact Fee: Existing
 Trip Generation: Alt A (Ph II) Saturday
 Trip Distribution: Existing
 Paths: 2006 (Amador Bypass)
 Routes: Existing
 Configuration: Existing

Ione Casino
Cumulative + Alt. A - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt A - Sat - Mitigation Measures
PM Peak Hour

Impact Analysis Report
Level Of Service

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in	Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C			Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 2 SR 49 / Main	D	38.3 0.839	D	40.9 0.875	+ 2.543 D/V	# 2 SR 49 / Main	D	38.0 0.807	D	45.2 0.876	+ 7.169 D/V
# 5 SR 49 / Randolph Dr.	A	7.1 0.559	C	31.7 0.834	+24.670 D/V	# 5 SR 49 / Randolph Dr.	A	5.1 0.402	D	44.0 0.875	+38.936 D/V
# 6 SR 49 / SR 16	C	20.8 0.759	C	24.0 0.852	+ 3.247 D/V	# 6 SR 49 / SR 16	B	16.5 0.641	B	18.6 0.792	+ 2.185 D/V
# 7 SR 124 / SR 16	B	11.4 0.564	B	16.4 0.695	+ 4.971 D/V	# 7 SR 124 / SR 16	A	9.2 0.431	B	14.3 0.639	+ 5.081 D/V
# 13 Jackson Valley / SR 88	C	20.9 0.708	C	22.5 0.763	+ 1.540 D/V	# 13 Jackson Valley / SR 88	C	22.0 0.542	C	22.8 0.626	+ 0.828 D/V
# 14 SR 88 / Liberty Rd.	C	26.7 0.868	C	31.6 0.916	+ 4.962 D/V	# 14 SR 88 / Liberty Rd.	C	22.9 0.779	C	28.2 0.855	+ 5.322 D/V
# 17 SR 88 / Victor (SR 12 west)	C	33.3 0.810	C	34.1 0.823	+ 0.776 D/V	# 17 SR 88 / Victor (SR 12 west)	C	27.5 0.717	C	28.2 0.742	+ 0.739 D/V
# 18 SR 88 / Kettleman Ln.	C	33.5 0.825	C	34.6 0.837	+ 1.078 D/V	# 18 SR 88 / Kettleman Ln.	C	24.1 0.701	C	24.7 0.724	+ 0.581 D/V
# 26 Grant Line / SR 16	C	32.3 0.798	D	35.5 0.817	+ 3.253 D/V	# 26 Grant Line / SR 16	C	27.7 0.812	C	32.3 0.896	+ 4.630 D/V
# 27 Sunrise / SR 16	C	26.2 0.726	C	28.8 0.789	+ 2.635 D/V	# 27 Sunrise / SR 16	C	32.4 0.834	D	37.2 0.918	+ 4.805 D/V
# 29 Bradshwa / SR 16	E	72.9 1.064	E	78.3 1.072	+ 5.460 D/V	# 29 Bradshwa / SR 16	C	23.1 0.734	C	23.9 0.773	+ 0.823 D/V
# 38 SR 49 / Pleasant Valley	D	51.0 0.959	E	66.8 1.032	+15.809 D/V	# 38 SR 49 / Pleasant Valley	C	20.5 0.702	C	28.2 0.835	+ 7.659 D/V
# 39 Elliott / SR 88 (N)	C	33.4 0.939	C	33.4 0.939	+ 0.000 D/V	# 39 Elliott / SR 88 (N)	B	19.9 0.844	B	19.9 0.844	+ 0.000 D/V
#100 SR 49 / Project Service Access	A	0.0 0.000	C	20.0 0.000	+20.029 D/V	#100 SR 49 / Project Service Access	A	0.0 0.000	C	17.3 0.000	+17.269 D/V

Ione Casino
Cumulative + Alt. A - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt A - Sat - Mitigation Measures
PM Peak Hour

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 #2 SR 49 / Main
Cycle (sec): 95
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.875
Average Delay (sec/veh): 40.9
Level Of Service: D

Intersection #2 SR 49 / Main
Cycle (sec): 85
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.876
Average Delay (sec/veh): 45.2
Level Of Service: D

Street Name: SR 49 Main
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Ovl
Min. Green: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1

Street Name: SR 49 Main
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Ovl
Min. Green: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1

Volume Module:
Base Vol: 70 289 311 46 235 96 96 77 62 203 113 72
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 70 289 311 46 235 96 96 77 62 203 113 72
Added Vol: 9 49 1 0 57 0 0 0 11 1 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 79 338 312 46 292 96 96 77 73 204 113 72
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 83 356 328 48 307 101 101 81 77 215 119 76
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 83 356 328 48 307 101 101 81 77 215 119 76
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 83 356 328 48 307 101 101 81 77 215 119 76

Volume Module:
Base Vol: 144 144 200 44 159 92 96 93 107 252 155 252
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 144 144 200 44 159 92 96 93 107 252 155 252
Added Vol: 16 81 2 0 79 0 0 0 15 2 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 160 225 202 44 238 92 96 93 122 254 155 252
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 186 262 235 51 277 107 112 108 142 295 180 293
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 186 262 235 51 277 107 112 108 142 295 180 293
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 186 262 235 51 277 107 112 108 142 295 180 293

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 0.89 0.89 0.97 0.97 0.85 0.97 0.97 0.85
Lanes: 1.00 0.52 0.48 1.00 0.75 0.25 0.55 0.45 1.00 0.64 0.36 1.00
Final Sat.: 1671 849 784 1671 1275 419 1026 823 1615 1185 656 1615

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 0.89 0.89 0.98 0.98 0.85 0.97 0.97 0.85
Lanes: 1.00 0.53 0.47 1.00 0.72 0.28 0.51 0.49 1.00 0.62 0.38 1.00
Final Sat.: 1671 861 773 1671 1216 470 941 912 1615 1145 698 1615

Capacity Analysis Module:
Vol/Sat: 0.05 0.42 0.42 0.03 0.24 0.24 0.10 0.10 0.05 0.18 0.18 0.05
Crit Moves: ****
Green/Cycle: 0.09 0.47 0.47 0.04 0.43 0.43 0.11 0.11 0.20 0.20 0.20 0.25
Volume/Cap: 0.56 0.89 0.89 0.69 0.56 0.56 0.89 0.89 0.24 0.89 0.89 0.19
Delay/Veh: 46.5 34.6 34.6 69.8 21.6 21.6 75.0 75.0 32.3 58.0 58.0 28.5
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: 46.5 34.6 34.6 69.8 21.6 21.6 75.0 75.0 32.3 58.0 58.0 28.5
LOS by Move: D C C E C C E E C E E C
DesignQueue: 4 21 21 2 13 13 9 9 3 15 15 3

Capacity Analysis Module:
Vol/Sat: 0.11 0.30 0.30 0.03 0.23 0.23 0.12 0.12 0.09 0.26 0.26 0.18
Crit Moves: ****
Green/Cycle: 0.13 0.34 0.34 0.05 0.26 0.26 0.13 0.13 0.26 0.29 0.29 0.34
Volume/Cap: 0.87 0.89 0.89 0.65 0.87 0.87 0.89 0.89 0.34 0.89 0.89 0.54
Delay/Veh: 66.6 42.7 42.7 57.5 47.2 47.2 66.4 66.4 25.9 45.6 45.6 23.9
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: 66.6 42.7 42.7 57.5 47.2 47.2 66.4 66.4 25.9 45.6 45.6 23.9
LOS by Move: E D D E D D E E C D D C
DesignQueue: 8 17 17 2 14 14 9 9 5 17 17 10

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt A - Sat - Mitigation Measures
PM Peak Hour

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 #5 SR 49 / Randolph Dr.
Cycle (sec): 120 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #5 SR 49 / Randolph Dr.
Cycle (sec): 120 Critical Vol./Cap.(X): 0.875
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 44.0
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with columns for Street Name (SR 49, Randolph), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Split Phase), Rights (Include), Min. Green, and Lanes.

Table with columns for Street Name (SR 49, Randolph), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Split Phase), Rights (Include), Min. Green, and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for various approaches.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for various approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for various approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for various approaches.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue for various approaches.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue for various approaches.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt A - Sat - Mitigation Measures
PM Peak Hour

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 #6 SR 49 / SR 16
Cycle (sec): 65
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Level Of Service: C

Intersection #6 SR 49 / SR 16
Cycle (sec): 60
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and SR 16.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and SR 16.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt A - Sat - Mitigation Measures
PM Peak Hour

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 #7 SR 124 / SR 16
Cycle (sec): 75
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.695
Average Delay (sec/veh): 16.4
Level Of Service: B

Intersection #7 SR 124 / SR 16
Cycle (sec): 70
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.639
Average Delay (sec/veh): 14.3
Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 124 and SR 16.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 124 and SR 16.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume for SR 124 and SR 16.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume for SR 124 and SR 16.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat. for SR 124 and SR 16.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat. for SR 124 and SR 16.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for SR 124 and SR 16.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for SR 124 and SR 16.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt A - Sat - Mitigation Measures
PM Peak Hour

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 #13 Jackson Valley / SR 88
Cycle (sec): 120 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #13 Jackson Valley / SR 88
Cycle (sec): 95 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Jackson Valley SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 4 7 7 4 7 7
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1 0 1 0 0 1 0

Street Name: Jackson Valley SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 4 7 7 4 7 7
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1 0 1 0 0 1 0

Volume Module:
Base Vol: 117 14 6 2 26 9 8 702 180 3 487 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: 117 14 6 2 26 9 8 702 180 3 487 4
Added Vol: 0 1 0 0 1 0 0 84 0 0 72 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 117 15 6 2 27 9 8 786 180 3 559 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: 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: 123 16 6 2 28 9 8 827 189 3 588 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 123 16 6 2 28 9 8 827 189 3 588 4
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 123 16 6 2 28 9 8 827 189 3 588 4

Volume Module:
Base Vol: 193 3 1 8 1 1 1 391 117 4 431 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: 193 3 1 8 1 1 1 391 117 4 431 6
Added Vol: 0 1 0 0 1 0 0 116 0 0 119 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 193 4 1 8 2 1 1 507 117 4 550 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: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 217 4 1 9 2 1 1 570 131 4 618 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 217 4 1 9 2 1 1 570 131 4 618 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 217 4 1 9 2 1 1 570 131 4 618 7

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.89 0.89 0.90 0.90 0.90 0.95 0.97 0.97 0.95 1.00 1.00
Lanes: 0.85 0.11 0.04 0.05 0.71 0.24 1.00 0.81 0.19 1.00 0.99 0.01
Final Sat.: 1436 184 74 90 1218 406 1805 1503 344 1805 1885 13

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.89 0.89 0.89 0.89 0.89 0.95 0.97 0.97 0.95 1.00 1.00
Lanes: 0.97 0.02 0.01 0.73 0.18 0.09 1.00 0.81 0.19 1.00 0.99 0.01
Final Sat.: 1650 34 9 1232 308 154 1805 1501 346 1805 1876 20

Capacity Analysis Module:
Vol/Sat: 0.09 0.09 0.09 0.02 0.02 0.02 0.00 0.55 0.55 0.00 0.31 0.31
Crit Moves: ****
Green/Cycle: 0.10 0.10 0.10 0.06 0.06 0.06 0.07 0.67 0.67 0.03 0.64 0.64
Volume/Cap: 0.82 0.82 0.82 0.40 0.40 0.40 0.07 0.82 0.82 0.05 0.49 0.49
Delay/Veh: 78.0 78.0 78.0 57.1 57.1 57.1 52.6 19.0 19.0 56.5 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: 78.0 78.0 78.0 57.1 57.1 57.1 52.6 19.0 19.0 56.5 11.9 11.9
LOS by Move: E E E E E D B B E B B
DesignQueue: 9 9 9 3 3 3 1 26 26 0 16 16

Capacity Analysis Module:
Vol/Sat: 0.13 0.13 0.13 0.01 0.01 0.01 0.00 0.38 0.38 0.00 0.33 0.33
Crit Moves: ****
Green/Cycle: 0.18 0.18 0.18 0.07 0.07 0.07 0.07 0.53 0.53 0.04 0.51 0.51
Volume/Cap: 0.71 0.71 0.71 0.10 0.10 0.10 0.01 0.71 0.71 0.06 0.65 0.65
Delay/Veh: 44.0 44.0 44.0 41.4 41.4 41.4 41.6 19.3 19.3 44.0 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: 44.0 44.0 44.0 41.4 41.4 41.4 41.6 19.3 19.3 44.0 18.6 18.6
LOS by Move: D D D D D D B B D B B
DesignQueue: 10 10 10 1 1 1 0 19 19 0 18 18

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt A - Sat - Mitigation Measures
PM Peak Hour

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 #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Cycle (sec): 120
Critical Vol./Cap.(X): 0.916
Loss Time (sec): 16 (Y+R=4.0 sec)
Average Delay (sec/veh): 31.6
Optimal Cycle: OPTIMIZED
Level Of Service: C

Cycle (sec): 75
Critical Vol./Cap.(X): 0.855
Loss Time (sec): 16 (Y+R=4.0 sec)
Average Delay (sec/veh): 28.2
Optimal Cycle: OPTIMIZED
Level Of Service: C

Table with columns for Street Name (SR 88, Liberty), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Split Phase), Rights (Include, Ovl), and Min. Green values.

Table with columns for Street Name (SR 88, Liberty), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Split Phase), Rights (Include, Ovl), and Min. Green values.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for various approaches.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for various approaches.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for different approaches.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for different approaches.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue values.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue values.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt A - Sat - Mitigation Measures
PM Peak Hour

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 #17 SR 88 / Victor (SR 12 west)
Cycle (sec): 110 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #17 SR 88 / Victor (SR 12 west)
Cycle (sec): 95 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 28.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (west).

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (west).

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt A - Sat - Mitigation Measures
PM Peak Hour

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 #18 SR 88 / Kettleman Ln.
Cycle (sec): 95
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.837
Average Delay (sec/veh): 34.6
Level Of Service: C

Intersection #18 SR 88 / Kettleman Ln.
Cycle (sec): 75
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.724
Average Delay (sec/veh): 24.7
Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Lanes.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table with 12 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt A - Sat - Mitigation Measures
PM Peak Hour

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 #26 Grant Line / SR 16
Cycle (sec): 85
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.817
Average Delay (sec/veh): 35.5
Level Of Service: D

Intersection #26 Grant Line / SR 16
Cycle (sec): 110
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.896
Average Delay (sec/veh): 32.3
Level Of Service: C

Table with columns: Street Name, Grant Line, SR 16, Approach, North Bound, South Bound, East Bound, West Bound, Movement, Control, Rights, Min. Green, Lanes.

Table with columns: Street Name, Grant Line, SR 16, Approach, North Bound, South Bound, East Bound, West Bound, Movement, Control, Rights, Min. Green, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt A - Sat - Mitigation Measures
PM Peak Hour

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 #27 Sunrise / SR 16
Cycle (sec): 70
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.789
Average Delay (sec/veh): 28.8
Level Of Service: C

Intersection #27 Sunrise / SR 16
Cycle (sec): 110
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.918
Average Delay (sec/veh): 37.2
Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt A - Sat - Mitigation Measures
PM Peak Hour

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 #29 Bradshwa / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.072
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 78.3
Optimal Cycle: OPTIMIZED Level Of Service: E

Intersection #29 Bradshwa / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt A - Sat - Mitigation Measures
PM Peak Hour

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 #38 SR 49 / Pleasant Valley
Cycle (sec): 110 Critical Vol./Cap.(X): 1.032
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 66.8
Optimal Cycle: OPTIMIZED Level Of Service: E

Intersection #38 SR 49 / Pleasant Valley
Cycle (sec): 65 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 28.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with 4 columns: Street Name, SR 49, Pleasant Valley, and Approach (North/South Bound). Rows include Movement, Control, Rights, Min. Green, and Lanes.

Table with 4 columns: Street Name, SR 49, Pleasant Valley, and Approach (North/South Bound). Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt A - Sat - Mitigation Measures
PM Peak Hour

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 #39 Elliott / SR 88 (N)
Cycle (sec): 90
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.939
Average Delay (sec/veh): 33.4
Level Of Service: C

Intersection #39 Elliott / SR 88 (N)
Cycle (sec): 60
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.844
Average Delay (sec/veh): 19.9
Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt. A - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt A - Sat - Mitigation Measures
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[20.0]

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: C[17.3]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for SR 49 and Project Service Access.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for SR 49 and Project Service Access.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module: Critical Gp, FollowUpTim.

Critical Gap Module: Critical Gp, FollowUpTim.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.



APPENDIX A

Intersection Operations Level of Service Calculation Worksheets Cumulative Plus Alternative B

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Scenario: CuM + Alt B Fri PM Scenario Report

Command: Cum + Alt B Fri PM
Volume: Cum + Alt B Fri
Geometry: Cumulative
Impact Fee: Existing
Trip Generation: Alt B (Ph II) Friday
Trip Distribution: Existing
Paths: 2006 (Amador Bypass)
Routes: Existing
Configuration: Existing

Scenario: Cum + Alt B Sat PM Scenario Report

Command: Cum + Alt B Sat PM
Volume: Cum + alt B Sat
Geometry: Cumulative
Impact Fee: Existing
Trip Generation: Alt B (Ph II) Saturday
Trip Distribution: Existing
Paths: 2006 (Amador Bypass)
Routes: Existing
Configuration: Existing

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Trip Generation Report

Trip Generation Report

Forecast for Alt B (Ph II) Friday

Forecast for Alt B (Ph II) Saturday

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total	Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Ione Casino-	1.00	Ione Casino	220.00	189.00	220	189	409	100.0	1	Ione Casino-	1.00	Ione Casino	303.00	310.00	303	310	613	100.0
	Zone 1 Subtotal					220	189	409	100.0		Zone 1 Subtotal					303	310	613	100.0
TOTAL						220	189	409	100.0	TOTAL						303	310	613	100.0

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Trip Distribution Report

Trip Distribution Report

Percent Of Trips Existing

Percent Of Trips Existing

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	16.0	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
Zone	To Gates										
	12	13	14	15	16	17	18	19	20	22	23
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	9.6	13.1	0.1	0.1
Zone	To Gates										
	24	25	26	28	29						
1	0.8	1.4	1.6	4.8	0.1						

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	16.0	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
Zone	To Gates										
	12	13	14	15	16	17	18	19	20	22	23
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	9.6	13.1	0.1	0.1
Zone	To Gates										
	24	25	26	28	29						
1	0.8	1.4	1.6	4.8	0.1						

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Turning Movement Report
EPAP NP Fri + Alt B (Ph II) Friday

Turning Movement Report
Alt B (Ph II) Saturday + EPAP NP Sat

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#1 SR 49 / Miller Way														#1 SR 49 / Miller Way													
Base	167	205	68	43	218	42	25	0	103	54	0	19	944	Base	74	177	42	29	181	20	17	0	66	36	0	24	666
Added	0	37	0	0	44	0	0	0	0	0	0	0	81	Added	0	61	0	0	60	0	0	0	0	0	0	0	121
Total	167	242	68	43	262	42	25	0	103	54	0	19	1025	Total	74	238	42	29	241	20	17	0	66	36	0	24	787
#2 SR 49 / Main														#2 SR 49 / Main													
Base	70	289	311	46	235	96	96	77	62	203	113	72	1670	Base	144	144	200	44	159	92	96	93	107	252	155	252	1738
Added	7	38	1	0	44	0	0	0	8	1	0	0	99	Added	12	62	2	0	60	0	0	0	12	2	0	0	150
Total	77	327	312	46	279	96	96	77	70	204	113	72	1769	Total	156	206	202	44	219	92	96	93	119	254	155	252	1888
#3 SR 49 / Poplar														#3 SR 49 / Poplar													
Base	54	701	0	0	517	6	3	0	42	0	0	0	1323	Base	20	524	0	0	545	0	1	0	13	0	0	0	1103
Added	3	46	0	0	53	0	0	0	3	0	0	0	105	Added	5	75	0	0	73	0	0	0	5	0	0	0	158
Total	57	747	0	0	570	6	3	0	45	0	0	0	1428	Total	25	599	0	0	618	0	1	0	18	0	0	0	1261
#4 SR 49 / Empire														#4 SR 49 / Empire													
Base	50	712	3	14	522	15	18	3	39	10	7	6	1399	Base	46	524	2	0	556	0	1	0	36	7	0	3	1175
Added	6	49	0	0	57	0	0	0	6	0	0	0	118	Added	9	80	0	0	78	0	0	0	9	0	0	0	176
Total	56	761	3	14	579	15	18	3	45	10	7	6	1517	Total	55	604	2	0	634	0	1	0	45	7	0	3	1351
#5 SR 49 / Randolph Dr.														#5 SR 49 / Randolph Dr.													
Base	12	782	0	0	507	29	20	0	11	0	0	0	1361	Base	6	572	0	0	515	11	6	0	6	0	0	0	1116
Added	0	17	94	44	19	0	0	0	0	81	0	38	293	Added	0	27	129	61	27	0	0	0	0	132	0	62	438
PassBy	0	0	0	0	0	0	0	0	0	54	0	0	54	PassBy	0	0	0	0	0	0	0	0	0	88	0	0	88
Total	12	799	94	44	526	29	20	0	11	135	0	38	1708	Total	6	599	129	61	542	11	6	0	6	220	0	62	1642
#6 SR 49 / SR 16														#6 SR 49 / SR 16													
Base	363	0	437	0	0	0	0	373	554	322	196	0	2245	Base	329	0	309	0	0	0	0	238	435	277	231	0	1819
Added	0	0	11	0	0	0	0	145	0	10	125	0	291	Added	0	0	16	0	0	0	0	200	0	16	205	0	437
Total	363	0	448	0	0	0	0	518	554	332	321	0	2536	Total	329	0	325	0	0	0	0	438	435	293	436	0	2256
#7 SR 124 / SR 16														#7 SR 124 / SR 16													
Base	22	0	146	0	0	0	0	664	29	85	415	0	1361	Base	15	0	100	0	0	0	0	464	19	76	486	0	1160
Added	0	0	67	0	0	0	0	78	0	58	67	0	270	Added	0	0	93	0	0	0	0	107	0	95	110	0	405
Total	22	0	213	0	0	0	0	742	29	143	482	0	1631	Total	15	0	193	0	0	0	0	571	19	171	596	0	1565
#8 Latrobe (Amador) / SR 16														#8 Latrobe (Amador) / SR 16													
Base	0	0	0	206	0	11	6	489	0	0	310	171	1193	Base	0	0	0	153	0	0	4	383	0	0	340	133	1013
Added	0	0	0	0	0	0	0	78	0	0	67	0	145	Added	0	0	0	0	0	0	0	107	0	0	110	0	217
Total	0	0	0	206	0	11	6	567	0	0	377	171	1338	Total	0	0	0	153	0	0	4	490	0	0	450	133	1230
#9 SR 104 (Preston) / SR 124 (North)														#9 SR 104 (Preston) / SR 124 (North)													
Base	137	557	160	107	607	57	42	18	175	139	42	116	2157	Base	88	545	110	84	500	10	7	14	92	162	34	101	1747
Added	0	0	65	2	0	0	0	0	0	56	0	2	125	Added	0	0	90	3	0	0	0	0	0	92	0	3	188
Total	137	557	225	109	607	57	42	18	175	195	42	118	2282	Total	88	545	200	87	500	10	7	14	92	254	34	104	1935

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
#10 Preston Ave. / Main St.														#10 Preston Ave. / Main St.															
Base	0	0	0	826	0	141	127	35	0	0	0	25	774	1928	Base	0	0	0	647	0	84	99	32	0	0	0	24	686	1572
Added	0	0	0	56	0	0	0	0	0	0	0	0	65	121	Added	0	0	0	92	0	1	1	0	0	0	0	0	90	184
Total	0	0	0	882	0	141	127	35	0	0	0	25	839	2049	Total	0	0	0	739	0	85	100	32	0	0	0	24	776	1756
#11 SR 124 (Church) / SR 104 (Main)														#11 SR 124 (Church) / SR 104 (Main)															
Base	324	4	13	7	1	18	16	509	383	11	449	7	1742	Base	322	5	27	3	0	4	12	333	304	29	401	1	1441		
Added	65	0	0	0	0	0	0	0	55	0	1	0	121	Added	89	0	0	0	0	0	0	1	91	0	1	0	182		
Total	389	4	13	7	1	18	16	509	438	11	450	7	1863	Total	411	5	27	3	0	4	12	334	395	29	402	1	1623		
#12 SR 124 / SR 88														#12 SR 124 / SR 88															
Base	0	0	0	3	0	191	241	554	0	0	372	3	1364	Base	0	0	0	24	0	167	169	327	0	0	0	350	19	1056	
Added	0	0	0	0	0	53	61	3	0	0	2	0	119	Added	0	0	0	0	0	87	85	4	0	0	0	4	0	180	
Total	0	0	0	3	0	244	302	557	0	0	374	3	1483	Total	0	0	0	24	0	254	254	331	0	0	0	354	19	1236	
#13 Jackson Valley / SR 88														#13 Jackson Valley / SR 88															
Base	117	14	6	2	26	9	8	702	180	3	487	4	1558	Base	193	3	1	8	1	1	1	391	117	4	431	6	1157		
Added	0	1	0	0	1	0	0	64	0	0	55	0	121	Added	0	1	0	0	1	0	0	89	0	0	91	0	182		
Total	117	15	6	2	27	9	8	766	180	3	542	4	1679	Total	193	4	1	8	2	1	1	480	117	4	522	6	1339		
#14 SR 88 / Liberty Rd.														#14 SR 88 / Liberty Rd.															
Base	67	1256	124	38	1014	105	86	56	95	30	25	11	2907	Base	135	697	117	5	713	121	63	58	71	50	67	11	2108		
Added	0	0	35	0	0	0	0	30	0	30	25	0	120	Added	0	0	48	0	0	0	0	41	0	49	42	0	180		
Total	67	1256	159	38	1014	105	86	86	95	60	50	11	3027	Total	135	697	165	5	713	121	63	99	71	99	109	11	2288		
#15 SR 88 / SR 12 (east)														#15 SR 88 / SR 12 (east)															
Base	0	0	0	105	0	1374	1171	558	0	0	460	63	3731	Base	0	0	0	76	0	1291	1099	524	0	0	0	432	59	3481	
Added	0	0	0	2	0	27	32	0	0	0	0	3	64	Added	0	0	0	4	0	45	44	0	0	0	0	0	4	97	
Total	0	0	0	107	0	1401	1203	558	0	0	460	66	3795	Total	0	0	0	80	0	1336	1143	524	0	0	0	432	63	3578	
#16 Tully Rd. / SR 88 [use this intersection only to obtain project volumes to a														#16 Tully Rd. / SR 88 [use this intersection only to obtain project volumes to a															
Base	25	14	66	286	594	220	88	1265	198	66	1430	132	4384	Base	20	11	59	234	486	180	72	1035	162	54	1170	108	3591		
Added	0	0	0	0	0	0	0	32	0	0	27	0	59	Added	0	0	0	0	0	0	0	44	0	0	45	0	89		
Total	25	14	66	286	594	220	88	1297	198	66	1457	132	4443	Total	20	11	59	234	486	180	72	1079	162	54	1215	108	3680		
#17 SR 88 / Victor (SR 12 west)														#17 SR 88 / Victor (SR 12 west)															
Base	28	1055	1	11	1116	250	766	14	266	4	6	16	3533	Base	24	836	0	6	884	217	607	1	211	3	4	4	2797		
Added	0	30	0	0	25	2	2	0	0	0	0	0	59	Added	0	41	0	0	42	3	3	0	0	0	0	0	89		
Total	28	1085	1	11	1141	252	768	14	266	4	6	16	3592	Total	24	877	0	6	926	220	610	1	211	3	4	4	2886		
#18 SR 88 / Kettleman Ln.														#18 SR 88 / Kettleman Ln.															
Base	28	666	11	33	1221	83	472	244	61	28	83	22	2952	Base	22	414	9	27	979	71	378	196	49	22	67	18	2252		
Added	0	25	0	0	21	4	5	0	0	0	0	0	55	Added	0	34	0	0	35	7	7	0	0	0	0	0	83		
Total	28	691	11	33	1242	87	477	244	61	28	83	22	3007	Total	22	448	9	27	1014	78	385	196	49	22	67	18	2335		

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#19 Ione / SR 16														#19 Ione / SR 16													
Base	208	0	22	0	0	0	0	459	191	20	297	0	1197	Base	139	0	2	0	0	0	0	350	89	0	368	0	948
Added	0	0	0	0	0	0	0	78	0	0	67	0	145	Added	0	0	0	0	0	0	107	0	0	110	0	217	
Total	208	0	22	0	0	0	0	537	191	20	364	0	1342	Total	139	0	2	0	0	0	457	89	0	478	0	1165	
#20 Murieta South Pkwy / SR 16														#20 Murieta South Pkwy / SR 16													
Base	7	5	5	14	2	142	188	608	12	0	390	23	1396	Base	5	2	0	12	5	187	220	521	5	0	512	16	1485
Added	0	0	0	0	0	0	0	78	0	0	67	0	145	Added	0	0	0	0	0	0	107	0	0	110	0	217	
Total	7	5	5	14	2	142	188	686	12	0	457	23	1541	Total	5	2	0	12	5	187	220	628	5	0	622	16	1702
#21 Murieta Pkwy / SR 16														#21 Murieta Pkwy / SR 16													
Base	169	203	169	58	171	292	465	671	164	40	343	74	2819	Base	220	152	99	88	203	272	311	792	197	94	784	83	3295
Added	0	0	0	0	0	0	0	77	0	0	66	0	143	Added	0	0	0	0	0	0	107	0	0	109	0	216	
Total	169	203	169	58	171	292	465	748	164	40	409	74	2962	Total	220	152	99	88	203	272	311	899	197	94	893	83	3511
#22 Stonehouse / SR 16														#22 Stonehouse / SR 16													
Base	0	0	0	116	0	7	7	1232	0	0	709	91	2162	Base	0	0	0	99	0	7	14	1192	0	0	1167	74	2553
Added	0	0	0	0	0	0	0	77	0	0	66	0	143	Added	0	0	0	0	0	0	107	0	0	109	0	216	
Total	0	0	0	116	0	7	7	1309	0	0	775	91	2305	Total	0	0	0	99	0	7	14	1299	0	0	1276	74	2769
#23 Latrobe (Sac) / SR 16														#23 Latrobe (Sac) / SR 16													
Base	14	2	5	12	2	29	28	1237	12	3	734	13	2091	Base	3	3	3	9	2	26	25	1257	4	3	1194	24	2553
Added	0	0	0	0	0	0	0	77	0	0	66	0	143	Added	0	0	0	0	0	0	107	0	0	109	0	216	
Total	14	2	5	12	2	29	28	1314	12	3	800	13	2234	Total	3	3	3	9	2	26	25	1364	4	3	1303	24	2769
#24 Dillard / SR 16														#24 Dillard / SR 16													
Base	54	0	67	0	0	0	0	1077	129	100	581	0	2008	Base	66	0	118	0	0	0	1080	86	122	1110	0	2582	
Added	0	0	1	0	0	0	0	76	0	1	66	0	144	Added	0	0	2	0	0	0	105	0	2	107	0	216	
Total	54	0	68	0	0	0	0	1153	129	101	647	0	2152	Total	66	0	120	0	0	0	1185	86	124	1217	0	2798	
#25 Sloughhouse / SR 16														#25 Sloughhouse / SR 16													
Base	7	0	38	0	0	0	0	1179	8	16	662	0	1910	Base	46	0	58	0	0	0	1107	6	33	1084	0	2334	
Added	0	0	0	0	0	0	0	76	0	0	66	0	142	Added	0	0	0	0	0	0	105	0	0	107	0	212	
Total	7	0	38	0	0	0	0	1255	8	16	728	0	2052	Total	46	0	58	0	0	0	1212	6	33	1191	0	2546	
#26 Grant Line / SR 16														#26 Grant Line / SR 16													
Base	5	566	150	132	844	76	54	1016	10	82	545	39	3519	Base	0	278	118	86	300	53	12	1156	8	90	998	47	3146
Added	0	0	8	0	0	0	0	69	0	7	59	0	143	Added	0	0	11	0	0	0	94	0	11	97	0	213	
Total	5	566	158	132	844	76	54	1085	10	89	604	39	3662	Total	0	278	129	86	300	53	12	1250	8	101	1095	47	3359
#27 Sunrise / SR 16														#27 Sunrise / SR 16													
Base	16	391	59	322	1200	89	150	896	19	34	405	172	3753	Base	9	258	36	338	323	58	48	866	23	40	741	313	3053
Added	0	0	4	13	0	0	0	52	0	3	45	11	128	Added	0	0	5	17	0	0	72	0	5	73	18	190	
Total	16	391	63	335	1200	89	150	948	19	37	450	183	3881	Total	9	258	41	355	323	58	48	938	23	45	814	331	3243

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#28 Excelsior / SR 16														#28 Excelsior / SR 16													
Base	86	165	138	11	330	73	192	1120	166	103	545	24	2953	Base	46	152	86	12	69	97	216	545	48	50	569	17	1907
Added	0	0	2	2	0	0	0	48	0	2	41	2	97	Added	0	0	3	3	0	0	0	66	0	3	68	3	146
Total	86	165	140	13	330	73	192	1168	166	105	586	26	3050	Total	46	152	89	15	69	97	216	611	48	53	637	20	2053
#29 Bradshwa / SR 16														#29 Bradshwa / SR 16													
Base	98	1377	52	353	2232	376	698	1500	296	111	559	183	7835	Base	74	753	57	197	609	61	246	788	103	113	545	310	3856
Added	0	0	2	9	0	0	0	37	0	2	32	8	90	Added	0	0	3	13	0	0	0	51	0	3	52	13	135
Total	98	1377	54	362	2232	376	698	1537	296	113	591	191	7925	Total	74	753	60	210	609	61	246	839	103	116	597	323	3991
#30 Latrobe / White Rock														#30 Latrobe / White Rock													
Base	324	1301	797	481	1378	365	388	727	120	756	563	380	7580	Base	142	569	349	210	602	159	170	318	53	330	246	166	3314
Added	0	3	0	0	4	0	0	0	0	0	0	0	7	Added	0	5	0	0	5	0	0	0	0	0	0	0	10
Total	324	1304	797	481	1382	365	388	727	120	756	563	380	7587	Total	142	574	349	210	607	159	170	318	53	330	246	166	3324
#31 Latrobe / S. Shingle														#31 Latrobe / S. Shingle													
Base	27	333	18	0	275	66	44	7	4	3	13	4	794	Base	13	199	5	0	282	59	33	4	7	0	5	0	607
Added	0	3	0	0	4	0	0	0	0	0	0	0	7	Added	0	5	0	0	5	0	0	0	0	0	0	0	10
Total	27	336	18	0	279	66	44	7	4	3	13	4	801	Total	13	204	5	0	287	59	33	4	7	0	5	0	617
#32 Missouri Flat / US 50 WB Ramps														#32 Missouri Flat / US 50 WB Ramps													
Base	610	1306	0	0	1287	404	0	0	0	1182	0	569	5358	Base	511	1094	0	0	1079	339	0	0	0	991	0	477	4491
Added	3	0	0	0	0	0	0	0	0	0	0	0	3	Added	5	0	0	0	0	0	0	0	0	0	0	0	5
Total	613	1306	0	0	1287	404	0	0	0	1182	0	569	5361	Total	516	1094	0	0	1079	339	0	0	0	991	0	477	4496
#33 Missouri Flat / US 50 EB Ramps														#33 Missouri Flat / US 50 EB Ramps													
Base	0	1612	59	497	1973	0	304	0	743	0	0	0	5188	Base	0	1351	50	416	1654	0	254	0	623	0	0	0	4348
Added	0	3	0	0	0	0	0	0	3	0	0	0	6	Added	0	5	0	0	0	0	0	5	0	0	0	10	
Total	0	1615	59	497	1973	0	304	0	746	0	0	0	5194	Total	0	1356	50	416	1654	0	254	0	628	0	0	0	4358
#34 Missouri Flat / Motherlode														#34 Missouri Flat / Motherlode													
Base	86	1279	1130	0	2352	364	392	0	129	0	0	0	5732	Base	72	1072	947	0	1972	305	328	0	108	0	0	0	4804
Added	0	3	0	0	4	0	0	0	0	0	0	0	7	Added	0	5	0	0	5	0	0	0	0	0	0	10	
Total	86	1282	1130	0	2356	364	392	0	129	0	0	0	5739	Total	72	1077	947	0	1977	305	328	0	108	0	0	0	4814
#35 Missouri Flat / Forni														#35 Missouri Flat / Forni													
Base	135	1839	99	183	1885	413	507	51	49	100	39	149	5449	Base	113	1541	83	154	1580	346	425	43	41	84	33	125	4568
Added	0	3	0	0	4	0	0	0	0	0	0	0	7	Added	0	5	0	0	5	0	0	0	0	0	0	10	
Total	135	1842	99	183	1889	413	507	51	49	100	39	149	5456	Total	113	1546	83	154	1585	346	425	43	41	84	33	125	4578
#36 Missouri Flat / Pleasant Valley														#36 Missouri Flat / Pleasant Valley													
Base	0	0	0	409	0	462	387	420	0	0	404	345	2427	Base	0	0	0	316	0	357	299	325	0	0	312	266	1875
Added	0	0	0	0	0	4	3	30	0	0	35	0	72	Added	0	0	0	0	0	5	5	49	0	0	48	0	107
Total	0	0	0	409	0	466	390	450	0	0	439	345	2499	Total	0	0	0	316	0	362	304	374	0	0	360	266	1982

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#37 Forni / Pleasant Valley														#37 Forni / Pleasant Valley													
Base	0	0	0	21	0	255	168	573	0	0	517	20	1554	Base	0	0	0	13	0	157	104	352	0	0	318	12	956
Added	0	0	0	0	0	0	0	33	0	0	39	0	72	Added	0	0	0	0	0	0	0	55	0	0	53	0	108
Total	0	0	0	21	0	255	168	606	0	0	556	20	1626	Total	0	0	0	13	0	157	104	407	0	0	371	12	1064
#38 SR 49 / Pleasant Valley														#38 SR 49 / Pleasant Valley													
Base	232	0	225	0	0	0	0	427	250	288	544	0	1966	Base	143	0	138	0	0	0	0	262	154	177	335	0	1209
Added	4	0	33	0	0	0	0	0	4	39	0	0	80	Added	6	0	55	0	0	0	0	0	6	53	0	0	120
Total	236	0	258	0	0	0	0	427	254	327	544	0	2046	Total	149	0	193	0	0	0	0	262	160	230	335	0	1329
#39 Elliott / SR 88 (N)														#39 Elliott / SR 88 (N)													
Base	25	102	0	0	880	220	0	0	0	66	1457	132	2882	Base	20	83	0	0	720	180	0	0	0	54	1215	108	2380
Added	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	25	102	0	0	880	220	0	0	0	66	1457	132	2882	Total	20	83	0	0	720	180	0	0	0	54	1215	108	2380
#40 Tully / SR 88 (S)														#40 Tully / SR 88 (S)													
Base	0	39	66	286	660	0	88	1297	198	0	0	0	2634	Base	0	31	59	234	540	0	72	1079	162	0	0	0	2177
Added	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	39	66	286	660	0	88	1297	198	0	0	0	2634	Total	0	31	59	234	540	0	72	1079	162	0	0	0	2177
#100 SR 49 / Project Service Access														#100 SR 49 / Project Service Access													
Base	0	794	0	0	518	0	0	0	0	0	0	0	1312	Base	0	578	0	0	521	0	0	0	0	0	0	0	1099
Added	0	94	63	19	81	0	0	0	0	54	0	17	328	Added	0	129	86	27	132	0	0	0	0	88	0	27	489
PassBy	0	0	0	0	54	0	0	0	0	0	0	0	54	PassBy	0	0	0	0	88	0	0	0	0	0	0	0	88
Total	0	888	63	19	653	0	0	0	0	54	0	17	1694	Total	0	707	86	27	741	0	0	0	0	88	0	27	1676
#176 Internal Project Intersection														#176 Internal Project Intersection													
Base	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	82	0	0	0	0	138	0	70	119	0	409	Added	0	0	113	0	0	0	0	190	0	115	195	0	613
Total	0	0	82	0	0	0	0	138	0	70	119	0	409	Total	0	0	113	0	0	0	0	190	0	115	195	0	613
#310 Latrobe / Old Sacramento														#310 Latrobe / Old Sacramento													
Base	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	14	0	0	0	0	0	0	0	12	26	Added	0	0	0	19	0	0	0	0	0	0	0	19	38
Total	0	0	0	14	0	0	0	0	0	0	0	12	26	Total	0	0	0	19	0	0	0	0	0	0	0	19	38
#322 Main / Sherwood														#322 Main / Sherwood													
Base	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	2	0	0	0	0	0	0	11	3	0	9	0	25	Added	4	0	0	0	0	0	0	15	4	0	15	0	38
Total	2	0	0	0	0	0	0	11	3	0	9	0	25	Total	4	0	0	0	0	0	0	15	4	0	15	0	38
#323 Main / Empire														#323 Main / Empire													
Base	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	2	0	0	0	0	0	0	9	2	0	8	0	21	Added	3	0	0	0	0	0	0	12	3	0	12	0	30
Total	2	0	0	0	0	0	0	9	2	0	8	0	21	Total	3	0	0	0	0	0	0	12	3	0	12	0	30

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#324 Main / Poplar													#324 Main / Poplar														
Base	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	
Added	3	0	0	0	0	0	0	9	3	0	8	0	23	0	5	0	0	0	0	0	13	4	0	13	0	35	
Total	3	0	0	0	0	0	0	9	3	0	8	0	23	0	5	0	0	0	0	0	13	4	0	13	0	35	
#325 Main / Mill													#325 Main / Mill														
Base	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	
Added	1	0	0	0	0	0	0	8	1	0	7	0	17	0	1	0	0	0	0	0	11	1	0	12	0	25	
Total	1	0	0	0	0	0	0	8	1	0	7	0	17	0	1	0	0	0	0	0	11	1	0	12	0	25	
#326 SR-49 / Main (Drytown)													#326 SR-49 / Main (Drytown)														
Base	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	
Added	0	11	0	0	9	0	0	0	0	0	0	0	20	0	0	15	0	0	16	0	0	0	0	0	0	31	
Total	0	11	0	0	9	0	0	0	0	0	0	0	20	0	0	15	0	0	16	0	0	0	0	0	0	31	
#327 SR-49 / Water-Amador Creek													#327 SR-49 / Water-Amador Creek														
Base	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	
Added	3	0	0	0	0	0	0	0	3	0	0	0	6	0	5	0	0	0	0	0	0	5	0	0	0	10	
Total	3	0	0	0	0	0	0	0	3	0	0	0	6	0	5	0	0	0	0	0	0	5	0	0	0	10	
#328 SR-49 / Gopher Flat													#328 SR-49 / Gopher Flat														
Base	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	
Added	3	0	0	0	0	0	0	0	2	0	0	0	5	0	4	0	0	0	0	0	0	4	0	0	0	8	
Total	3	0	0	0	0	0	0	0	2	0	0	0	5	0	4	0	0	0	0	0	0	4	0	0	0	8	
#329 SR-49 / Eureka													#329 SR-49 / Eureka														
Base	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	
Added	0	3	0	0	2	0	0	0	0	0	0	0	5	0	0	4	0	0	4	0	0	0	0	0	0	8	
Total	0	3	0	0	2	0	0	0	0	0	0	0	5	0	0	4	0	0	4	0	0	0	0	0	0	8	
#330 SR-49 / Church													#330 SR-49 / Church														
Base	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	
Added	0	3	0	0	2	0	0	0	0	0	0	0	5	0	0	4	0	0	4	0	0	0	0	0	0	8	
Total	0	3	0	0	2	0	0	0	0	0	0	0	5	0	0	4	0	0	4	0	0	0	0	0	0	8	
#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]													#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]														
Base	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	
Added	0	6	0	0	5	2	3	0	0	0	0	0	16	0	0	8	0	0	8	4	4	0	0	0	0	24	
Total	0	6	0	0	5	2	3	0	0	0	0	0	16	0	0	8	0	0	8	4	4	0	0	0	0	24	
#332 SR-49 / Jackson Gate-Ione Martell													#332 SR-49 / Jackson Gate-Ione Martell														
Base	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	
Added	0	6	0	0	5	0	0	0	0	0	0	0	11	0	0	8	0	0	8	0	0	0	0	0	0	16	
Total	0	6	0	0	5	0	0	0	0	0	0	0	11	0	0	8	0	0	8	0	0	0	0	0	0	16	

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#333 SR-49 / SR-88 (North)													#333 SR-49 / SR-88 (North)															
Base	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
Added	0	0	0	5	0	0	0	0	0	0	0	0	6	11	0	0	0	0	8	0	0	0	0	0	0	0	0	8
Total	0	0	0	5	0	0	0	0	0	0	0	0	6	11	0	0	0	0	8	0	0	0	0	0	0	0	0	8
#334 SR-49 / Sutter													#334 SR-49 / Sutter															
Base	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
Added	0	5	0	0	5	0	0	0	0	0	0	0	0	10	0	7	0	0	0	7	0	0	0	0	0	0	0	14
Total	0	5	0	0	5	0	0	0	0	0	0	0	0	10	0	7	0	0	0	7	0	0	0	0	0	0	0	14
#335 SR-49 / Hoffman													#335 SR-49 / Hoffman															
Base	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
Added	0	5	0	0	4	0	0	0	0	0	0	0	0	9	0	7	0	0	0	7	0	0	0	0	0	0	0	14
Total	0	5	0	0	4	0	0	0	0	0	0	0	0	9	0	7	0	0	0	7	0	0	0	0	0	0	0	14
#336 SR-49 / Main (Jackson)													#336 SR-49 / Main (Jackson)															
Base	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
Added	0	5	0	0	4	0	0	0	0	0	0	0	0	9	0	6	0	1	6	0	0	0	0	0	0	0	1	14
Total	0	5	0	0	4	0	0	0	0	0	0	0	0	9	0	6	0	1	6	0	0	0	0	0	0	0	1	14
#337 SR-49 / SR-88 (South)													#337 SR-49 / SR-88 (South)															
Base	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
Added	0	4	0	0	3	0	0	0	0	0	0	0	0	7	0	6	0	0	6	0	0	0	0	0	0	0	0	12
Total	0	4	0	0	3	0	0	0	0	0	0	0	0	7	0	6	0	0	6	0	0	0	0	0	0	0	0	12
#341 SR 104 / SR 88													#341 SR 104 / SR 88															
Base	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
Added	0	0	0	0	0	0	0	3	0	0	0	2	0	5	0	0	0	0	0	0	4	0	0	0	0	4	0	8
Total	0	0	0	0	0	0	0	3	0	0	0	2	0	5	0	0	0	0	0	0	4	0	0	0	0	4	0	8
#345 SR-12 / SR-99 SB Ramps													#345 SR-12 / SR-99 SB Ramps															
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0	0	0	0	0	0	3	0	0	0	0	3	0	6
Total	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0	0	0	0	0	0	3	0	0	0	0	3	0	6
#346 SR-12 / SR-99 NB Ramps													#346 SR-12 / SR-99 NB Ramps															
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0	0	0	0	0	0	3	0	0	0	0	3	0	6
Total	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0	0	0	0	0	0	3	0	0	0	0	3	0	6
#347 Kettleman / SR-99 SB Ramps													#347 Kettleman / SR-99 SB Ramps															
Base	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
Added	0	0	0	0	0	0	0	5	0	0	0	4	0	9	0	0	0	0	0	0	7	0	0	0	0	7	0	14
Total	0	0	0	0	0	0	0	5	0	0	0	4	0	9	0	0	0	0	0	0	7	0	0	0	0	7	0	14

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#348 Kettleman / SR-99 NB Ramps													#348 Kettleman / SR-99 NB Ramps															
Base	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
Added	0	0	0	0	0	0	0	5	0	0	0	4	0	9	0	0	0	0	0	0	7	0	0	7	0	0	14	14
Total	0	0	0	0	0	0	0	5	0	0	0	4	0	9	0	0	0	0	0	0	7	0	0	7	0	0	14	14
#381													#381															
Base	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
Added	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
Total	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

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Impact Analysis Report
Level Of Service

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in	Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C			Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 SR 49 / Miller Way	F	54.6 0.000	F	76.0 0.000	+21.422 D/V	# 1 SR 49 / Miller Way	C	15.7 0.000	C	18.7 0.000	+ 2.946 D/V
# 2 SR 49 / Main	F	867.4 0.000	F	OVRFL 0.000	+391.634 D/V	# 2 SR 49 / Main	F	OVRFL 0.000	F	OVRFL 0.000	+ 1.1E+0308
# 3 SR 49 / Poplar	B	13.8 0.000	B	14.8 0.000	+ 0.936 D/V	# 3 SR 49 / Poplar	B	13.6 0.000	B	14.7 0.000	+ 1.111 D/V
# 4 SR 49 / Empire	E	38.7 0.000	E	48.5 0.000	+ 9.813 D/V	# 4 SR 49 / Empire	D	30.9 0.000	E	43.2 0.000	+12.311 D/V
# 5 SR 49 / Randolph Dr.	A	7.1 0.559	C	25.0 0.771	+17.900 D/V	# 5 SR 49 / Randolph Dr.	A	5.2 0.405	C	31.4 0.775	+26.212 D/V
# 6 SR 49 / SR 16	C	26.9 0.796	C	33.3 0.909	+ 6.407 D/V	# 6 SR 49 / SR 16	B	18.9 0.686	C	24.3 0.856	+ 5.352 D/V
# 7 SR 124 / SR 16	C	19.8 0.000	D	29.2 0.000	+ 9.388 D/V	# 7 SR 124 / SR 16	B	14.8 0.000	C	21.4 0.000	+ 6.544 D/V
# 8 Latrobe (Amador) / SR 16	A	9.2 0.495	A	9.1 0.543	-0.100 D/V	# 8 Latrobe (Amador) / SR 16	A	7.5 0.462	A	7.2 0.541	-0.345 D/V
# 9 SR 104 (Preston) / SR 124 (Nor	F	OVRFL 0.000	F	OVRFL 0.000	+ 0.000 D/V	# 9 SR 104 (Preston) / SR 124 (Nor	F	OVRFL 0.000	F	OVRFL 0.000	+1644.486 D/
# 10 Preston Ave. / Main St.	F	OVRFL 0.000	F	OVRFL 0.000	+214.344 D/V	# 10 Preston Ave. / Main St.	F	511.2 0.000	F	725.5 0.000	+214.319 D/V
# 11 SR 124 (Church) / SR 104 (Main	F	916.3 0.000	F	OVRFL 0.000	+333.412 D/V	# 11 SR 124 (Church) / SR 104 (Main	F	687.9 0.000	F	OVRFL 0.000	+417.614 D/V
# 12 SR 124 / SR 88	B	13.9 0.000	C	15.3 0.000	+ 1.367 D/V	# 12 SR 124 / SR 88	B	14.4 0.000	C	16.7 0.000	+ 2.266 D/V
# 13 Jackson Valley / SR 88	F	236.4 0.000	F	438.7 0.000	+202.240 D/V	# 13 Jackson Valley / SR 88	F	79.5 0.000	F	246.6 0.000	+167.104 D/V
# 14 SR 88 / Liberty Rd.	F	OVRFL 0.000	F	OVRFL 0.000	+ 8.1E+0306	# 14 SR 88 / Liberty Rd.	F	OVRFL 0.000	F	OVRFL 0.000	+ 1.2E+0307
# 15 SR 88 / SR 12 (east	C	30.4 0.916	C	31.6 0.928	+ 1.157 D/V	# 15 SR 88 / SR 12 (east	C	27.6 0.895	C	29.3 0.916	+ 1.748 D/V
# 17 SR 88 / Victor (SR 12 west)	E	68.8 1.048	E	72.7 1.065	+ 3.893 D/V	# 17 SR 88 / Victor (SR 12 west)	D	40.7 0.895	D	45.4 0.926	+ 4.694 D/V
# 18 SR 88 / Kettleman Ln.	F	241.0 1.542	F	247.9 1.563	+ 6.864 D/V	# 18 SR 88 / Kettleman Ln.	F	143.8 1.239	F	155.1 1.275	+11.288 D/V
# 19 Ione / SR 16	B	16.2 0.688	B	17.2 0.745	+ 0.989 D/V	# 19 Ione / SR 16	A	8.6 0.418	A	8.1 0.493	-0.500 D/V
# 20 Murieta South Pkwy / SR 16	B	10.2 0.472	B	10.5 0.530	+ 0.341 D/V	# 20 Murieta South Pkwy / SR 16	B	11.8 0.563	B	12.6 0.643	+ 0.864 D/V
# 21 Murieta Pkwy / SR 16	C	31.1 0.856	C	34.5 0.901	+ 3.429 D/V	# 21 Murieta Pkwy / SR 16	D	44.6 0.964	D	53.2 1.029	+ 8.657 D/V
# 22 Stonehouse / SR 16	F	735.5 0.000	F	OVRFL 0.000	+277.971 D/V	# 22 Stonehouse / SR 16	F	OVRFL 0.000	F	OVRFL 0.000	+739.390 D/V
# 23 Latrobe (Sac) / SR 16	F	225.4 0.000	F	338.9 0.000	+113.469 D/V	# 23 Latrobe (Sac) / SR 16	F	289.2 0.000	F	494.3 0.000	+205.060 D/V
# 24 Dillard / SR 16	D	40.3 1.005	D	50.5 1.059	+10.218 D/V	# 24 Dillard / SR 16	D	36.4 0.981	D	49.3 1.052	+12.924 D/V

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Intersection	Base			Future			Change in	Intersection	Base			Future			Change in
	Del/ LOS	V/ Veh	V/ C	Del/ LOS	V/ Veh	V/ C			Del/ LOS	V/ Veh	V/ C	Del/ LOS	V/ Veh	V/ C	
# 25 Sloughhouse / SR 16	D	34.9	0.000	E	41.1	0.000	+ 6.203 D/V	# 25 Sloughhouse / SR 16	F	216.2	0.000	F	355.6	0.000	+139.420 D/V
# 26 Grant Line / SR 16	F	83.5	1.085	F	97.6	1.139	+14.118 D/V	# 26 Grant Line / SR 16	D	42.3	0.961	D	52.7	1.030	+10.385 D/V
# 27 Sunrise / SR 16	E	56.8	0.948	E	63.5	0.995	+ 6.690 D/V	# 27 Sunrise / SR 16	D	41.1	0.927	D	49.4	0.993	+ 8.257 D/V
# 28 Excelsior / SR 16	C	34.1	0.891	D	35.5	0.912	+ 1.374 D/V	# 28 Excelsior / SR 16	B	18.8	0.555	B	18.9	0.588	+ 0.091 D/V
# 29 Bradshwa / SR 16	F	380.5	1.965	F	392.5	1.992	+11.985 D/V	# 29 Bradshwa / SR 16	E	72.7	1.062	F	83.6	1.111	+10.978 D/V
# 30 Latrobe / White Rock	F	80.2	1.137	F	80.4	1.138	+ 0.190 D/V	# 30 Latrobe / White Rock	C	21.4	0.584	C	21.4	0.585	+ 0.002 D/V
# 31 Latrobe / S. Shingle	C	18.3	0.000	C	18.5	0.000	+ 0.184 D/V	# 31 Latrobe / S. Shingle	B	14.1	0.000	B	14.2	0.000	+ 0.160 D/V
# 36 Missouri Flat / Pleasant Valle	B	16.9	0.708	B	17.5	0.733	+ 0.629 D/V	# 36 Missouri Flat / Pleasant Valle	B	14.6	0.565	B	15.0	0.600	+ 0.469 D/V
# 37 Forni / Pleasant Valley	D	31.1	0.000	E	37.0	0.000	+ 5.870 D/V	# 37 Forni / Pleasant Valley	B	13.2	0.000	B	14.3	0.000	+ 1.123 D/V
# 38 SR 49 / Pleasant Valley	F	95.9	1.270	F	105.5	1.306	+ 0.036 V/C	# 38 SR 49 / Pleasant Valley	C	18.5	0.738	C	22.1	0.790	+ 0.052 V/C
# 39 Elliott / SR 88 (N)	E	72.1	1.081	E	72.1	1.081	+ 0.000 D/V	# 39 Elliott / SR 88 (N)	C	33.0	0.927	C	33.0	0.927	+ 0.000 D/V
# 40 Tully / SR 88 (S)	C	32.2	0.926	C	32.2	0.926	+ 0.000 D/V	# 40 Tully / SR 88 (S)	C	20.6	0.820	C	20.6	0.820	+ 0.000 D/V
#100 SR 49 / Project Service Access	A	0.0	0.000	C	19.5	0.000	+19.461 D/V	#100 SR 49 / Project Service Access	A	0.0	0.000	C	15.9	0.000	+15.856 D/V

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	???	???	No / No
# 2 SR 49 / Main	???	???	Yes / Yes
# 3 SR 49 / Poplar	???	???	No / No
# 4 SR 49 / Empire	???	???	No / No
# 7 SR 124 / SR 16	???	???	No / Yes
# 9 SR 104 (Preston) / SR 124 (North)	???	???	Yes / Yes
# 10 Preston Ave. / Main St.	???	???	Yes / Yes
# 11 SR 124 (Church) / SR 104 (Main)	???	???	Yes / Yes
# 12 SR 124 / SR 88	???	???	No / Yes
# 13 Jackson Valley / SR 88	???	???	Yes / Yes
# 14 SR 88 / Liberty Rd.	???	???	Yes / Yes
# 22 Stonehouse / SR 16	???	???	No / No
# 23 Latrobe (Sac) / SR 16	???	???	No / No
# 25 Sloughhouse / SR 16	???	???	No / No
# 31 Latrobe / S. Shingle	???	???	No / No
# 37 Forni / Pleasant Valley	???	???	No / Yes
# 38 SR 49 / Pleasant Valley	???	???	Yes
#100 SR 49 / Project Service Access	???	???	No / No

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	???	???	No / No
# 2 SR 49 / Main	???	???	Yes / Yes
# 3 SR 49 / Poplar	???	???	No / No
# 4 SR 49 / Empire	???	???	No / No
# 7 SR 124 / SR 16	???	???	No / Yes
# 9 SR 104 (Preston) / SR 124 (North)	???	???	Yes / Yes
# 10 Preston Ave. / Main St.	???	???	Yes / Yes
# 11 SR 124 (Church) / SR 104 (Main)	???	???	Yes / Yes
# 12 SR 124 / SR 88	???	???	No / Yes
# 13 Jackson Valley / SR 88	???	???	Yes / Yes
# 14 SR 88 / Liberty Rd.	???	???	Yes / Yes
# 22 Stonehouse / SR 16	???	???	No / No
# 23 Latrobe (Sac) / SR 16	???	???	No / No
# 25 Sloughhouse / SR 16	???	???	No / No
# 31 Latrobe / S. Shingle	???	???	No / No
# 37 Forni / Pleasant Valley	???	???	No / Yes
# 38 SR 49 / Pleasant Valley	???	???	Yes
#100 SR 49 / Project Service Access	???	???	No / Yes

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=128]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1025]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=83]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=787]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.5]
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=4][total volume=1025]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=60]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=787]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

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	0	1	0	0	1	0	0	1	0	0
Initial Vol:	167	242	68	43	262	42	25	0	103	54	0	19
Major Street Volume:	824											
Minor Approach Volume:	128											
Minor Approach Volume Threshold:	166											

Approach:	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	0	1	0	0	0	0	1	0	0	1
Initial Vol:	74	238	42	29	241	20	17	0	66	36	0	24
Major Street Volume:	644											
Minor Approach Volume:	83											
Minor Approach Volume Threshold:	223											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #2 SR 49 / Main

Intersection #2 SR 49 / Main

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=35.1]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=136.0]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=731.3]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

 Intersection #2 SR 49 / Main

 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 1 0 0 1 0 0 1! 0 0
 Initial Vol: 77 327 312 46 279 96 96 77 70 204 113 72

 Major Street Volume: 1137
 Minor Approach Volume: 389
 Minor Approach Volume Threshold: 92

 Intersection #2 SR 49 / Main

 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 1 0 0 1 0 0 1! 0 0
 Initial Vol: 156 206 202 44 219 92 96 93 119 254 155 252

 Major Street Volume: 919
 Minor Approach Volume: 661
 Minor Approach Volume Threshold: 141

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #3 SR 49 / Poplar

Intersection #3 SR 49 / Poplar

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=48]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1428]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=19]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1261]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 SR 49 / Poplar

Intersection #3 SR 49 / Poplar

Future Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	57	747	0	0	570	6	3	0	45	0	0	0	0	0	0	0	
Major Street Volume:	1380																
Minor Approach Volume:	48																
Minor Approach Volume Threshold:	134																

Approach:	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	0	0
Initial Vol:	25	599	0	0	618	0	1	0	18	0	0	0	0	0	0	0
Major Street Volume:	1242															
Minor Approach Volume:	19															
Minor Approach Volume Threshold:	162															

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #4 SR 49 / Empire

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Approach[eastbound][lanes=2][control=Stop Sign]
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=66]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1517]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=46]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1351]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
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=1517]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=10]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1351]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 SR 49 / Empire

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	1	0
Initial Vol:	56	761	3	14	579	15	18	3	45	10	7	6
Major Street Volume:	1428											
Minor Approach Volume:	66											
Minor Approach Volume Threshold:	180											

Approach:	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	1	0	0	0	1!0
Initial Vol:	55	604	2	0	634	0	1	0	45	7	0	3
Major Street Volume:	1295											
Minor Approach Volume:	46											
Minor Approach Volume Threshold:	211											

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
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=235]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1631]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=2][control=Stop Sign]
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=208]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1565]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Future Volume Alternative: Peak Hour Warrant Met

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	0	0	0	0	1	1	0	1
Initial Vol:	22	0	213	0	0	0	0	742	29	143	482	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		
Lanes:	1	0	0	0	0	0	0	0	1	1	0	1
Initial Vol:	15	0	193	0	0	0	0	571	19	171	596	0

Major Street Volume: 1396
Minor Approach Volume: 235
Minor Approach Volume Threshold: 56 [less than minimum of 100]

Major Street Volume: 1357
Minor Approach Volume: 208
Minor Approach Volume Threshold: 65 [less than minimum of 100]

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.5]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2560.3]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=393.9]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. Sub-headers: North Bound, South Bound, East Bound, West Bound.

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. Sub-headers: North Bound, South Bound, East Bound, West Bound.

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=399.0]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=1023]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2049]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=166.1]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=824]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1756]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #10 Preston Ave. / Main St.
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! 0 0 0 1 0 0 0 0 0 0 1 0
Initial Vol: 0 0 0 882 0 141 127 35 0 0 25 839
Major Street Volume: 1026
Minor Approach Volume: 1023
Minor Approach Volume Threshold: 90

Intersection #10 Preston Ave. / Main St.
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! 0 0 0 1 0 0 0 0 0 0 1 0
Initial Vol: 0 0 0 739 0 85 100 32 0 0 24 776
Major Street Volume: 932
Minor Approach Volume: 824
Minor Approach Volume Threshold: 106

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #11 SR 124 (Church) / SR 104 (Main)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=140.9]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=136.0]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 SR 124 (Church) / SR 104 (Main)

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
Initial Vol: 389 4 13 7 1 18 16 509 438 11 450 7
Major Street Volume: 1431
Minor Approach Volume: 406
Minor Approach Volume Threshold: 124

Intersection #11 SR 124 (Church) / SR 104 (Main)

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
Initial Vol: 411 5 27 3 0 4 12 334 395 29 402 1
Major Street Volume: 1173
Minor Approach Volume: 443
Minor Approach Volume Threshold: 177

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=2][control=Stop Sign]
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=247]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1483]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]
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=278]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1236]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North Bound, South Bound, East Bound, West Bound.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=16.8]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=138]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1679]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=13.6]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=198]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1339]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=38]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1679]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=11]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1339]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, Movement, Control, Lanes. Rows include North Bound, South Bound, East Bound, West Bound with various lane configurations and control types like Uncontrolled and Stop Sign.

Table with 4 columns: Approach, Movement, Control, Lanes. Rows include North Bound, South Bound, East Bound, West Bound with various lane configurations and control types like Uncontrolled and Stop Sign.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=267]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3027]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=233]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2288]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2969.8]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=121]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3027]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2173.8]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=219]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2288]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Future Volume Alternative: Peak Hour Warrant Met

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:	1	0	1	0	1	0	1	0	0	1	0	0
Initial Vol:	67	1256	159	38	1014	105	86	86	95	60	50	11

Approach:	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	1	0	1	0	1	0	0	1	0
Initial Vol:	135	697	165	5	713	121	63	99	71	99	109	11

Major Street Volume: 2639
Minor Approach Volume: 267
Minor Approach Volume Threshold: -135 [less than minimum of 100]

Major Street Volume: 1836
Minor Approach Volume: 233
Minor Approach Volume Threshold: -26 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #22 Stonehouse / SR 16

Intersection #22 Stonehouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=34.6]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=123]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2305]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=63.9]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=106]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2769]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Stonehouse / SR 16
Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
Initial Vol: 0 0 0 0 116 0 7 7 1309 0 0 775 91
Major Street Volume: 2182
Minor Approach Volume: 123
Minor Approach Volume Threshold: 39 [less than minimum of 150]

Intersection #22 Stonehouse / SR 16
Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
Initial Vol: 0 0 0 0 99 0 7 14 1299 0 0 1276 74
Major Street Volume: 2663
Minor Approach Volume: 106
Minor Approach Volume Threshold: -47 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #23 Latrobe (Sac) / SR 16

Intersection #23 Latrobe (Sac) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North Bound and West Bound.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North Bound and West Bound.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.5]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.7]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #23 Latrobe (Sac) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 0 1 0 1 0 0 1 0
Initial Vol: 14 2 5 12 2 29 28 1314 12 3 800 13
Major Street Volume: 2170
Minor Approach Volume: 43
Minor Approach Volume Threshold: 41 [less than minimum of 150]

Intersection #23 Latrobe (Sac) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 0 1 0 1 0 0 1 0
Initial Vol: 3 3 3 9 2 26 25 1364 4 3 1303 24
Major Street Volume: 2723
Minor Approach Volume: 37
Minor Approach Volume Threshold: -57 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #25 Sloughhouse / SR 16

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
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=45]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2052]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=10.3]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=104]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2546]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0
Initial Vol: 7 0 38 0 0 0 0 0 1255 8 16 728 0
Major Street Volume: 2007
Minor Approach Volume: 45
Minor Approach Volume Threshold: 75 [less than minimum of 150]

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0
Initial Vol: 46 0 58 0 0 0 0 0 1212 6 33 1191 0
Major Street Volume: 2442
Minor Approach Volume: 104
Minor Approach Volume Threshold: -10 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=55]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=801]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=44]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=617]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=20]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=801]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=5]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=617]
FAIL - Total volume less than 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. for North, South, East, and West bounds.

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. for North, South, East, and West bounds.

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.8]
FAIL - Vehicle-hours less than 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=3][total volume=1626]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=170]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1064]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant Met

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	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0	0	0	0	0	21	0	255	168	606	0	0	0	556	20	0	0	556	20	0
Major Street Volume:					1350															
Minor Approach Volume:					276															
Minor Approach Volume Threshold:					44 [less than minimum of 75]															

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0	0	0	0	0	13	0	157	104	407	0	0	0	371	12	0	0	371	12	0
Major Street Volume:					894															
Minor Approach Volume:					170															
Minor Approach Volume Threshold:					113															

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #38 SR 49 / Pleasant Valley

Intersection #38 SR 49 / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant Met

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			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	236	0	258	0	0	0	0	427	254	327	544	0
Major Street Volume:							1552					
Minor Approach Volume:							494					
Minor Approach Volume Threshold:							133					

Approach:	North Bound			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		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	149	0	193	0	0	0	0	262	160	230	335	0
Major Street Volume:							987					
Minor Approach Volume:							342					
Minor Approach Volume Threshold:							289					

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=71]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1694]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=115]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1676]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Future Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	0	0	0	0	1
Initial Vol:	0	888	63	19	653	0	0	0	0	54	0	17
Major Street Volume:	1623											
Minor Approach Volume:	71											
Minor Approach Volume Threshold:	10 [less than minimum of 75]											

Approach:	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	1	0	0	0	0	0	1
Initial Vol:	0	707	86	27	741	0	0	0	0	88	0	27
Major Street Volume:	1561											
Minor Approach Volume:	115											
Minor Approach Volume Threshold:	19 [less than minimum of 75]											

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Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR 49 / Miller Way

Average Delay (sec/veh): 8.4 Worst Case Level Of Service: F[76.0]

Street Name: SR 49 Miller Way

Approach: 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 1 0 1 0 0 1 0 0 0 0 0 1 0 0

Volume Module:

Table with 12 columns for traffic volumes and 12 rows for various metrics like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 12 columns for critical gap metrics and 2 rows for Critical Gp and FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics and 4 rows for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics and 10 rows for 2Way95thQ, Control Del, LOS by Move, etc.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR 49 / Miller Way

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: C[18.7]

Street Name: SR 49 Miller Way

Approach: 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 1 0 1 0 0 1 0 0 0 0 0 1 0 0

Volume Module:

Table with 12 columns for traffic volumes and 12 rows for various metrics like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 12 columns for critical gap metrics and 2 rows for Critical Gp and FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics and 4 rows for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics and 10 rows for 2Way95thQ, Control Del, LOS by Move, etc.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 SR 49 / Main

Average Delay (sec/veh): 348.9 Worst Case Level Of Service: F[1259.0]

Street Name: SR 49 Main

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 1 0 0)

Volume Module:

Table with 12 columns for traffic volumes and 12 columns for HCM metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume)

Critical Gap Module:

Table with 12 columns for Critical Gap and FollowUpTim metrics

Capacity Module:

Table with 12 columns for Capacity metrics (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.)

Level Of Service Module:

Table with 12 columns for Level Of Service metrics (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS)

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 SR 49 / Main

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name: SR 49 Main

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 1 0 0)

Volume Module:

Table with 12 columns for traffic volumes and 12 columns for HCM metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume)

Critical Gap Module:

Table with 12 columns for Critical Gap and FollowUpTim metrics

Capacity Module:

Table with 12 columns for Capacity metrics (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.)

Level Of Service Module:

Table with 12 columns for Level Of Service metrics (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS)

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 SR 49 / Poplar

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[14.8]

Table with columns for Street Name (SR 49, Poplar), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for various approaches.

Critical Gap Module:

Table showing critical gap and follow-up time data for different approaches.

Capacity Module:

Table showing capacity data including Conflict Vol, Potent Cap., Move Cap., and Volume/Cap. for various approaches.

Level Of Service Module:

Table showing level of service data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 SR 49 / Poplar

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[14.7]

Table with columns for Street Name (SR 49, Poplar), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for various approaches.

Critical Gap Module:

Table showing critical gap and follow-up time data for different approaches.

Capacity Module:

Table showing capacity data including Conflict Vol, Potent Cap., Move Cap., and Volume/Cap. for various approaches.

Level Of Service Module:

Table showing level of service data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 SR 49 / Empire

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: E[48.5]

Street Name: SR 49 Empire

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1 0 0 1! 0 0

Volume Module:

Base Vol: 50 712 3 14 522 15 18 3 39 10 7 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 712 3 14 522 15 18 3 39 10 7 6
Added Vol: 6 49 0 0 57 0 0 0 6 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 56 761 3 14 579 15 18 3 45 10 7 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: 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: 58 793 3 15 603 16 19 3 47 10 7 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 58 793 3 15 603 16 19 3 47 10 7 6

Critical Gap Module:

Critical Gp: 4.2 xxxxx xxxxxx 4.2 xxxxx xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxxx xxxxxx 2.3 xxxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:

Cnflct Vol: 619 xxxxx xxxxxx 796 xxxxx xxxxxx 1558 1553 611 1576 1559 794
Potent Cap.: 933 xxxxx xxxxxx 800 xxxxx xxxxxx 92 115 497 90 114 391
Move Cap.: 933 xxxxx xxxxxx 800 xxxxx xxxxxx 81 105 497 75 104 391
Volume/Cap: 0.06 xxxxx xxxxxx 0.02 xxxxx xxxxxx 0.23 0.03 0.09 0.14 0.07 0.02

Level Of Service Module:

2Way95thQ: 0.2 xxxxx xxxxxx 0.1 xxxxx xxxxxx xxxxx xxxxx 0.3 xxxxx xxxxx xxxxxx
Control Del: 9.1 xxxxx xxxxxx 9.6 xxxxx xxxxxx xxxxxx xxxxx 13.0 xxxxxx xxxxx xxxxxx
LOS by Move: A * * A * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 84 xxxxx xxxxxx xxxxx 106 xxxxxx
SharedQueue: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 0.9 xxxxx xxxxxx xxxxxx 0.8 xxxxxx
Shrd ConDel: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 62.7 xxxxx xxxxxx xxxxxx 48.5 xxxxxx
Shared LOS: * * * * * F * * * * E *
ApproachDel: xxxxxx xxxxxx 28.8 48.5
ApproachLOS: * * D E

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 SR 49 / Empire

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: E[43.2]

Street Name: SR 49 Empire

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1 0 0 0 1 0 0 1 0 0 1! 0 0

Volume Module:

Base Vol: 46 524 2 0 556 0 1 0 36 7 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: 46 524 2 0 556 0 1 0 36 7 0 3
Added Vol: 9 80 0 0 78 0 0 0 9 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 55 604 2 0 634 0 1 0 45 7 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: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 62 679 2 0 712 0 1 0 51 8 0 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 62 679 2 0 712 0 1 0 51 8 0 3

Critical Gap Module:

Critical Gp: 4.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxxx xxxxxx xxxxxx xxxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:

Cnflct Vol: 712 xxxxx xxxxxx xxxxx xxxxx xxxxxx 1517 1517 712 1541 1516 680
Potent Cap.: 860 xxxxx xxxxxx xxxxx xxxxx xxxxxx 99 120 436 95 121 455
Move Cap.: 860 xxxxx xxxxxx xxxxx xxxxx xxxxxx 92 111 436 79 112 455
Volume/Cap: 0.07 xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.01 0.00 0.12 0.10 0.00 0.01

Level Of Service Module:

2Way95thQ: 0.2 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx 0.4 xxxxx xxxxx xxxxxx
Control Del: 9.5 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx 14.3 xxxxxx xxxxx xxxxxx
LOS by Move: A * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 92 xxxxx xxxxxx xxxxx 105 xxxxxx
SharedQueue: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx 0.3 xxxxxx
Shrd ConDel: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 44.5 xxxxx xxxxxx xxxxxx 43.2 xxxxxx
Shared LOS: * * * * * E * * * * E *
ApproachDel: xxxxxx xxxxxx 15.0 43.2
ApproachLOS: * * C E

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

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 #5 SR 49 / Randolph Dr.
Cycle (sec): 120 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #5 SR 49 / Randolph Dr.
Cycle (sec): 115 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: SR 49 Randolph
Approach: North Bound South Bound East Bound West Bound
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: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0

Street Name: SR 49 Randolph
Approach: North Bound South Bound East Bound West Bound
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: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0

Volume Module:
Base Vol: 12 782 0 0 507 29 20 0 11 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 12 782 0 0 507 29 20 0 11 0 0 0
Added Vol: 0 17 94 44 19 0 0 0 0 81 0 38
PasserByVol: 0 0 0 0 0 0 0 0 0 54 0 0
Initial Fut: 12 799 94 44 526 29 20 0 11 135 0 38
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 13 850 100 47 560 31 21 0 12 144 0 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 13 850 100 47 560 31 21 0 12 144 0 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 13 850 100 47 560 31 21 0 12 144 0 40

Volume Module:
Base Vol: 6 572 0 0 515 11 6 0 6 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: 6 572 0 0 515 11 6 0 6 0 0 0
Added Vol: 0 27 129 61 27 0 0 0 0 132 0 62
PasserByVol: 0 0 0 0 0 0 0 0 0 88 0 0
Initial Fut: 6 599 129 61 542 11 6 0 6 220 0 62
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 7 681 147 69 616 13 7 0 7 250 0 70
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 7 681 147 69 616 13 7 0 7 250 0 70
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 7 681 147 69 616 13 7 0 7 250 0 70

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 0.91 0.91 0.88 0.92 0.92 0.95 1.00 0.85 0.95 1.00 0.85
Lanes: 1.00 0.89 0.11 1.00 0.95 0.05 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1671 1549 182 1671 1654 91 1805 0 1615 1805 0 1615

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 0.90 0.90 0.88 0.92 0.92 0.95 1.00 0.85 0.95 1.00 0.85
Lanes: 1.00 0.82 0.18 1.00 0.98 0.02 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1671 1409 303 1671 1719 35 1805 0 1615 1805 0 1615

Capacity Analysis Module:
Vol/Sat: 0.01 0.55 0.55 0.03 0.34 0.34 0.01 0.00 0.01 0.08 0.00 0.03
Crit Moves: ****
Green/Cycle: 0.06 0.68 0.68 0.03 0.65 0.65 0.06 0.00 0.06 0.10 0.00 0.10
Volume/Cap: 0.12 0.81 0.81 0.81 0.52 0.52 0.20 0.00 0.12 0.81 0.00 0.26
Delay/Veh: 53.5 18.4 18.4 114.0 11.8 11.8 54.8 0.0 54.2 77.0 0.0 50.9
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: 53.5 18.4 18.4 114.0 11.8 11.8 54.8 0.0 54.2 77.0 0.0 50.9
LOS by Move: D B B F B B D A D E A D
DesignQueue: 1 24 24 3 15 15 1 0 1 9 0 2

Capacity Analysis Module:
Vol/Sat: 0.00 0.48 0.48 0.04 0.36 0.36 0.00 0.00 0.00 0.14 0.00 0.04
Crit Moves: ****
Green/Cycle: 0.06 0.58 0.58 0.05 0.58 0.58 0.06 0.00 0.06 0.17 0.00 0.17
Volume/Cap: 0.07 0.83 0.83 0.83 0.62 0.62 0.06 0.00 0.07 0.83 0.00 0.26
Delay/Veh: 51.8 25.3 25.3 101.2 17.2 17.2 51.1 0.0 51.2 63.5 0.0 42.2
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: 51.8 25.3 25.3 101.2 17.2 17.2 51.1 0.0 51.2 63.5 0.0 42.2
LOS by Move: D C C F B B D A D E A D
DesignQueue: 0 25 25 4 19 19 0 0 0 14 0 4

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

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 #6 SR 49 / SR 16
Cycle (sec): 85
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED

Intersection #6 SR 49 / SR 16
Cycle (sec): 65
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and SR 16.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and SR 16.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 SR 124 / SR 16

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: D[29.2]

Street Name: SR 124 SR 16

Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Volume Module:

Table with 18 columns for traffic metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 18 columns for critical gap metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 18 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 18 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 SR 124 / SR 16

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: C[21.4]

Street Name: SR 124 SR 16

Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Volume Module:

Table with 18 columns for traffic metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 18 columns for critical gap metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 18 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 18 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

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 #8 Latrobe (Amador) / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: OPTIMIZED Level Of Service: A

Intersection #8 Latrobe (Amador) / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.541
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Table with columns for Street Name (SR 104, SR 124), Approach (North, South, East, West), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module table with columns for Critical Gp, FollowUpTim, and various gap values.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Average Delay (sec/veh): 738.3 Worst Case Level Of Service: F[3617.8]

Table with columns for Street Name (SR 104, SR 124), Approach (North, South, East, West), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module table with columns for Critical Gp, FollowUpTim, and various gap values.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Preston Ave. / Main St.

Average Delay (sec/veh): 701.7 Worst Case Level Of Service: F[1404.1]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Preston Ave. / Main St.

Average Delay (sec/veh): 341.0 Worst Case Level Of Service: F[725.5]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Average Delay (sec/veh): 272.8 Worst Case Level Of Service: F[1249.7]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes for SR 124 (Church) and SR 104 (Main).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module table with columns for Critical Gp, FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Average Delay (sec/veh): 302.1 Worst Case Level Of Service: F[1105.5]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes for SR 124 (Church) and SR 104 (Main).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module table with columns for Critical Gp, FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 SR 124 / SR 88

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: C[15.3]

Table with columns for Street Name (SR 124, SR 88), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Table with columns for Volume Module (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume) and values for SR 124 and SR 88.

Table with columns for Critical Gap Module (Critical Gp, FollowUpTim) and values for SR 124 and SR 88.

Table with columns for Capacity Module (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and values for SR 124 and SR 88.

Table with columns for Level Of Service Module (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and values for SR 124 and SR 88.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 SR 124 / SR 88

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: C[16.7]

Table with columns for Street Name (SR 124, SR 88), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Table with columns for Volume Module (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume) and values for SR 124 and SR 88.

Table with columns for Critical Gap Module (Critical Gp, FollowUpTim) and values for SR 124 and SR 88.

Table with columns for Capacity Module (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and values for SR 124 and SR 88.

Table with columns for Level Of Service Module (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and values for SR 124 and SR 88.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Jackson Valley / SR 88

Average Delay (sec/veh): 36.6 Worst Case Level Of Service: F[438.7]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module. Includes data for North, South, East, and West bounds.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns for Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns for Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns for Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Jackson Valley / SR 88

Average Delay (sec/veh): 36.6 Worst Case Level Of Service: F[246.6]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module. Includes data for North, South, East, and West bounds.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns for Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns for Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns for Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for SR 88 and Liberty.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for SR 88 and Liberty.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

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 #15 SR 88 / SR 12 (east)
Cycle (sec): 95
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.928
Average Delay (sec/veh): 31.6
Level Of Service: C

Intersection #15 SR 88 / SR 12 (east)
Cycle (sec): 90
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.916
Average Delay (sec/veh): 29.3
Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (east).

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (east).

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for Saturation Flow Module.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for Saturation Flow Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

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 #17 SR 88 / Victor (SR 12 west)
Cycle (sec): 120 Critical Vol./Cap.(X): 1.065
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 72.7
Optimal Cycle: OPTIMIZED Level Of Service: E

Intersection #17 SR 88 / Victor (SR 12 west)
Cycle (sec): 120 Critical Vol./Cap.(X): 0.926
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 45.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (west).

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (west).

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

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 #18 SR 88 / Kettleman Ln.

Intersection #18 SR 88 / Kettleman Ln.

Cycle (sec): 120 Critical Vol./Cap.(X): 1.563
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 247.9
Optimal Cycle: OPTIMIZED Level Of Service: F

Cycle (sec): 120 Critical Vol./Cap.(X): 1.275
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 155.1
Optimal Cycle: OPTIMIZED Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

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 #19 Ione / SR 16
Cycle (sec): 75
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.745
Average Delay (sec/veh): 17.2
Level Of Service: B

Intersection #19 Ione / SR 16
Cycle (sec): 60
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.493
Average Delay (sec/veh): 8.1
Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Ione and SR 16.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Ione and SR 16.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

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 #20 Murieta South Pkwy / SR 16

Intersection #20 Murieta South Pkwy / SR 16

Cycle (sec): 60 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Cycle (sec): 60 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Murieta South Parkway SR 16

Street Name: Murieta South Parkway SR 16

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 5 5 5 5 5 5 4 7 7 4 7 7
Lanes: 0 0 1 0 0 0 1 0 0 1 0 1 0

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 5 5 5 5 5 5 4 7 7 4 7 7
Lanes: 0 1 0 0 0 0 1 0 0 1 0 1 0

Volume Module:

Volume Module:

Base Vol: 7 5 5 14 2 142 188 608 12 0 390 23
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 7 5 5 14 2 142 188 608 12 0 390 23
Added Vol: 0 0 0 0 0 0 0 78 0 0 67 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 7 5 5 14 2 142 188 686 12 0 457 23
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 7 5 5 15 2 151 200 730 13 0 486 24
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 7 5 5 15 2 151 200 730 13 0 486 24
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 7 5 5 15 2 151 200 730 13 0 486 24

Base Vol: 5 2 0 12 5 187 220 521 5 0 512 16
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 2 0 12 5 187 220 521 5 0 512 16
Added Vol: 0 0 0 0 0 0 0 107 0 0 110 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 2 0 12 5 187 220 628 5 0 622 16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 5 2 0 13 5 195 229 654 5 0 648 17
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 2 0 13 5 195 229 654 5 0 648 17
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 2 0 13 5 195 229 654 5 0 648 17

Saturation Flow Module:

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.82 0.82 0.82 0.75 0.75 0.85 0.90 0.95 0.95 1.00 0.95 0.95
Lanes: 0.42 0.29 0.29 0.87 0.13 1.00 1.00 0.98 0.02 1.00 0.95 0.05
Final Sat.: 639 457 457 1250 179 1615 1718 1772 31 1900 1710 86

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.78 0.78 1.00 0.77 0.77 0.85 0.90 0.95 0.95 1.00 0.95 0.95
Lanes: 0.71 0.29 0.00 0.71 0.29 1.00 1.00 0.99 0.01 1.00 0.97 0.03
Final Sat.: 1052 421 0 1038 433 1615 1718 1793 14 1900 1756 45

Capacity Analysis Module:

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.01 0.01 0.09 0.12 0.41 0.41 0.00 0.28 0.28
Crit Moves: ****
Green/Cycle: 0.08 0.08 0.08 0.08 0.08 0.29 0.21 0.72 0.72 0.00 0.51 0.51
Volume/Cap: 0.14 0.14 0.14 0.14 0.14 0.32 0.56 0.57 0.57 0.00 0.56 0.56
Delay/Veh: 26.0 26.0 26.0 26.1 26.1 17.0 23.3 4.7 4.7 0.0 10.9 10.9
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: 26.0 26.0 26.0 26.1 26.1 17.0 23.3 4.7 4.7 0.0 10.9 10.9
LOS by Move: C C C C C B C A A A B B
DesignQueue: 1 1 1 1 1 4 5 8 8 0 9 9

Vol/Sat: 0.00 0.00 0.00 0.01 0.01 0.12 0.13 0.36 0.36 0.00 0.37 0.37
Crit Moves: ****
Green/Cycle: 0.08 0.08 0.00 0.08 0.08 0.27 0.19 0.72 0.72 0.00 0.53 0.53
Volume/Cap: 0.06 0.06 0.00 0.14 0.14 0.44 0.70 0.51 0.51 0.00 0.70 0.70
Delay/Veh: 25.5 25.5 0.0 26.1 26.1 18.7 29.3 4.1 4.1 0.0 13.0 13.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 25.5 25.5 0.0 26.1 26.1 18.7 29.3 4.1 4.1 0.0 13.0 13.0
LOS by Move: C C A C C B C A A A B B
DesignQueue: 0 0 0 1 1 5 6 7 7 0 12 12

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

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 #21 Murieta Pkwy / SR 16
Cycle (sec): 80
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.901
Average Delay (sec/veh): 34.5
Level Of Service: C

Intersection #21 Murieta Pkwy / SR 16
Cycle (sec): 95
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 1.029
Average Delay (sec/veh): 53.2
Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Stonehouse / SR 16

Average Delay (sec/veh): 54.1 Worst Case Level Of Service: F[1013.4]

Street Name: Stonehouse SR 16

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0-1)

Volume Module:

Table with 12 columns for traffic volumes and 12 columns for HCM factors (Growth Adj, Initial Bse, Added Vol, etc.)

Critical Gap Module:

Table with 12 columns for critical gap and follow-up time values

Capacity Module:

Table with 12 columns for capacity metrics (Conflict Vol, Potent Cap, Move Cap, Volume/Cap)

Level Of Service Module:

Table with 12 columns for LOS metrics (2Way95thQ, Control Del, LOS by Move, Shared Cap, etc.)

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Stonehouse / SR 16

Average Delay (sec/veh): 83.1 Worst Case Level Of Service: F[2169.6]

Street Name: Stonehouse SR 16

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0-1)

Volume Module:

Table with 12 columns for traffic volumes and 12 columns for HCM factors (Growth Adj, Initial Bse, Added Vol, etc.)

Critical Gap Module:

Table with 12 columns for critical gap and follow-up time values

Capacity Module:

Table with 12 columns for capacity metrics (Conflict Vol, Potent Cap, Move Cap, Volume/Cap)

Level Of Service Module:

Table with 12 columns for LOS metrics (2Way95thQ, Control Del, LOS by Move, Shared Cap, etc.)

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Latrobe (Sac) / SR 16

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: F[338.9]

Street Name: Latrobe (Sac) SR 16

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0 1 0 0 1)

Volume Module:

Table with 12 columns for traffic volumes: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume

Critical Gap Module:

Table with 12 columns for critical gap metrics: Critical Gp, FollowUpTim

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Latrobe (Sac) / SR 16

Average Delay (sec/veh): 6.6 Worst Case Level Of Service: F[494.3]

Street Name: Latrobe (Sac) SR 16

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0 1 0 0 1)

Volume Module:

Table with 12 columns for traffic volumes: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume

Critical Gap Module:

Table with 12 columns for critical gap metrics: Critical Gp, FollowUpTim

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

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 Dillard / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.059
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 50.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Intersection #24 Dillard / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.052
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 49.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with columns for Street Name (Dillard, SR 16), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), and Min. Green values.

Table with columns for Street Name (Dillard, SR 16), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), and Min. Green values.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for various approaches.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for various approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat values for different approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat values for different approaches.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue values.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue values.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 Sloughhouse / SR 16

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: E[41.1]

Street Name: Sloughhouse SR 16

Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Volume Module:

Base Vol: 7 0 38 0 0 0 0 1179 8 16 662 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 7 0 38 0 0 0 0 1179 8 16 662 0
Added Vol: 0 0 0 0 0 0 0 0 76 0 0 66 0
PasserByVol: 0
Initial Fut: 7 0 38 0 0 0 0 1255 8 16 728 0
User Adj: 1.00 1.00 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: 8 0 42 0 0 0 0 1379 9 18 800 0
Reduct Vol: 0
FinalVolume: 8 0 42 0 0 0 0 1379 9 18 800 0

Critical Gap Module:

Critical Gp: 6.4 xxxx 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 xxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx

Capacity Module:

Cnflct Vol: 2214 xxxx 1379 xxxx xxxx xxxxx xxxx xxxx xxxxx 1388 xxxx xxxxx
Potent Cap.: 49 xxxx 179 xxxx xxxx xxxxx xxxx xxxx xxxxx 484 xxxx xxxxx
Move Cap.: 48 xxxx 179 xxxx xxxx xxxxx xxxx xxxx xxxxx 484 xxxx xxxxx
Volume/Cap: 0.16 xxxx 0.23 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.04 xxxx xxxxx

Level Of Service Module:

2Way95thQ: 0.5 xxxx 0.9 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.1 xxxx xxxxx
Control Del: 94.8 xxxx 31.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 12.7 xxxx xxxxx
LOS by Move: F * D * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *
ApproachDel: 41.1 xxxxxx xxxxxx xxxxxx
ApproachLOS: E * * *

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 Sloughhouse / SR 16

Average Delay (sec/veh): 14.7 Worst Case Level Of Service: F[355.6]

Street Name: Sloughhouse SR 16

Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Volume Module:

Base Vol: 46 0 58 0 0 0 0 1107 6 33 1084 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 46 0 58 0 0 0 0 1107 6 33 1084 0
Added Vol: 0 0 0 0 0 0 0 0 105 0 0 107 0
PasserByVol: 0
Initial Fut: 46 0 58 0 0 0 0 1212 6 33 1191 0
User Adj: 1.00 1.00 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: 49 0 62 0 0 0 0 1289 6 35 1267 0
Reduct Vol: 0
FinalVolume: 49 0 62 0 0 0 0 1289 6 35 1267 0

Critical Gap Module:

Critical Gp: 6.4 xxxx 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 xxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx

Capacity Module:

Cnflct Vol: 2627 xxxx 1289 xxxx xxxx xxxxx xxxx xxxx xxxxx 1296 xxxx xxxxx
Potent Cap.: 27 xxxx 202 xxxx xxxx xxxxx xxxx xxxx xxxxx 525 xxxx xxxxx
Move Cap.: 25 xxxx 202 xxxx xxxx xxxxx xxxx xxxx xxxxx 525 xxxx xxxxx
Volume/Cap: 1.93 xxxx 0.31 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.07 xxxx xxxxx

Level Of Service Module:

2Way95thQ: 6.0 xxxx 1.2 xxxx xxxx xxxxx xxxx xxxx xxxxx 0.2 xxxx xxxxx
Control Del:765.6 xxxx 30.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx 12.3 xxxx xxxxx
LOS by Move: F * D * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *
ApproachDel: 355.6 xxxxxx xxxxxx
ApproachLOS: F * * *

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

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 #26 Grant Line / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.139
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 97.6
Optimal Cycle: OPTIMIZED Level Of Service: F

Intersection #26 Grant Line / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.030
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 52.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with columns: Street Name, Grant Line, SR 16, Approach, North Bound, South Bound, East Bound, West Bound, Movement, Control, Rights, Min. Green, Lanes.

Table with columns: Street Name, Grant Line, SR 16, Approach, North Bound, South Bound, East Bound, West Bound, Movement, Control, Rights, Min. Green, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

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 #27 Sunrise / SR 16
Cycle (sec): 120
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.995
Average Delay (sec/veh): 63.5
Level Of Service: E

Intersection #27 Sunrise / SR 16
Cycle (sec): 115
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.993
Average Delay (sec/veh): 49.4
Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

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 #28 Excelsior / SR 16
Cycle (sec): 85
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.912
Average Delay (sec/veh): 35.5
Level Of Service: D

Intersection #28 Excelsior / SR 16
Cycle (sec): 60
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.588
Average Delay (sec/veh): 18.9
Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

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 #29 Bradshwa / SR 16

Intersection #29 Bradshwa / SR 16

Cycle (sec): 120 Critical Vol./Cap.(X): 1.992
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 392.5
Optimal Cycle: OPTIMIZED Level Of Service: F

Cycle (sec): 120 Critical Vol./Cap.(X): 1.111
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 83.6
Optimal Cycle: OPTIMIZED Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

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 #30 Latrobe / White Rock
Cycle (sec): 115
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 1.138
Average Delay (sec/veh): 80.4
Level Of Service: F

Intersection #30 Latrobe / White Rock
Cycle (sec): 60
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.585
Average Delay (sec/veh): 21.4
Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Latrobe / S. Shingle

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[18.5]

Table with columns for Street Name (Latrobe, South Shingle), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume for various movements.

Critical Gap Module table showing Critical Gp and FollowUpTim for different movements.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for various movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Latrobe / S. Shingle

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[14.2]

Table with columns for Street Name (Latrobe, South Shingle), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume for various movements.

Critical Gap Module table showing Critical Gp and FollowUpTim for different movements.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for various movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

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 #36 Missouri Flat / Pleasant Valley
Cycle (sec): 60 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #36 Missouri Flat / Pleasant Valley
Cycle (sec): 60 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Missouri Flat and Pleasant Valley.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Missouri Flat and Pleasant Valley.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for Saturation Flow Module.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for Saturation Flow Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #37 Forni / Pleasant Valley

Average Delay (sec/veh): 7.3 Worst Case Level Of Service: E[37.0]

Table with columns for Street Name (Forni, Pleasant Valley), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #37 Forni / Pleasant Valley

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B[14.3]

Table with columns for Street Name (Forni, Pleasant Valley), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #38 SR 49 / Pleasant Valley
Cycle (sec): 100
Loss Time (sec): 0 (Y+R=4.0 sec)
Optimal Cycle: 0
Critical Vol./Cap.(X): 1.306
Average Delay (sec/veh): 105.5
Level Of Service: F

Intersection #38 SR 49 / Pleasant Valley
Cycle (sec): 100
Loss Time (sec): 0 (Y+R=4.0 sec)
Optimal Cycle: 0
Critical Vol./Cap.(X): 0.790
Average Delay (sec/veh): 22.1
Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for SR 49 North and South Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for SR 49 North and South Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, AllWayAvgQ.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, AllWayAvgQ.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

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 #39 Elliott / SR 88 (N)
Cycle (sec): 120
Critical Vol./Cap.(X): 1.081
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 72.1
Optimal Cycle: OPTIMIZED
Level Of Service: E

Intersection #39 Elliott / SR 88 (N)
Cycle (sec): 90
Critical Vol./Cap.(X): 0.927
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 33.0
Optimal Cycle: OPTIMIZED
Level Of Service: C

Street Name: Elliott SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Split Phase Split Phase
Rights: Include Include Include Ovl
Min. Green: 5 5 0 0 5 5 0 0 0 7 7 7
Lanes: 0 1 0 0 0 0 0 1 0 1 0 0 0 1

Street Name: Elliott SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Split Phase Split Phase
Rights: Include Include Include Ovl
Min. Green: 5 5 0 0 5 5 0 0 0 7 7 7
Lanes: 0 1 0 0 0 0 0 1 0 1 0 0 0 1

Volume Module:
Base Vol: 25 102 0 0 880 220 0 0 0 66 1457 132
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 102 0 0 880 220 0 0 0 66 1457 132
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: 25 102 0 0 880 220 0 0 0 66 1457 132
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 27 111 0 0 957 239 0 0 0 72 1584 143
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 27 111 0 0 957 239 0 0 0 72 1584 143
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 27 111 0 0 957 239 0 0 0 72 1584 143

Volume Module:
Base Vol: 20 83 0 0 720 180 0 0 0 54 1215 108
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 83 0 0 720 180 0 0 0 54 1215 108
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 83 0 0 720 180 0 0 0 54 1215 108
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 22 90 0 0 783 196 0 0 0 59 1321 117
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 22 90 0 0 783 196 0 0 0 59 1321 117
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 22 90 0 0 783 196 0 0 0 59 1321 117

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.35 0.35 1.00 1.00 1.00 0.85 1.00 1.00 1.00 0.79 0.89 0.79
Lanes: 0.20 0.80 0.00 0.00 1.00 1.00 0.00 0.00 0.00 1.00 2.00 1.00
Final Sat.: 132 540 0 0 1900 1615 0 0 0 1510 3375 1510

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.57 0.57 1.00 1.00 1.00 0.85 1.00 1.00 1.00 0.79 0.89 0.79
Lanes: 0.19 0.81 0.00 0.00 1.00 1.00 0.00 0.00 0.00 1.00 2.00 1.00
Final Sat.: 210 873 0 0 1900 1615 0 0 0 1510 3375 1510

Capacity Analysis Module:
Vol/Sat: 0.21 0.21 0.00 0.00 0.50 0.15 0.00 0.00 0.00 0.05 0.47 0.10
Crit Moves: ****
Green/Cycle: 0.47 0.47 0.00 0.00 0.47 0.47 0.00 0.00 0.00 0.43 0.43 0.43
Volume/Cap: 0.44 0.44 0.00 0.00 1.08 0.32 0.00 0.00 0.00 0.11 1.08 0.22
Delay/Veh: 22.5 22.5 0.0 0.0 86.5 20.3 0.0 0.0 0.0 20.2 82.6 21.4
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: 22.5 22.5 0.0 0.0 86.5 20.3 0.0 0.0 0.0 20.2 82.6 21.4
LOS by Move: C C A A F C A A A C F C
DesignQueue: 5 5 0 0 39 9 0 0 0 3 36 6

Capacity Analysis Module:
Vol/Sat: 0.10 0.10 0.00 0.00 0.41 0.12 0.00 0.00 0.00 0.04 0.39 0.08
Crit Moves: ****
Green/Cycle: 0.44 0.44 0.00 0.00 0.44 0.44 0.00 0.00 0.00 0.42 0.42 0.42
Volume/Cap: 0.23 0.23 0.00 0.00 0.93 0.27 0.00 0.00 0.00 0.09 0.93 0.18
Delay/Veh: 15.7 15.7 0.0 0.0 39.6 16.0 0.0 0.0 0.0 15.7 35.3 16.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 15.7 15.7 0.0 0.0 39.6 16.0 0.0 0.0 0.0 15.7 35.3 16.4
LOS by Move: B B A A D B A A A B D B
DesignQueue: 3 3 0 0 24 6 0 0 0 2 22 3

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

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 #40 Tully / SR 88 (S)
Cycle (sec): 85
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.926
Average Delay (sec/veh): 32.2
Level Of Service: C

Intersection #40 Tully / SR 88 (S)
Cycle (sec): 60
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.820
Average Delay (sec/veh): 20.6
Level Of Service: C

Street Name: Tully Rd. SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0 7 7 4 7 0 7 7 7 0 0 0
Lanes: 0 0 0 1 0 1 0 1 0 0 1 0 0 0 0 0

Street Name: Tully Rd. SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0 7 7 4 7 0 7 7 7 0 0 0
Lanes: 0 0 0 1 0 1 0 1 0 0 1 0 0 0 0 0

Volume Module:
Base Vol: 0 39 66 286 660 0 88 1297 198 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 39 66 286 660 0 88 1297 198 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 39 66 286 660 0 88 1297 198 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 42 72 311 717 0 96 1410 215 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 42 72 311 717 0 96 1410 215 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 42 72 311 717 0 96 1410 215 0 0 0

Volume Module:
Base Vol: 0 31 59 234 540 0 72 1079 162 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 31 59 234 540 0 72 1079 162 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 31 59 234 540 0 72 1079 162 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 34 64 254 587 0 78 1173 176 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 34 64 254 587 0 78 1173 176 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 34 64 254 587 0 78 1173 176 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 0.95 1.00 1.00 0.79 0.89 0.79 1.00 1.00 1.00
Lanes: 0.00 0.37 0.63 1.00 1.00 0.00 1.00 2.00 1.00 0.00 0.00 0.00
Final Sat.: 0 646 1093 1805 1900 0 1510 3375 1510 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.91 0.91 0.95 1.00 1.00 0.79 0.89 0.79 1.00 1.00 1.00
Lanes: 0.00 0.34 0.66 1.00 1.00 0.00 1.00 2.00 1.00 0.00 0.00 0.00
Final Sat.: 0 596 1135 1805 1900 0 1510 3375 1510 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.07 0.07 0.17 0.38 0.00 0.06 0.42 0.14 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.13 0.13 0.28 0.41 0.00 0.45 0.45 0.45 0.00 0.00 0.00
Volume/Cap: 0.00 0.50 0.50 0.62 0.93 0.00 0.14 0.93 0.32 0.00 0.00 0.00
Delay/Veh: 0.0 36.0 36.0 29.4 40.9 0.0 13.8 32.0 15.2 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
AdjDel/Veh: 0.0 36.0 36.0 29.4 40.9 0.0 13.8 32.0 15.2 0.0 0.0 0.0
LOS by Move: A D D C D A B C B A A A
DesignQueue: 0 5 5 11 22 0 3 21 6 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.06 0.06 0.14 0.31 0.00 0.05 0.35 0.12 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.17 0.17 0.21 0.38 0.00 0.42 0.42 0.42 0.00 0.00 0.00
Volume/Cap: 0.00 0.33 0.33 0.68 0.82 0.00 0.12 0.82 0.28 0.00 0.00 0.00
Delay/Veh: 0.0 22.5 22.5 27.2 24.4 0.0 10.6 19.2 11.5 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
AdjDel/Veh: 0.0 22.5 22.5 27.2 24.4 0.0 10.6 19.2 11.5 0.0 0.0 0.0
LOS by Move: A C C C C A B B B A A A
DesignQueue: 0 3 3 7 13 0 2 13 3 0 0 0

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday
PM Peak Hour

Ione Casino
Cum + Alt B - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #100 SR 49 / Project Service Access

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[19.5]

Street Name: SR 49 Project Service Access

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 1 0 1 0 0 0 0 0 0 1 0 0

Volume Module:

Base Vol: 0 794 0 0 518 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: 0 794 0 0 518 0 0 0 0 0 0 0
Added Vol: 0 94 63 19 81 0 0 0 0 54 0 17
PasserByVol: 0 0 0 0 54 0 0 0 0 0 0 0
Initial Fut: 0 888 63 19 653 0 0 0 0 54 0 17
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 0 1009 72 22 742 0 0 0 0 61 0 19
Reduct Vol: 0 0 0 0 0 0 0 0 0 61 0 0
FinalVolume: 0 1009 72 22 742 0 0 0 0 0 0 19

Critical Gap Module:

Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3

Capacity Module:

Cnflct Vol: xxxx xxxx xxxxx 1081 xxxx xxxxx xxxx xxxx xxxxx 1830 1830 1045
Potent Cap.: xxxx xxxx xxxxx 653 xxxx xxxxx xxxx xxxx xxxxx 85 77 280
Move Cap.: xxxx xxxx xxxxx 653 xxxx xxxxx xxxx xxxx xxxxx 83 75 280
Volume/Cap: xxxx xxxx xxxxx 0.03 xxxx xxxxx xxxx xxxx xxxxx 0.00 0.00 0.07

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 10.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * B *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 269 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.2 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 19.5 xxxxx
Shared LOS: *
ApproachDel: xxxxxx xxxxxx xxxxxx 19.5
ApproachLOS: * C

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #100 SR 49 / Project Service Access

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[15.9]

Street Name: SR 49 Project Service Access

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 1 0 1 0 0 0 0 0 0 1 0 0

Volume Module:

Base Vol: 0 578 0 0 521 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: 0 578 0 0 521 0 0 0 0 0 0 0
Added Vol: 0 129 86 27 132 0 0 0 0 88 0 27
PasserByVol: 0 0 0 0 88 0 0 0 0 0 0 0
Initial Fut: 0 707 86 27 741 0 0 0 0 88 0 27
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 0 803 98 31 842 0 0 0 0 100 0 31
Reduct Vol: 0 0 0 0 0 0 0 0 0 100 0 0
FinalVolume: 0 803 98 31 842 0 0 0 0 0 0 31

Critical Gap Module:

Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3

Capacity Module:

Cnflct Vol: xxxx xxxx xxxxx 901 xxxx xxxxx xxxx xxxx xxxxx 1756 1756 852
Potent Cap.: xxxx xxxx xxxxx 763 xxxx xxxxx xxxx xxxx xxxxx 95 86 362
Move Cap.: xxxx xxxx xxxxx 763 xxxx xxxxx xxxx xxxx xxxxx 92 83 362
Volume/Cap: xxxx xxxx xxxxx 0.04 xxxx xxxxx xxxx xxxx xxxxx 0.00 0.00 0.08

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 9.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 362 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.3 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 15.9 xxxxx
Shared LOS: * C
ApproachDel: xxxxxx xxxxxx xxxxxx 15.9
ApproachLOS: * C

Note: Queue reported is the number of cars per lane.



APPENDIX A

Intersection Operations Level of Service Calculation Worksheets Cumulative Plus Alternative B with Mitigation Measures

Ione Casino
 Cumulative + Alt B - Friday - Mitigation Measures
 PM Peak Hour

Ione Casino
 Cum + Alt B - Sat - Mitigation Measres
 PM Peak Hour

Scenario Report
 Scenario: CuM + Alt B Fri PM

Command: Cum + Alt B Fri PM
 Volume: Cum + Alt B Fri
 Geometry: Cumulative Mitigation
 Impact Fee: Existing
 Trip Generation: Alt B (Ph II) Friday
 Trip Distribution: Existing
 Paths: 2006 (Amador Bypass)
 Routes: Existing
 Configuration: Existing

Scenario Report
 Scenario: Cum + Alt B Sat PM

Command: Cum + Alt B Sat PM
 Volume: Cum + alt B Sat
 Geometry: Cumulative Mitigation
 Impact Fee: Existing
 Trip Generation: Alt B (Ph II) Saturday
 Trip Distribution: Existing
 Paths: 2006 (Amador Bypass)
 Routes: Existing
 Configuration: Existing

Ione Casino
Cumulative + Alt B - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt B - Sat - Mitigation Measres
PM Peak Hour

Impact Analysis Report
Level Of Service

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in	Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C			Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 2 SR 49 / Main	D	38.0 0.848	D	40.2 0.877	+ 2.199 D/V	# 2 SR 49 / Main	D	38.0 0.807	D	43.2 0.860	+ 5.140 D/V
# 5 SR 49 / Randolph Dr.	A	7.1 0.559	C	25.0 0.771	+17.900 D/V	# 5 SR 49 / Randolph Dr.	A	5.2 0.405	C	31.4 0.775	+26.212 D/V
# 7 SR 124 / SR 16	B	11.3 0.572	B	15.0 0.674	+ 3.737 D/V	# 7 SR 124 / SR 16	A	9.1 0.438	B	12.9 0.600	+ 3.802 D/V
# 13 Jackson Valley / SR 88	C	20.9 0.708	C	22.0 0.750	+ 1.084 D/V	# 13 Jackson Valley / SR 88	C	21.8 0.549	C	22.5 0.614	+ 0.743 D/V
# 14 SR 88 / Liberty Rd.	C	27.0 0.888	C	34.7 0.944	+ 7.720 D/V	# 14 SR 88 / Liberty Rd.	C	24.4 0.781	C	32.7 0.870	+ 8.321 D/V
# 17 SR 88 / Victor (SR 12 west)	C	33.3 0.810	C	33.9 0.820	+ 0.577 D/V	# 17 SR 88 / Victor (SR 12 west)	C	27.3 0.725	C	28.0 0.744	+ 0.672 D/V
# 18 SR 88 / Kettleman Ln.	C	33.4 0.834	C	34.3 0.844	+ 0.935 D/V	# 18 SR 88 / Kettleman Ln.	C	24.1 0.701	C	24.5 0.719	+ 0.430 D/V
# 26 Grant Line / SR 16	C	32.3 0.798	C	34.6 0.803	+ 2.301 D/V	# 26 Grant Line / SR 16	C	27.3 0.819	C	30.9 0.883	+ 3.533 D/V
# 27 Sunrise / SR 16	C	26.2 0.726	C	27.5 0.750	+ 1.348 D/V	# 27 Sunrise / SR 16	C	31.8 0.841	D	35.5 0.905	+ 3.737 D/V
# 29 Bradshwa / SR 16	E	72.9 1.064	E	76.9 1.075	+ 3.999 D/V	# 29 Bradshwa / SR 16	C	23.1 0.734	C	23.7 0.764	+ 0.619 D/V
# 38 SR 49 / Pleasant Valley	D	50.8 0.964	E	62.8 1.020	+12.006 D/V	# 38 SR 49 / Pleasant Valley	B	19.9 0.716	C	25.7 0.819	+ 5.758 D/V
# 39 Elliott / SR 88 (N)	C	33.0 0.935	C	33.0 0.935	+ 0.000 D/V	# 39 Elliott / SR 88 (N)	B	19.6 0.838	B	19.6 0.838	+ 0.000 D/V
#100 SR 49 / Project Service Access	A	0.0 0.000	C	19.5 0.000	+19.461 D/V	#100 SR 49 / Project Service Access	A	0.0 0.000	C	15.9 0.000	+15.856 D/V

Ione Casino
Cumulative + Alt B - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt B - Sat - Mitigation Measures
PM Peak Hour

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 #2 SR 49 / Main
Cycle (sec): 90
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.877
Average Delay (sec/veh): 40.2
Level Of Service: D

Intersection #2 SR 49 / Main
Cycle (sec): 85
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.860
Average Delay (sec/veh): 43.2
Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt B - Sat - Mitigation Measures
PM Peak Hour

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 #5 SR 49 / Randolph Dr.
Cycle (sec): 120 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #5 SR 49 / Randolph Dr.
Cycle (sec): 115 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: SR 49 Randolph
Approach: North Bound South Bound East Bound West Bound
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: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0

Street Name: SR 49 Randolph
Approach: North Bound South Bound East Bound West Bound
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: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0

Volume Module:
Base Vol: 12 782 0 0 507 29 20 0 11 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 12 782 0 0 507 29 20 0 11 0 0 0
Added Vol: 0 17 94 44 19 0 0 0 0 81 0 38
PasserByVol: 0 0 0 0 0 0 0 0 0 54 0 0
Initial Fut: 12 799 94 44 526 29 20 0 11 135 0 38
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 13 850 100 47 560 31 21 0 12 144 0 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 13 850 100 47 560 31 21 0 12 144 0 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 13 850 100 47 560 31 21 0 12 144 0 40

Volume Module:
Base Vol: 6 572 0 0 515 11 6 0 6 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: 6 572 0 0 515 11 6 0 6 0 0 0
Added Vol: 0 27 129 61 27 0 0 0 0 132 0 62
PasserByVol: 0 0 0 0 0 0 0 0 0 88 0 0
Initial Fut: 6 599 129 61 542 11 6 0 6 220 0 62
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 7 681 147 69 616 13 7 0 7 250 0 70
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 7 681 147 69 616 13 7 0 7 250 0 70
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 7 681 147 69 616 13 7 0 7 250 0 70

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 0.91 0.91 0.88 0.92 0.92 0.95 1.00 0.85 0.95 1.00 0.85
Lanes: 1.00 0.89 0.11 1.00 0.95 0.05 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1671 1549 182 1671 1654 91 1805 0 1615 1805 0 1615

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 0.90 0.90 0.88 0.92 0.92 0.95 1.00 0.85 0.95 1.00 0.85
Lanes: 1.00 0.82 0.18 1.00 0.98 0.02 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1671 1409 303 1671 1719 35 1805 0 1615 1805 0 1615

Capacity Analysis Module:
Vol/Sat: 0.01 0.55 0.55 0.03 0.34 0.34 0.01 0.00 0.01 0.08 0.00 0.03
Crit Moves: **** **** **** ****
Green/Cycle: 0.06 0.68 0.68 0.03 0.65 0.65 0.06 0.00 0.06 0.10 0.00 0.10
Volume/Cap: 0.12 0.81 0.81 0.81 0.52 0.52 0.20 0.00 0.12 0.81 0.00 0.26
Delay/Veh: 53.5 18.4 18.4 114.0 11.8 11.8 54.8 0.0 54.2 77.0 0.0 50.9
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: 53.5 18.4 18.4 114.0 11.8 11.8 54.8 0.0 54.2 77.0 0.0 50.9
LOS by Move: D B B F B B D A D E A D
DesignQueue: 1 24 24 3 15 15 1 0 1 9 0 2

Capacity Analysis Module:
Vol/Sat: 0.00 0.48 0.48 0.04 0.36 0.36 0.00 0.00 0.00 0.14 0.00 0.04
Crit Moves: **** **** **** ****
Green/Cycle: 0.06 0.58 0.58 0.05 0.58 0.58 0.06 0.00 0.06 0.17 0.00 0.17
Volume/Cap: 0.07 0.83 0.83 0.83 0.62 0.62 0.06 0.00 0.07 0.83 0.00 0.26
Delay/Veh: 51.8 25.3 25.3 101.2 17.2 17.2 51.1 0.0 51.2 63.5 0.0 42.2
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: 51.8 25.3 25.3 101.2 17.2 17.2 51.1 0.0 51.2 63.5 0.0 42.2
LOS by Move: D C C F B B D A D E A D
DesignQueue: 0 25 25 4 19 19 0 0 0 14 0 4

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt B - Sat - Mitigation Measures
PM Peak Hour

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 #7 SR 124 / SR 16
Cycle (sec): 70
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.674
Average Delay (sec/veh): 15.0
Level Of Service: B

Intersection #7 SR 124 / SR 16
Cycle (sec): 65
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.600
Average Delay (sec/veh): 12.9
Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 124 and SR 16.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 124 and SR 16.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, Final Sat.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, Final Sat.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt B - Sat - Mitigation Measures
PM Peak Hour

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 #13 Jackson Valley / SR 88
Cycle (sec): 120
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.750
Average Delay (sec/veh): 22.0
Level Of Service: C

Intersection #13 Jackson Valley / SR 88
Cycle (sec): 90
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.614
Average Delay (sec/veh): 22.5
Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt B - Sat - Mitigation Measures
PM Peak Hour

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 #14 SR 88 / Liberty Rd.
Cycle (sec): 120 Critical Vol./Cap.(X): 0.944
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #14 SR 88 / Liberty Rd.
Cycle (sec): 90 Critical Vol./Cap.(X): 0.870
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 32.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and Liberty.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and Liberty.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for Saturation Flow Module.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for Saturation Flow Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt B - Sat - Mitigation Measures
PM Peak Hour

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 #17 SR 88 / Victor (SR 12 west)
Cycle (sec): 110 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 33.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #17 SR 88 / Victor (SR 12 west)
Cycle (sec): 90 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (west).

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (west).

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume for SR 88 and SR 12 (west).

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume for SR 88 and SR 12 (west).

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat. for SR 88 and SR 12 (west).

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat. for SR 88 and SR 12 (west).

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for SR 88 and SR 12 (west).

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for SR 88 and SR 12 (west).

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt B - Sat - Mitigation Measres
PM Peak Hour

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 #18 SR 88 / Kettleman Ln.
Cycle (sec): 90
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED

Intersection #18 SR 88 / Kettleman Ln.
Cycle (sec): 75
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED

Street Name: SR 88 Kettleman
Approach: North Bound South Bound East Bound West Bound
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: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 1 1 0 2 0 0 1 0 0 0 1 0 0

Street Name: SR 88 Kettleman
Approach: North Bound South Bound East Bound West Bound
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: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 1 1 0 2 0 0 1 0 0 0 1 0 0

Volume Module:
Base Vol: 28 666 11 33 1221 83 472 244 61 28 83 22
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 28 666 11 33 1221 83 472 244 61 28 83 22
Added Vol: 0 25 0 0 21 4 5 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 691 11 33 1242 87 477 244 61 28 83 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 30 735 12 35 1321 93 507 260 65 30 88 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 735 12 35 1321 93 507 260 65 30 88 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 735 12 35 1321 93 507 260 65 30 88 23

Volume Module:
Base Vol: 22 414 9 27 979 71 378 196 49 22 67 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 22 414 9 27 979 71 378 196 49 22 67 18
Added Vol: 0 34 0 0 35 7 7 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 22 448 9 27 1014 78 385 196 49 22 67 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: 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: 23 477 10 29 1079 83 410 209 52 23 71 19
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 23 477 10 29 1079 83 410 209 52 23 71 19
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 23 477 10 29 1079 83 410 209 52 23 71 19

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.93 0.93 0.89 0.88 0.88 0.92 0.97 0.97 0.97 0.97 0.97
Lanes: 1.00 0.98 0.02 1.00 1.87 0.13 2.00 0.80 0.20 0.21 0.62 0.17
Final Sat.: 1688 1745 28 1688 3123 219 3502 1474 369 387 1148 304

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.93 0.93 0.89 0.88 0.88 0.92 0.97 0.97 0.97 0.97 0.97
Lanes: 1.00 0.98 0.02 1.00 1.86 0.14 2.00 0.80 0.20 0.20 0.63 0.17
Final Sat.: 1688 1736 35 1688 3100 238 3502 1474 369 378 1151 309

Capacity Analysis Module:
Vol/Sat: 0.02 0.42 0.42 0.02 0.42 0.42 0.14 0.18 0.18 0.08 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.04 0.48 0.48 0.05 0.49 0.49 0.20 0.20 0.20 0.09 0.09 0.09
Volume/Cap: 0.40 0.88 0.88 0.41 0.87 0.87 0.72 0.87 0.87 0.87 0.87 0.87
Delay/Veh: 45.3 31.2 31.2 44.6 25.9 25.9 37.0 53.9 53.9 76.5 76.5 76.5
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: 45.3 31.2 31.2 44.6 25.9 25.9 37.0 53.9 53.9 76.5 76.5 76.5
LOS by Move: D C C D C C D D E E E
DesignQueue: 1 22 22 2 21 21 11 14 14 7 7 7

Capacity Analysis Module:
Vol/Sat: 0.01 0.27 0.27 0.02 0.35 0.35 0.12 0.14 0.14 0.06 0.06 0.06
Crit Moves: ****
Green/Cycle: 0.05 0.43 0.43 0.08 0.46 0.46 0.18 0.18 0.18 0.09 0.09 0.09
Volume/Cap: 0.26 0.64 0.64 0.21 0.76 0.76 0.63 0.76 0.76 0.66 0.66 0.66
Delay/Veh: 35.6 19.0 19.0 32.8 19.5 19.5 30.3 38.9 38.9 42.3 42.3 42.3
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: 35.6 19.0 19.0 32.8 19.5 19.5 30.3 38.9 38.9 42.3 42.3 42.3
LOS by Move: D B B C B B C D D D D
DesignQueue: 1 12 12 1 15 15 7 9 9 4 4 4

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt B - Sat - Mitigation Measures
PM Peak Hour

Level Of Service Computation Report
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Grant Line / SR 16
Cycle (sec): 85 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #26 Grant Line / SR 16
Cycle (sec): 105 Critical Vol./Cap.(X): 0.883
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns: Street Name, Grant Line, SR 16, Approach, North Bound, South Bound, East Bound, West Bound, Movement, Control, Rights, Min. Green, Lanes.

Table with columns: Street Name, Grant Line, SR 16, Approach, North Bound, South Bound, East Bound, West Bound, Movement, Control, Rights, Min. Green, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt B - Sat - Mitigation Measures
PM Peak Hour

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 #27 Sunrise / SR 16
Cycle (sec): 70
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED

Intersection #27 Sunrise / SR 16
Cycle (sec): 105
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt B - Sat - Mitigation Measures
PM Peak Hour

Level Of Service Computation Report
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Bradshwa / SR 16
Cycle (sec): 120
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 1.075
Average Delay (sec/veh): 76.9
Level Of Service: E

Intersection #29 Bradshwa / SR 16
Cycle (sec): 60
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.764
Average Delay (sec/veh): 23.7
Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt B - Sat - Mitigation Measures
PM Peak Hour

Level Of Service Computation Report
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2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 SR 49 / Pleasant Valley
Cycle (sec): 105
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 1.020
Average Delay (sec/veh): 62.8
Level Of Service: E

Intersection #38 SR 49 / Pleasant Valley
Cycle (sec): 60
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.819
Average Delay (sec/veh): 25.7
Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Lanes.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt B - Sat - Mitigation Measures
PM Peak Hour

Level Of Service Computation Report
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Elliott / SR 88 (N)
Cycle (sec): 90
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.935
Average Delay (sec/veh): 33.0
Level Of Service: C

Intersection #39 Elliott / SR 88 (N)
Cycle (sec): 60
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.838
Average Delay (sec/veh): 19.6
Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt B - Friday - Mitigation Measures
PM Peak Hour

Ione Casino
Cum + Alt B - Sat - Mitigation Measures
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #100 SR 49 / Project Service Access

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[19.5]

Street Name: SR 49 Project Service Access

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 1 0 0 0

Volume Module:

Base Vol: 0 794 0 0 518 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: 0 794 0 0 518 0 0 0 0 0 0 0 0 0 0
Added Vol: 0 94 63 19 81 0 0 0 0 54 0 17
PasserByVol: 0 0 0 0 54 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 888 63 19 653 0 0 0 0 54 0 17
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 0 1009 72 22 742 0 0 0 0 61 0 19
Reduct Vol: 0 0 0 0 0 0 0 0 0 61 0 0
FinalVolume: 0 1009 72 22 742 0 0 0 0 0 0 19

Critical Gap Module:

Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3

Capacity Module:

Cnflct Vol: xxxx xxxx xxxxx 1081 xxxx xxxxx xxxx xxxx xxxxx 1830 1830 1045
Potent Cap.: xxxx xxxx xxxxx 653 xxxx xxxxx xxxx xxxx xxxxx 85 77 280
Move Cap.: xxxx xxxx xxxxx 653 xxxx xxxxx xxxx xxxx xxxxx 83 75 280
Volume/Cap: xxxx xxxx xxxxx 0.03 xxxx xxxxx xxxx xxxx xxxxx 0.00 0.00 0.07

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 10.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * B *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 269 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.2 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 19.5 xxxxx
Shared LOS: *
ApproachDel: xxxxxx xxxxxx xxxxxx 19.5
ApproachLOS: *

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #100 SR 49 / Project Service Access

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[15.9]

Street Name: SR 49 Project Service Access

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 1 0 0 0

Volume Module:

Base Vol: 0 578 0 0 521 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: 0 578 0 0 521 0 0 0 0 0 0 0 0 0 0
Added Vol: 0 129 86 27 132 0 0 0 0 88 0 27
PasserByVol: 0 0 0 0 88 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 707 86 27 741 0 0 0 0 88 0 27
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 0 803 98 31 842 0 0 0 0 100 0 31
Reduct Vol: 0 0 0 0 0 0 0 0 0 100 0 0
FinalVolume: 0 803 98 31 842 0 0 0 0 0 0 31

Critical Gap Module:

Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3

Capacity Module:

Cnflct Vol: xxxx xxxx xxxxx 901 xxxx xxxxx xxxx xxxx xxxxx 1756 1756 852
Potent Cap.: xxxx xxxx xxxxx 763 xxxx xxxxx xxxx xxxx xxxxx 95 86 362
Move Cap.: xxxx xxxx xxxxx 763 xxxx xxxxx xxxx xxxx xxxxx 92 83 362
Volume/Cap: xxxx xxxx xxxxx 0.04 xxxx xxxxx xxxx xxxx xxxxx 0.00 0.00 0.08

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 9.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 362 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.3 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 15.9 xxxxx
Shared LOS: *
ApproachDel: xxxxxx xxxxxx xxxxxx 15.9
ApproachLOS: *

Note: Queue reported is the number of cars per lane.



APPENDIX A

Intersection Operations Level of Service Calculation Worksheets Cumulative Plus Alternative C

Ione Casino
 Cumulative + Alt C - Fri
 PM Peak Hour

Ione Casino
 Cumulative + Alt C - Sat
 PM Peak Hour

Scenario Report
 Scenario: CUM + Alt C Fri PM

Command: Cum + Alt C Fri PM
 Volume: Cum + Alt C Fri
 Geometry: Cumulative
 Impact Fee: Existing
 Trip Generation: Alt C Friday
 Trip Distribution: Existing
 Paths: 2006 (Amador Bypass)
 Routes: Existing
 Configuration: Existing

Scenario Report
 Scenario: CuM + Alt C Sat PM

Command: Cum + Alt C Sat PM
 Volume: Cum + Alt C Sat
 Geometry: Cumulative
 Impact Fee: Existing
 Trip Generation: Alt C Saturday
 Trip Distribution: Existing
 Paths: 2006 (Amador Bypass)
 Routes: Existing
 Configuration: Existing

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Trip Generation Report

Trip Generation Report

Forecast for Alt C Friday

Forecast for Alt C Saturday

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total	Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Ione Casino-	1.00	Ione Casino	134.00	114.00	134	114	248	100.0	1	Ione Casino-	1.00	Ione Casino	186.00	193.00	186	193	379	100.0
	Zone 1 Subtotal					134	114	248	100.0		Zone 1 Subtotal					186	193	379	100.0
TOTAL						134	114	248	100.0	TOTAL						186	193	379	100.0

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Trip Distribution Report

Trip Distribution Report

Percent Of Trips Existing

Percent Of Trips Existing

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	16.0	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
Zone	To Gates										
	12	13	14	15	16	17	18	19	20	22	23
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	9.6	13.1	0.1	0.1
Zone	To Gates										
	24	25	26	28	29						
1	0.8	1.4	1.6	4.8	0.1						

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	16.0	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
Zone	To Gates										
	12	13	14	15	16	17	18	19	20	22	23
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	9.6	13.1	0.1	0.1
Zone	To Gates										
	24	25	26	28	29						
1	0.8	1.4	1.6	4.8	0.1						

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Turning Movement Report
EPAP NP Fri + Alt C Friday

Turning Movement Report
Alt C Saturday + EPAP NP Sat

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 SR 49 / Miller Way														#1 SR 49 / Miller Way													
Base	167	205	68	43	218	42	25	0	103	54	0	19	944	Base	74	177	42	29	181	20	17	0	66	36	0	24	666
Added	0	23	0	0	27	0	0	0	0	0	0	0	50	Added	0	38	0	0	37	0	0	0	0	0	0	0	75
Total	167	228	68	43	245	42	25	0	103	54	0	19	994	Total	74	215	42	29	218	20	17	0	66	36	0	24	741
#2 SR 49 / Main														#2 SR 49 / Main													
Base	70	289	311	46	235	96	96	77	62	203	113	72	1670	Base	144	144	200	44	159	92	96	93	107	252	155	252	1738
Added	4	23	1	0	27	0	0	0	5	1	0	0	61	Added	7	38	1	0	37	0	0	0	7	1	0	0	91
Total	74	312	312	46	262	96	96	77	67	204	113	72	1731	Total	151	182	201	44	196	92	96	93	114	253	155	252	1829
#3 SR 49 / Poplar														#3 SR 49 / Poplar													
Base	54	701	0	0	517	6	3	0	42	0	0	0	1323	Base	20	524	0	0	545	0	1	0	13	0	0	0	1103
Added	2	28	0	0	32	0	0	0	2	0	0	0	64	Added	3	47	0	0	45	0	0	0	3	0	0	0	98
Total	56	729	0	0	549	6	3	0	44	0	0	0	1387	Total	23	571	0	0	590	0	1	0	16	0	0	0	1201
#4 SR 49 / Empire														#4 SR 49 / Empire													
Base	50	712	3	14	522	15	18	3	39	10	7	6	1399	Base	46	524	2	0	556	0	1	0	36	7	0	3	1175
Added	3	29	0	0	34	0	0	0	4	0	0	0	70	Added	6	50	0	0	48	0	0	0	5	0	0	0	109
Total	53	741	3	14	556	15	18	3	43	10	7	6	1469	Total	52	574	2	0	604	0	1	0	41	7	0	3	1284
#5 SR 49 / Randolph Dr.														#5 SR 49 / Randolph Dr.													
Base	12	782	0	0	507	29	20	0	11	0	0	0	1361	Base	6	572	0	0	515	11	6	0	6	0	0	0	1116
Added	0	10	57	27	12	0	0	0	0	49	0	23	178	Added	0	17	79	37	16	0	0	0	0	82	0	39	270
PassBy	0	0	0	0	0	0	0	0	0	32	0	0	32	PassBy	0	0	0	0	0	0	0	0	0	55	0	0	55
Total	12	792	57	27	519	29	20	0	11	81	0	23	1571	Total	6	589	79	37	531	11	6	0	6	137	0	39	1441
#6 SR 49 / SR 16														#6 SR 49 / SR 16													
Base	363	0	437	0	0	0	0	373	554	322	196	0	2245	Base	329	0	309	0	0	0	0	238	435	277	231	0	1819
Added	0	0	7	0	0	0	0	89	0	6	75	0	177	Added	0	0	10	0	0	0	0	123	0	10	128	0	271
Total	363	0	444	0	0	0	0	462	554	328	271	0	2422	Total	329	0	319	0	0	0	0	361	435	287	359	0	2090
#7 SR 124 / SR 16														#7 SR 124 / SR 16													
Base	22	0	146	0	0	0	0	664	29	85	415	0	1361	Base	15	0	100	0	0	0	0	464	19	76	486	0	1160
Added	0	0	41	0	0	0	0	48	0	35	40	0	164	Added	0	0	57	0	0	0	0	66	0	59	68	0	250
Total	22	0	187	0	0	0	0	712	29	120	455	0	1525	Total	15	0	157	0	0	0	0	530	19	135	554	0	1410
#8 Latrobe (Amador) / SR 16														#8 Latrobe (Amador) / SR 16													
Base	0	0	0	206	0	11	6	489	0	0	310	171	1193	Base	0	0	0	153	0	0	4	383	0	0	340	133	1013
Added	0	0	0	0	0	0	0	48	0	0	40	0	88	Added	0	0	0	0	0	0	0	66	0	0	68	0	134
Total	0	0	0	206	0	11	6	537	0	0	350	171	1281	Total	0	0	0	153	0	0	4	449	0	0	408	133	1147
#9 SR 104 (Preston) / SR 124 (North)														#9 SR 104 (Preston) / SR 124 (North)													
Base	137	557	160	107	607	57	42	18	175	139	42	116	2157	Base	88	545	110	84	500	10	7	14	92	162	34	101	1747
Added	0	0	40	1	0	0	0	0	0	34	0	1	76	Added	0	0	55	2	0	0	0	0	0	57	0	2	116
Total	137	557	200	108	607	57	42	18	175	173	42	117	2233	Total	88	545	165	86	500	10	7	14	92	219	34	103	1863

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
#10 Preston Ave. / Main St.														#10 Preston Ave. / Main St.															
Base	0	0	0	826	0	141	127	35	0	0	0	25	774	1928	Base	0	0	0	647	0	84	99	32	0	0	0	24	686	1572
Added	0	0	0	34	0	0	0	0	0	0	0	0	40	74	Added	0	0	0	57	0	0	0	0	0	0	0	0	55	112
Total	0	0	0	860	0	141	127	35	0	0	0	25	814	2002	Total	0	0	0	704	0	84	99	32	0	0	0	24	741	1684
#11 SR 124 (Church) / SR 104 (Main)														#11 SR 124 (Church) / SR 104 (Main)															
Base	324	4	13	7	1	18	16	509	383	11	449	7	1742	Base	322	5	27	3	0	4	12	333	304	29	401	1	1441		
Added	39	0	0	0	0	0	0	0	33	0	0	0	0	72	Added	55	0	0	0	0	0	0	0	57	0	0	0	112	
Total	363	4	13	7	1	18	16	509	416	11	449	7	1814	Total	377	5	27	3	0	4	12	333	361	29	401	1	1553		
#12 SR 124 / SR 88														#12 SR 124 / SR 88															
Base	0	0	0	3	0	191	241	554	0	0	0	372	3	1364	Base	0	0	0	24	0	167	169	327	0	0	0	350	19	1056
Added	0	0	0	0	0	32	37	2	0	0	0	1	0	72	Added	0	0	0	0	0	54	52	2	0	0	0	3	0	111
Total	0	0	0	3	0	223	278	556	0	0	0	373	3	1436	Total	0	0	0	24	0	221	221	329	0	0	0	353	19	1167
#13 Jackson Valley / SR 88														#13 Jackson Valley / SR 88															
Base	117	14	6	2	26	9	8	702	180	3	487	4	1558	Base	193	3	1	8	1	1	1	391	117	4	431	6	1157		
Added	0	0	0	0	0	0	0	39	0	0	0	33	0	72	Added	0	1	0	0	1	0	0	54	0	0	0	56	0	112
Total	117	14	6	2	26	9	8	741	180	3	520	4	1630	Total	193	4	1	8	2	1	1	445	117	4	487	6	1269		
#14 SR 88 / Liberty Rd.														#14 SR 88 / Liberty Rd.															
Base	67	1256	124	38	1014	105	86	56	95	30	25	11	2907	Base	135	697	117	5	713	121	63	58	71	50	67	11	2108		
Added	0	0	21	0	0	0	0	18	0	18	15	0	72	Added	0	0	29	0	0	0	0	25	0	30	26	0	110		
Total	67	1256	145	38	1014	105	86	74	95	48	40	11	2979	Total	135	697	146	5	713	121	63	83	71	80	93	11	2218		
#15 SR 88 / SR 12 (east)														#15 SR 88 / SR 12 (east)															
Base	0	0	0	105	0	1374	1171	558	0	0	0	460	63	3731	Base	0	0	0	76	0	1291	1099	524	0	0	0	432	59	3481
Added	0	0	0	1	0	16	19	0	0	0	0	0	2	38	Added	0	0	0	3	0	28	27	0	0	0	0	0	2	60
Total	0	0	0	106	0	1390	1190	558	0	0	0	460	65	3769	Total	0	0	0	79	0	1319	1126	524	0	0	0	432	61	3541
#16 Tully Rd. / SR 88 [use this intersection only to obtain project volumes to a														#16 Tully Rd. / SR 88 [use this intersection only to obtain project volumes to a															
Base	25	14	66	286	594	220	88	1265	198	66	1430	132	4384	Base	20	11	59	234	486	180	72	1035	162	54	1170	108	3591		
Added	0	0	0	0	0	0	0	19	0	0	0	16	0	35	Added	0	0	0	0	0	0	0	27	0	0	28	0	55	
Total	25	14	66	286	594	220	88	1284	198	66	1446	132	4419	Total	20	11	59	234	486	180	72	1062	162	54	1198	108	3646		
#17 SR 88 / Victor (SR 12 west)														#17 SR 88 / Victor (SR 12 west)															
Base	28	1055	1	11	1116	250	766	14	266	4	6	16	3533	Base	24	836	0	6	884	217	607	1	211	3	4	4	2797		
Added	0	18	0	0	0	15	1	0	0	0	0	0	35	Added	0	25	0	0	0	26	2	2	0	0	0	0	55		
Total	28	1073	1	11	1131	251	767	14	266	4	6	16	3568	Total	24	861	0	6	910	219	609	1	211	3	4	4	2852		
#18 SR 88 / Kettleman Ln.														#18 SR 88 / Kettleman Ln.															
Base	28	666	11	33	1221	83	472	244	61	28	83	22	2952	Base	22	414	9	27	979	71	378	196	49	22	67	18	2252		
Added	0	15	0	0	0	13	3	3	0	0	0	0	34	Added	0	21	0	0	22	4	4	0	0	0	0	0	51		
Total	28	681	11	33	1234	86	475	244	61	28	83	22	2986	Total	22	435	9	27	1001	75	382	196	49	22	67	18	2303		

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#19 Ione / SR 16														#19 Ione / SR 16													
Base	208	0	22	0	0	0	0	459	191	20	297	0	1197	Base	139	0	2	0	0	0	0	350	89	0	368	0	948
Added	0	0	0	0	0	0	0	48	0	0	40	0	88	Added	0	0	0	0	0	0	66	0	0	68	0	134	
Total	208	0	22	0	0	0	0	507	191	20	337	0	1285	Total	139	0	2	0	0	0	416	89	0	436	0	1082	
#20 Murieta South Pkwy / SR 16														#20 Murieta South Pkwy / SR 16													
Base	7	5	5	14	2	142	188	608	12	0	390	23	1396	Base	5	2	0	12	5	187	220	521	5	0	512	16	1485
Added	0	0	0	0	0	0	0	47	0	0	40	0	87	Added	0	0	0	0	0	0	66	0	0	68	0	134	
Total	7	5	5	14	2	142	188	655	12	0	430	23	1483	Total	5	2	0	12	5	187	220	587	5	0	580	16	1619
#21 Murieta Pkwy / SR 16														#21 Murieta Pkwy / SR 16													
Base	169	203	169	58	171	292	465	671	164	40	343	74	2819	Base	220	152	99	88	203	272	311	792	197	94	784	83	3295
Added	0	0	0	0	0	0	0	47	0	0	40	0	87	Added	0	0	0	0	0	0	65	0	0	68	0	133	
Total	169	203	169	58	171	292	465	718	164	40	383	74	2906	Total	220	152	99	88	203	272	311	857	197	94	852	83	3428
#22 Stonehouse / SR 16														#22 Stonehouse / SR 16													
Base	0	0	0	116	0	7	7	1232	0	0	709	91	2162	Base	0	0	0	99	0	7	14	1192	0	0	1167	74	2553
Added	0	0	0	0	0	0	0	47	0	0	40	0	87	Added	0	0	0	0	0	0	65	0	0	68	0	133	
Total	0	0	0	116	0	7	7	1279	0	0	749	91	2249	Total	0	0	0	99	0	7	14	1257	0	0	1235	74	2686
#23 Latrobe (Sac) / SR 16														#23 Latrobe (Sac) / SR 16													
Base	14	2	5	12	2	29	28	1237	12	3	734	13	2091	Base	3	3	3	9	2	26	25	1257	4	3	1194	24	2553
Added	0	0	0	0	0	0	0	47	0	0	40	0	87	Added	0	0	0	0	0	0	65	0	0	68	0	133	
Total	14	2	5	12	2	29	28	1284	12	3	774	13	2178	Total	3	3	3	9	2	26	25	1322	4	3	1262	24	2686
#24 Dillard / SR 16														#24 Dillard / SR 16													
Base	54	0	67	0	0	0	0	1077	129	100	581	0	2008	Base	66	0	118	0	0	0	0	1080	86	122	1110	0	2582
Added	0	0	1	0	0	0	0	46	0	1	40	0	88	Added	0	0	1	0	0	0	64	0	1	67	0	133	
Total	54	0	68	0	0	0	0	1123	129	101	621	0	2096	Total	66	0	119	0	0	0	0	1144	86	123	1177	0	2715
#25 Sloughhouse / SR 16														#25 Sloughhouse / SR 16													
Base	7	0	38	0	0	0	0	1179	8	16	662	0	1910	Base	46	0	58	0	0	0	0	1107	6	33	1084	0	2334
Added	0	0	0	0	0	0	0	46	0	0	40	0	86	Added	0	0	0	0	0	0	64	0	0	67	0	131	
Total	7	0	38	0	0	0	0	1225	8	16	702	0	1996	Total	46	0	58	0	0	0	0	1171	6	33	1151	0	2465
#26 Grant Line / SR 16														#26 Grant Line / SR 16													
Base	5	566	150	132	844	76	54	1016	10	82	545	39	3519	Base	0	278	118	86	300	53	12	1156	8	90	998	47	3146
Added	0	0	5	0	0	0	0	42	0	4	36	0	87	Added	0	0	7	0	0	0	58	0	7	60	0	132	
Total	5	566	155	132	844	76	54	1058	10	86	581	39	3606	Total	0	278	125	86	300	53	12	1214	8	97	1058	47	3278
#27 Sunrise / SR 16														#27 Sunrise / SR 16													
Base	16	391	59	322	1200	89	150	896	19	34	405	172	3753	Base	9	258	36	338	323	58	48	866	23	40	741	313	3053
Added	0	0	2	8	0	0	0	32	0	2	27	7	78	Added	0	0	3	11	0	0	44	0	3	46	11	118	
Total	16	391	61	330	1200	89	150	928	19	36	432	179	3831	Total	9	258	39	349	323	58	48	910	23	43	787	324	3171

Ione Casino
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Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#28 Excelsior / SR 16														#28 Excelsior / SR 16													
Base	86	165	138	11	330	73	192	1120	166	103	545	24	2953	Base	46	152	86	12	69	97	216	545	48	50	569	17	1907
Added	0	0	1	1	0	0	0	29	0	1	25	1	58	Added	0	0	2	2	0	0	0	41	0	2	42	2	91
Total	86	165	139	12	330	73	192	1149	166	104	570	25	3011	Total	46	152	88	14	69	97	216	586	48	52	611	19	1998
#29 Bradshwa / SR 16														#29 Bradshwa / SR 16													
Base	98	1377	52	353	2232	376	698	1500	296	111	559	183	7835	Base	74	753	57	197	609	61	246	788	103	113	545	310	3856
Added	0	0	1	6	0	0	0	22	0	1	19	5	54	Added	0	0	2	8	0	0	0	31	0	2	32	8	83
Total	98	1377	53	359	2232	376	698	1522	296	112	578	188	7889	Total	74	753	59	205	609	61	246	819	103	115	577	318	3939
#30 Latrobe / White Rock														#30 Latrobe / White Rock													
Base	324	1301	797	481	1378	365	388	727	120	756	563	380	7580	Base	142	569	349	210	602	159	170	318	53	330	246	166	3314
Added	0	2	0	0	2	0	0	0	0	0	0	0	4	Added	0	3	0	0	3	0	0	0	0	0	0	0	6
Total	324	1303	797	481	1380	365	388	727	120	756	563	380	7584	Total	142	572	349	210	605	159	170	318	53	330	246	166	3320
#31 Latrobe / S. Shingle														#31 Latrobe / S. Shingle													
Base	27	333	18	0	275	66	44	7	4	3	13	4	794	Base	13	199	5	0	282	59	33	4	7	0	5	0	607
Added	0	2	0	0	2	0	0	0	0	0	0	0	4	Added	0	3	0	0	3	0	0	0	0	0	0	0	6
Total	27	335	18	0	277	66	44	7	4	3	13	4	798	Total	13	202	5	0	285	59	33	4	7	0	5	0	613
#32 Missouri Flat / US 50 WB Ramps														#32 Missouri Flat / US 50 WB Ramps													
Base	610	1306	0	0	1287	404	0	0	0	1182	0	569	5358	Base	511	1094	0	0	1079	339	0	0	0	991	0	477	4491
Added	2	0	0	0	0	0	0	0	0	0	0	0	2	Added	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	612	1306	0	0	1287	404	0	0	0	1182	0	569	5360	Total	514	1094	0	0	1079	339	0	0	0	991	0	477	4494
#33 Missouri Flat / US 50 EB Ramps														#33 Missouri Flat / US 50 EB Ramps													
Base	0	1612	59	497	1973	0	304	0	743	0	0	0	5188	Base	0	1351	50	416	1654	0	254	0	623	0	0	0	4348
Added	0	2	0	0	0	0	0	0	2	0	0	0	4	Added	0	3	0	0	0	0	0	0	3	0	0	0	6
Total	0	1614	59	497	1973	0	304	0	745	0	0	0	5192	Total	0	1354	50	416	1654	0	254	0	626	0	0	0	4354
#34 Missouri Flat / Motherlode														#34 Missouri Flat / Motherlode													
Base	86	1279	1130	0	2352	364	392	0	129	0	0	0	5732	Base	72	1072	947	0	1972	305	328	0	108	0	0	0	4804
Added	0	2	0	0	2	0	0	0	0	0	0	0	4	Added	0	3	0	0	3	0	0	0	0	0	0	0	6
Total	86	1281	1130	0	2354	364	392	0	129	0	0	0	5736	Total	72	1075	947	0	1975	305	328	0	108	0	0	0	4810
#35 Missouri Flat / Forni														#35 Missouri Flat / Forni													
Base	135	1839	99	183	1885	413	507	51	49	100	39	149	5449	Base	113	1541	83	154	1580	346	425	43	41	84	33	125	4568
Added	0	2	0	0	2	0	0	0	0	0	0	0	4	Added	0	3	0	0	3	0	0	0	0	0	0	0	6
Total	135	1841	99	183	1887	413	507	51	49	100	39	149	5453	Total	113	1544	83	154	1583	346	425	43	41	84	33	125	4574
#36 Missouri Flat / Pleasant Valley														#36 Missouri Flat / Pleasant Valley													
Base	0	0	0	409	0	462	387	420	0	0	404	345	2427	Base	0	0	0	316	0	357	299	325	0	0	312	266	1875
Added	0	0	0	0	0	2	2	18	0	0	21	0	43	Added	0	0	0	0	0	3	3	31	0	0	30	0	67
Total	0	0	0	409	0	464	389	438	0	0	425	345	2470	Total	0	0	0	316	0	360	302	356	0	0	342	266	1942

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#37 Forni / Pleasant Valley														#37 Forni / Pleasant Valley													
Base	0	0	0	21	0	255	168	573	0	0	517	20	1554	Base	0	0	0	13	0	157	104	352	0	0	318	12	956
Added	0	0	0	0	0	0	0	20	0	0	24	0	44	Added	0	0	0	0	0	0	0	34	0	0	33	0	67
Total	0	0	0	21	0	255	168	593	0	0	541	20	1598	Total	0	0	0	13	0	157	104	386	0	0	351	12	1023
#38 SR 49 / Pleasant Valley														#38 SR 49 / Pleasant Valley													
Base	232	0	225	0	0	0	0	427	250	288	544	0	1966	Base	143	0	138	0	0	0	0	262	154	177	335	0	1209
Added	2	0	20	0	0	0	0	0	3	24	0	0	49	Added	4	0	34	0	0	0	0	0	4	33	0	0	75
Total	234	0	245	0	0	0	0	427	253	312	544	0	2015	Total	147	0	172	0	0	0	0	262	158	210	335	0	1284
#39 Elliott / SR 88 (N)														#39 Elliott / SR 88 (N)													
Base	25	102	0	0	880	220	0	0	0	66	1446	132	2871	Base	20	83	0	0	720	180	0	0	0	54	1197	108	2362
Added	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	25	102	0	0	880	220	0	0	0	66	1446	132	2871	Total	20	83	0	0	720	180	0	0	0	54	1197	108	2362
#40 Tully / SR 88 (S)														#40 Tully / SR 88 (S)													
Base	0	39	66	286	660	0	88	1284	198	0	0	0	2621	Base	0	31	59	234	540	0	72	1063	162	0	0	0	2161
Added	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	39	66	286	660	0	88	1284	198	0	0	0	2621	Total	0	31	59	234	540	0	72	1063	162	0	0	0	2161
#100 SR 49 / Project Service Access														#100 SR 49 / Project Service Access													
Base	0	794	0	0	518	0	0	0	0	0	0	0	1312	Base	0	578	0	0	521	0	0	0	0	0	0	0	1099
Added	0	57	38	12	49	0	0	0	0	32	0	10	198	Added	0	79	53	16	82	0	0	0	0	55	0	17	302
PassBy	0	0	0	0	32	0	0	0	0	0	0	0	32	PassBy	0	0	0	0	55	0	0	0	0	0	0	0	55
Total	0	851	38	12	599	0	0	0	0	32	0	10	1542	Total	0	657	53	16	658	0	0	0	0	55	0	17	1456
#176 Internal Project Intersection														#176 Internal Project Intersection													
Base	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	50	0	0	0	0	84	0	42	72	0	248	Added	0	0	69	0	0	0	0	117	0	72	121	0	379
Total	0	0	50	0	0	0	0	84	0	42	72	0	248	Total	0	0	69	0	0	0	0	117	0	72	121	0	379
#310 Latrobe / Old Sacramento														#310 Latrobe / Old Sacramento													
Base	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	8	0	0	0	0	0	0	0	7	15	Added	0	0	0	12	0	0	0	0	0	0	0	12	24
Total	0	0	0	8	0	0	0	0	0	0	0	7	15	Total	0	0	0	12	0	0	0	0	0	0	0	12	24
#322 Main / Sherwood														#322 Main / Sherwood													
Base	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	1	0	0	0	0	0	0	7	2	0	6	0	16	Added	2	0	0	0	0	0	0	9	2	0	10	0	23
Total	1	0	0	0	0	0	0	7	2	0	6	0	16	Total	2	0	0	0	0	0	0	9	2	0	10	0	23
#323 Main / Empire														#323 Main / Empire													
Base	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	1	0	0	0	0	0	0	5	1	0	5	0	12	Added	2	0	0	0	0	0	0	7	2	0	8	0	19
Total	1	0	0	0	0	0	0	5	1	0	5	0	12	Total	2	0	0	0	0	0	0	7	2	0	8	0	19

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#324 Main / Poplar														#324 Main / Poplar													
Base	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	
Added	2	0	0	0	0	0	0	6	2	0	5	0	15	3	0	0	0	0	0	0	8	3	0	8	0	22	
Total	2	0	0	0	0	0	0	6	2	0	5	0	15	3	0	0	0	0	0	0	8	3	0	8	0	22	
#325 Main / Mill														#325 Main / Mill													
Base	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	
Added	1	0	0	0	0	0	0	5	1	0	4	0	11	1	0	0	0	0	0	0	7	1	0	7	0	16	
Total	1	0	0	0	0	0	0	5	1	0	4	0	11	1	0	0	0	0	0	0	7	1	0	7	0	16	
#326 SR-49 / Main (Drytown)														#326 SR-49 / Main (Drytown)													
Base	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	
Added	0	7	0	0	6	0	0	0	0	0	0	0	13	0	9	0	0	10	0	0	0	0	0	0	0	19	
Total	0	7	0	0	6	0	0	0	0	0	0	0	13	0	9	0	0	10	0	0	0	0	0	0	0	19	
#327 SR-49 / Water-Amador Creek														#327 SR-49 / Water-Amador Creek													
Base	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	
Added	2	0	0	0	0	0	0	0	2	0	0	0	4	3	0	0	0	0	0	0	0	3	0	0	0	6	
Total	2	0	0	0	0	0	0	0	2	0	0	0	4	3	0	0	0	0	0	0	0	3	0	0	0	6	
#328 SR-49 / Gopher Flat														#328 SR-49 / Gopher Flat													
Base	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	
Added	2	0	0	0	0	0	0	0	1	0	0	0	3	2	0	0	0	0	0	0	0	2	0	0	0	4	
Total	2	0	0	0	0	0	0	0	1	0	0	0	3	2	0	0	0	0	0	0	0	2	0	0	0	4	
#329 SR-49 / Eureka														#329 SR-49 / Eureka													
Base	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	
Added	0	2	0	0	1	0	0	0	0	0	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	4	
Total	0	2	0	0	1	0	0	0	0	0	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	4	
#330 SR-49 / Church														#330 SR-49 / Church													
Base	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	
Added	0	2	0	0	1	0	0	0	0	0	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	4	
Total	0	2	0	0	1	0	0	0	0	0	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	4	
#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]														#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]													
Base	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	
Added	0	4	0	0	3	1	2	0	0	0	0	0	10	0	5	0	0	5	3	2	0	0	0	0	0	15	
Total	0	4	0	0	3	1	2	0	0	0	0	0	10	0	5	0	0	5	3	2	0	0	0	0	0	15	
#332 SR-49 / Jackson Gate-Ione Martell														#332 SR-49 / Jackson Gate-Ione Martell													
Base	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	
Added	0	3	0	0	3	0	0	0	0	0	0	0	6	0	5	0	0	5	0	0	0	0	0	0	0	10	
Total	0	3	0	0	3	0	0	0	0	0	0	0	6	0	5	0	0	5	0	0	0	0	0	0	0	10	

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Cumulative + Alt C - Sat
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
#333 SR-49 / SR-88 (North)														#333 SR-49 / SR-88 (North)															
Base	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	
Added	0	0	0	3	0	0	0	0	0	0	0	0	3	6	Added	0	0	0	5	0	0	0	0	0	0	0	0	5	10
Total	0	0	0	3	0	0	0	0	0	0	0	0	3	6	Total	0	0	0	5	0	0	0	0	0	0	0	0	5	10
#334 SR-49 / Sutter														#334 SR-49 / Sutter															
Base	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	
Added	0	3	0	0	3	0	0	0	0	0	0	0	0	6	Added	0	4	0	0	5	0	0	0	0	0	0	0	9	
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	6	Total	0	4	0	0	5	0	0	0	0	0	0	0	9	
#335 SR-49 / Hoffman														#335 SR-49 / Hoffman															
Base	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	
Added	0	3	0	0	3	0	0	0	0	0	0	0	0	6	Added	0	4	0	0	4	0	0	0	0	0	0	0	8	
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	6	Total	0	4	0	0	4	0	0	0	0	0	0	0	8	
#336 SR-49 / Main (Jackson)														#336 SR-49 / Main (Jackson)															
Base	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	
Added	0	3	0	0	2	0	0	0	0	0	0	0	0	5	Added	0	4	0	0	4	0	0	0	0	0	0	0	8	
Total	0	3	0	0	2	0	0	0	0	0	0	0	0	5	Total	0	4	0	0	4	0	0	0	0	0	0	0	8	
#337 SR-49 / SR-88 (South)														#337 SR-49 / SR-88 (South)															
Base	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	
Added	0	2	0	0	2	0	0	0	0	0	0	0	0	4	Added	0	3	0	0	4	0	0	0	0	0	0	0	7	
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	4	Total	0	3	0	0	4	0	0	0	0	0	0	0	7	
#341 SR 104 / SR 88														#341 SR 104 / SR 88															
Base	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	
Added	0	0	0	0	0	0	0	2	0	0	0	1	0	3	Added	0	0	0	0	0	0	0	0	2	0	0	3	5	
Total	0	0	0	0	0	0	0	2	0	0	0	1	0	3	Total	0	0	0	0	0	0	0	0	2	0	0	3	5	
#345 SR-12 / SR-99 SB Ramps														#345 SR-12 / SR-99 SB Ramps															
Base	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	
Added	0	0	0	0	0	0	0	1	0	0	0	1	0	2	Added	0	0	0	0	0	0	0	0	2	0	0	2	4	
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	2	Total	0	0	0	0	0	0	0	0	2	0	0	2	4	
#346 SR-12 / SR-99 NB Ramps														#346 SR-12 / SR-99 NB Ramps															
Base	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	
Added	0	0	0	0	0	0	0	1	0	0	0	1	0	2	Added	0	0	0	0	0	0	0	0	2	0	0	2	4	
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	2	Total	0	0	0	0	0	0	0	0	2	0	0	2	4	
#347 Kettleman / SR-99 SB Ramps														#347 Kettleman / SR-99 SB Ramps															
Base	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	
Added	0	0	0	0	0	0	0	3	0	0	0	3	0	6	Added	0	0	0	0	0	0	0	0	4	0	0	4	8	
Total	0	0	0	0	0	0	0	3	0	0	0	3	0	6	Total	0	0	0	0	0	0	0	0	4	0	0	4	8	

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#348 Kettleman / SR-99 NB Ramps													#348 Kettleman / SR-99 NB Ramps														
Base	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	3	0	0	0	3	0	Added	0	0	0	0	0	0	0	4	0	0	0	4	0
Total	0	0	0	0	0	0	0	3	0	0	0	3	0	Total	0	0	0	0	0	0	0	4	0	0	0	4	0
#381													#381														
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Impact Analysis Report
Level Of Service

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in	Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C			Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 SR 49 / Miller Way	F	54.6 0.000	F	66.5 0.000	+11.984 D/V	# 1 SR 49 / Miller Way	C	15.7 0.000	C	17.4 0.000	+ 1.717 D/V
# 2 SR 49 / Main	F	867.4 0.000	F	OVRFL 0.000	+221.205 D/V	# 2 SR 49 / Main	F	OVRFL 0.000	F	OVRFL 0.000	+ 1.1E+0308
# 3 SR 49 / Poplar	B	13.8 0.000	B	14.4 0.000	+ 0.550 D/V	# 3 SR 49 / Poplar	B	13.6 0.000	B	14.2 0.000	+ 0.658 D/V
# 4 SR 49 / Empire	E	38.7 0.000	E	44.1 0.000	+ 5.366 D/V	# 4 SR 49 / Empire	D	30.9 0.000	E	37.9 0.000	+ 6.934 D/V
# 5 SR 49 / Randolph Dr.	A	7.1 0.559	B	17.6 0.687	+10.561 D/V	# 5 SR 49 / Randolph Dr.	A	6.0 0.419	C	21.2 0.667	+15.217 D/V
# 6 SR 49 / SR 16	C	25.9 0.813	C	29.8 0.884	+ 3.898 D/V	# 6 SR 49 / SR 16	B	18.3 0.699	C	21.1 0.806	+ 2.783 D/V
# 7 SR 124 / SR 16	C	19.8 0.000	C	24.5 0.000	+ 4.686 D/V	# 7 SR 124 / SR 16	B	14.8 0.000	C	18.0 0.000	+ 3.226 D/V
# 8 Latrobe (Amador) / SR 16	A	9.2 0.495	A	9.1 0.523	-0.077 D/V	# 8 Latrobe (Amador) / SR 16	A	7.5 0.462	A	7.2 0.511	-0.288 D/V
# 9 SR 104 (Preston) / SR 124 (Nor	F	OVRFL 0.000	F	OVRFL 0.000	+ 0.000 D/V	# 9 SR 104 (Preston) / SR 124 (Nor	F	OVRFL 0.000	F	OVRFL 0.000	+967.681 D/V
# 10 Preston Ave. / Main St.	F	OVRFL 0.000	F	OVRFL 0.000	+128.342 D/V	# 10 Preston Ave. / Main St.	F	511.2 0.000	F	636.3 0.000	+125.098 D/V
# 11 SR 124 (Church) / SR 104 (Main	F	916.3 0.000	F	OVRFL 0.000	+194.588 D/V	# 11 SR 124 (Church) / SR 104 (Main	F	687.9 0.000	F	935.5 0.000	+247.628 D/V
# 12 SR 124 / SR 88	B	13.9 0.000	B	14.7 0.000	+ 0.772 D/V	# 12 SR 124 / SR 88	B	14.4 0.000	C	15.7 0.000	+ 1.262 D/V
# 13 Jackson Valley / SR 88	F	236.4 0.000	F	345.6 0.000	+109.151 D/V	# 13 Jackson Valley / SR 88	F	79.5 0.000	F	168.1 0.000	+88.677 D/V
# 14 SR 88 / Liberty Rd.	F	OVRFL 0.000	F	OVRFL 0.000	+ 5.1E+0306	# 14 SR 88 / Liberty Rd.	F	OVRFL 0.000	F	OVRFL 0.000	+ 7.7E+0306
# 15 SR 88 / SR 12 (east	C	30.3 0.923	C	31.1 0.930	+ 0.731 D/V	# 15 SR 88 / SR 12 (east	C	27.4 0.903	C	28.6 0.916	+ 1.153 D/V
# 17 SR 88 / Victor (SR 12 west)	E	68.8 1.048	E	71.1 1.058	+ 2.309 D/V	# 17 SR 88 / Victor (SR 12 west)	D	40.7 0.895	D	43.6 0.914	+ 2.884 D/V
# 18 SR 88 / Kettleman Ln.	F	241.0 1.542	F	245.5 1.556	+ 4.446 D/V	# 18 SR 88 / Kettleman Ln.	F	143.8 1.239	F	150.6 1.261	+ 6.788 D/V
# 19 Ione / SR 16	B	16.0 0.697	B	16.7 0.733	+ 0.680 D/V	# 19 Ione / SR 16	A	8.6 0.418	A	8.2 0.464	-0.344 D/V
# 20 Murieta South Pkwy / SR 16	B	10.2 0.472	B	10.3 0.496	+ 0.185 D/V	# 20 Murieta South Pkwy / SR 16	B	11.8 0.563	B	12.2 0.613	+ 0.456 D/V
# 21 Murieta Pkwy / SR 16	C	30.8 0.866	C	32.9 0.894	+ 2.134 D/V	# 21 Murieta Pkwy / SR 16	D	44.5 0.972	D	49.9 1.012	+ 5.436 D/V
# 22 Stonehouse / SR 16	F	735.5 0.000	F	896.6 0.000	+161.166 D/V	# 22 Stonehouse / SR 16	F	OVRFL 0.000	F	OVRFL 0.000	+423.871 D/V
# 23 Latrobe (Sac) / SR 16	F	225.4 0.000	F	288.9 0.000	+63.524 D/V	# 23 Latrobe (Sac) / SR 16	F	289.2 0.000	F	401.7 0.000	+112.474 D/V
# 24 Dillard / SR 16	D	40.3 1.005	D	46.3 1.038	+ 5.988 D/V	# 24 Dillard / SR 16	D	36.4 0.981	D	43.7 1.024	+ 7.300 D/V

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Intersection	Base			Future			Change in	Intersection	Base			Future			Change in
	Del/ LOS	V/ Veh	V/ C	Del/ LOS	V/ Veh	V/ C			Del/ LOS	V/ Veh	V/ C	Del/ LOS	V/ Veh	V/ C	
# 25 Sloughhouse / SR 16	D	34.9	0.000	E	38.4	0.000	+ 3.574 D/V	# 25 Sloughhouse / SR 16	F	216.2	0.000	F	295.8	0.000	+79.603 D/V
# 26 Grant Line / SR 16	F	83.5	1.085	F	91.9	1.117	+ 8.454 D/V	# 26 Grant Line / SR 16	D	42.3	0.961	D	48.6	1.003	+ 6.307 D/V
# 27 Sunrise / SR 16	E	55.2	0.945	E	60.5	0.969	+ 5.278 D/V	# 27 Sunrise / SR 16	D	41.1	0.927	D	45.9	0.968	+ 4.758 D/V
# 28 Excelsior / SR 16	C	34.1	0.891	C	34.9	0.903	+ 0.783 D/V	# 28 Excelsior / SR 16	B	18.8	0.555	B	18.9	0.575	+ 0.044 D/V
# 29 Bradshwa / SR 16	F	380.5	1.965	F	387.7	1.981	+ 7.208 D/V	# 29 Bradshwa / SR 16	E	72.7	1.062	E	79.2	1.092	+ 6.568 D/V
# 30 Latrobe / White Rock	F	80.2	1.137	F	80.3	1.138	+ 0.095 D/V	# 30 Latrobe / White Rock	C	21.4	0.584	C	21.4	0.585	+ 0.001 D/V
# 31 Latrobe / S. Shingle	C	18.3	0.000	C	18.4	0.000	+ 0.105 D/V	# 31 Latrobe / S. Shingle	B	14.1	0.000	B	14.2	0.000	+ 0.096 D/V
# 36 Missouri Flat / Pleasant Valle	B	16.9	0.708	B	17.2	0.723	+ 0.367 D/V	# 36 Missouri Flat / Pleasant Valle	B	14.6	0.565	B	14.9	0.587	+ 0.286 D/V
# 37 Forni / Pleasant Valley	D	31.1	0.000	D	34.5	0.000	+ 3.387 D/V	# 37 Forni / Pleasant Valley	B	13.2	0.000	B	13.8	0.000	+ 0.674 D/V
# 38 SR 49 / Pleasant Valley	F	95.9	1.270	F	101.5	1.292	+ 0.023 V/C	# 38 SR 49 / Pleasant Valley	C	18.5	0.738	C	20.6	0.771	+ 0.033 V/C
# 39 Elliott / SR 88 (N)	E	71.0	1.077	E	71.0	1.077	+ 0.000 D/V	# 39 Elliott / SR 88 (N)	C	32.2	0.928	C	32.2	0.928	+ 0.000 D/V
# 40 Tully / SR 88 (S)	C	31.8	0.931	C	31.8	0.931	+ 0.000 D/V	# 40 Tully / SR 88 (S)	C	20.4	0.814	C	20.4	0.814	+ 0.000 D/V
#100 SR 49 / Project Service Access	A	0.0	0.000	C	18.2	0.000	+18.185 D/V	#100 SR 49 / Project Service Access	A	0.0	0.000	B	14.5	0.000	+14.450 D/V

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	???	???	No / No
# 2 SR 49 / Main	???	???	Yes / Yes
# 3 SR 49 / Poplar	???	???	No / No
# 4 SR 49 / Empire	???	???	No / No
# 7 SR 124 / SR 16	???	???	No / Yes
# 9 SR 104 (Preston) / SR 124 (North)	???	???	Yes / Yes
# 10 Preston Ave. / Main St.	???	???	Yes / Yes
# 11 SR 124 (Church) / SR 104 (Main)	???	???	Yes / Yes
# 12 SR 124 / SR 88	???	???	No / Yes
# 13 Jackson Valley / SR 88	???	???	Yes / Yes
# 14 SR 88 / Liberty Rd.	???	???	Yes / Yes
# 22 Stonehouse / SR 16	???	???	No / No
# 23 Latrobe (Sac) / SR 16	???	???	No / No
# 25 Sloughhouse / SR 16	???	???	No / No
# 31 Latrobe / S. Shingle	???	???	No / No
# 37 Forni / Pleasant Valley	???	???	No / Yes
# 38 SR 49 / Pleasant Valley	???	???	Yes
#100 SR 49 / Project Service Access	???	???	No / No

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	???	???	No / No
# 2 SR 49 / Main	???	???	Yes / Yes
# 3 SR 49 / Poplar	???	???	No / No
# 4 SR 49 / Empire	???	???	No / No
# 7 SR 124 / SR 16	???	???	No / Yes
# 9 SR 104 (Preston) / SR 124 (North)	???	???	Yes / Yes
# 10 Preston Ave. / Main St.	???	???	Yes / Yes
# 11 SR 124 (Church) / SR 104 (Main)	???	???	Yes / Yes
# 12 SR 124 / SR 88	???	???	No / Yes
# 13 Jackson Valley / SR 88	???	???	Yes / Yes
# 14 SR 88 / Liberty Rd.	???	???	Yes / Yes
# 22 Stonehouse / SR 16	???	???	No / No
# 23 Latrobe (Sac) / SR 16	???	???	No / No
# 25 Sloughhouse / SR 16	???	???	No / No
# 31 Latrobe / S. Shingle	???	???	No / No
# 37 Forni / Pleasant Valley	???	???	No / Yes
# 38 SR 49 / Pleasant Valley	???	???	Yes
#100 SR 49 / Project Service Access	???	???	No / No

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.3]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

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	0	1	0	0	0	0	1	0	0	1
Initial Vol:	167	228	68	43	245	42	25	0	103	54	0	19
Major Street Volume:	793											
Minor Approach Volume:	128											
Minor Approach Volume Threshold:	175											

Approach:	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	0	1	0	0	0	0	1	0	0	1
Initial Vol:	74	215	42	29	218	20	17	0	66	36	0	24
Major Street Volume:	598											
Minor Approach Volume:	83											
Minor Approach Volume Threshold:	240											

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #2 SR 49 / Main

Intersection #2 SR 49 / Main

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=28.7]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=240]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1731]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=303]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1829]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=117.6]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=389]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1731]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=528.9]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=660]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1829]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #2 SR 49 / Main

Intersection #2 SR 49 / Main

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1!0	0	0	1	0	1	0	0	0	1!0
Initial Vol:	74	312	312	46	262	96	96	77	67	204	113	72
Major Street Volume:	1102											
Minor Approach Volume:	389											
Minor Approach Volume Threshold:	100											

Approach:	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	1	0	0	0	1	0	0	0	1!0
Initial Vol:	151	182	201	44	196	92	96	93	114	253	155	252
Major Street Volume:	866											
Minor Approach Volume:	660											
Minor Approach Volume Threshold:	155											

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #3 SR 49 / Poplar

Intersection #3 SR 49 / Poplar

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=47]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1387]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1201]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 SR 49 / Poplar

Intersection #3 SR 49 / Poplar

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. for North, South, East, West bounds.

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. for North, South, East, West bounds.

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #4 SR 49 / Empire

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]
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=64]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1469]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=42]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1284]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
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=1469]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=10]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1284]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 SR 49 / Empire

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. for North, South, East, West bounds.

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. for North, South, East, West bounds.

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.9]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	1	1	0	1	0	0
Initial Vol:	22	0	187		0	0	0	0	0	712	29		120	455	0					
Major Street Volume:	1316																			
Minor Approach Volume:	209																			
Minor Approach Volume Threshold:	74 [less than minimum of 100]																			

Approach:	North Bound				South Bound				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
Initial Vol:	15	0	157		0	0	0	0	0	530	19		135	554	0					
Major Street Volume:	1238																			
Minor Approach Volume:	172																			
Minor Approach Volume Threshold:	92 [less than minimum of 100]																			

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.2]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1872.7]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=290.8]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=366.5]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=1001]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2002]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=139.3]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=788]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1684]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	0	0	0	1
Initial Vol:	0	0	0		860	0	141		127	35	0		0	25	814	
Major Street Volume:	1001															
Minor Approach Volume:	1001															
Minor Approach Volume Threshold:	94															

Approach:	North Bound				South Bound				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	1	0	0	0	0	0	1
Initial Vol:	0	0	0		704	0	84		99	32	0		0	24	741	
Major Street Volume:	896															
Minor Approach Volume:	788															
Minor Approach Volume Threshold:	113															

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #11 SR 124 (Church) / SR 104 (Main)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=117.3]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=106.3]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 SR 124 (Church) / SR 104 (Main)
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
Initial Vol: 363 4 13 7 1 18 16 509 416 11 449 7
Major Street Volume: 1408
Minor Approach Volume: 380
Minor Approach Volume Threshold: 128

Intersection #11 SR 124 (Church) / SR 104 (Main)
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
Initial Vol: 377 5 27 3 0 4 12 333 361 29 401 1
Major Street Volume: 1137
Minor Approach Volume: 409
Minor Approach Volume Threshold: 185

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=2][control=Stop Sign]
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=226]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1436]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]
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=245]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1167]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	0	1	0	1	0	0	0	0	1
Initial Vol:	0	0	0	0	3	0	223		278	556	0		0	373	3	
Major Street Volume:	1210															
Minor Approach Volume:	226															
Minor Approach Volume Threshold:	99 [less than minimum of 100]															

Approach:	North Bound				South Bound				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
Initial Vol:	0	0	0	0	24	0	221		221	329	0		0	353	19	
Major Street Volume:	922															
Minor Approach Volume:	245															
Minor Approach Volume Threshold:	181															

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North Bound, South Bound, East Bound, West Bound.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=13.2]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=137]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1630]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=9.2]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=198]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1269]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=37]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1630]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=11]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1269]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Future Volume Alternative: Peak Hour Warrant Met

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	1	0	0	1	0	1	0
Initial Vol:	117	14	6	2	26	9	8	741	180	3	520	4
Major Street Volume:	1456											
Minor Approach Volume:	137											
Minor Approach Volume Threshold:	35 [less than minimum of 75]											

Approach:	North Bound			South Bound			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	1	0	0	1	0	1	0
Initial Vol:	193	4	1	8	2	1	1	445	117	4	487	6
Major Street Volume:	1060											
Minor Approach Volume:	198											
Minor Approach Volume Threshold:	108											

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=255]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2979]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=217]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2218]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1319.1]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=99]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2979]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1067.1]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=184]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2218]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. Sub-headers: North Bound, South Bound, East Bound, West Bound.

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. Sub-headers: North Bound, South Bound, East Bound, West Bound.

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #22 Stonehouse / SR 16

Intersection #22 Stonehouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=30.6]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=123]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2249]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=54.6]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=106]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2686]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #22 Stonehouse / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
 Initial Vol: 0 0 0 0 116 0 7 7 1279 0 0 749 91
 -----|-----|-----|-----|-----|
 Major Street Volume: 2126
 Minor Approach Volume: 123
 Minor Approach Volume Threshold: 50 [less than minimum of 150]

 Intersection #22 Stonehouse / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
 Initial Vol: 0 0 0 0 99 0 7 14 1257 0 0 1235 74
 -----|-----|-----|-----|-----|
 Major Street Volume: 2580
 Minor Approach Volume: 106
 Minor Approach Volume Threshold: -33 [less than minimum of 150]

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #23 Latrobe (Sac) / SR 16

Intersection #23 Latrobe (Sac) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.7]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #23 Latrobe (Sac) / SR 16
Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 0 1 0 1 0 0 1 0
Initial Vol: 14 2 5 12 2 29 28 1284 12 3 774 13
Major Street Volume: 2114
Minor Approach Volume: 43
Minor Approach Volume Threshold: 52 [less than minimum of 150]

Intersection #23 Latrobe (Sac) / SR 16
Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 0 1 0 1 0 0 1 0
Initial Vol: 3 3 3 9 2 26 25 1322 4 3 1262 24
Major Street Volume: 2640
Minor Approach Volume: 37
Minor Approach Volume Threshold: -43 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #25 Sloughhouse / SR 16

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
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=45]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1996]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=8.5]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=104]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2465]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #25 Sloughhouse / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0
 Initial Vol: 7 0 38 0 0 0 0 0 1225 8 16 702 0
 -----|-----|-----|-----|-----|
 Major Street Volume: 1951
 Minor Approach Volume: 45
 Minor Approach Volume Threshold: 87 [less than minimum of 150]

 Intersection #25 Sloughhouse / SR 16

 Future Volume Alternative: Peak Hour Warrant NOT Met
 -----|-----|-----|-----|-----|
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|-----|
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0
 Initial Vol: 46 0 58 0 0 0 0 0 1171 6 33 1151 0
 -----|-----|-----|-----|-----|
 Major Street Volume: 2361
 Minor Approach Volume: 104
 Minor Approach Volume Threshold: 5 [less than minimum of 150]

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=55]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=798]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=44]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=613]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=20]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=798]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=5]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=613]
FAIL - Total volume less than 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	27	335	18	0	277	66	44	7	4	3	13	4
Major Street Volume:	723											
Minor Approach Volume:	55											
Minor Approach Volume Threshold:	148											

Approach:	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	1	0	0	1
Initial Vol:	13	202	5	0	285	59	33	4	7	0	5	0
Major Street Volume:	564											
Minor Approach Volume:	44											
Minor Approach Volume Threshold:	189											

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.6]
FAIL - Vehicle-hours less than 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=3][total volume=1598]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=170]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1023]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #38 SR 49 / Pleasant Valley

Intersection #38 SR 49 / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant Met

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			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	234	0	245	0	0	0	0	427	253	312	544	0
Major Street Volume:							1536					
Minor Approach Volume:							479					
Minor Approach Volume Threshold:							137					

Approach:	North Bound			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		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	147	0	172	0	0	0	0	262	158	210	335	0
Major Street Volume:							965					
Minor Approach Volume:							319					
Minor Approach Volume Threshold:							297					

SIGNAL WARRANT DISCLAIMER

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SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=42]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1542]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=72]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1456]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Future Volume Alternative: Peak Hour Warrant NOT Met

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	1	0	0	0	0	0	1	0
Initial Vol:	0	851	38	12	599	0	0	0	0	32	0	10
Major Street Volume:	1500											
Minor Approach Volume:	42											
Minor Approach Volume Threshold:	29 [less than minimum of 75]											

Approach:	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	1	0	0	0	0	1	0
Initial Vol:	0	657	53	16	658	0	0	0	0	55	0	17
Major Street Volume:	1384											
Minor Approach Volume:	72											
Minor Approach Volume Threshold:	47 [less than minimum of 75]											

SIGNAL WARRANT DISCLAIMER

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SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR 49 / Miller Way

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: F[66.5]

Street Name: SR 49 Miller Way

Approach: 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 1 0 1 0 0 1 0 0 0

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 12 columns for critical gap metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR 49 / Miller Way

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: C[17.4]

Street Name: SR 49 Miller Way

Approach: 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 1 0 1 0 0 1 0 0 0

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 12 columns for critical gap metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 SR 49 / Main

Average Delay (sec/veh): 304.9 Worst Case Level Of Service: F[1088.6]

Street Name: SR 49 Main

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0 0 1 0 0).

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 SR 49 / Main

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name: SR 49 Main

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0 0 1 0 0).

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 SR 49 / Poplar

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[14.4]

Table with columns for Street Name (SR 49, Poplar), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for various approaches.

Critical Gap Module:

Table showing critical gap and follow-up time data for different approaches and movements.

Capacity Module:

Table showing capacity data including Conflict Vol, Potent Cap., Move Cap., and Volume/Cap. for various approaches.

Level Of Service Module:

Table showing level of service data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 SR 49 / Poplar

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[14.2]

Table with columns for Street Name (SR 49, Poplar), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for various approaches.

Critical Gap Module:

Table showing critical gap and follow-up time data for different approaches and movements.

Capacity Module:

Table showing capacity data including Conflict Vol, Potent Cap., Move Cap., and Volume/Cap. for various approaches.

Level Of Service Module:

Table showing level of service data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 SR 49 / Empire

Intersection #4 SR 49 / Empire

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: E[44.1]

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: E[37.9]

Street Name: SR 49 Empire

Street Name: SR 49 Empire

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1 0 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: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1 0 0 0 1 0 0 1 0 0 1! 0 0

Volume Module:
Base Vol: 50 712 3 14 522 15 18 3 39 10 7 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 712 3 14 522 15 18 3 39 10 7 6
Added Vol: 3 29 0 0 34 0 0 0 0 4 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 53 741 3 14 556 15 18 3 43 10 7 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: 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: 55 772 3 15 579 16 19 3 45 10 7 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 55 772 3 15 579 16 19 3 45 10 7 6

Volume Module:
Base Vol: 46 524 2 0 556 0 1 0 36 7 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: 46 524 2 0 556 0 1 0 36 7 0 3
Added Vol: 6 50 0 0 48 0 0 0 5 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 52 574 2 0 604 0 1 0 41 7 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: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 58 645 2 0 679 0 1 0 46 8 0 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 58 645 2 0 679 0 1 0 46 8 0 3

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx xxxx xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx xxxx xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Cnflct Vol: 595 xxxx xxxxx 775 xxxx xxxxx 1507 1502 587 1524 1508 773
Potent Cap.: 953 xxxx xxxxx 815 xxxx xxxxx 100 123 513 98 122 402
Move Cap.: 953 xxxx xxxxx 815 xxxx xxxxx 88 114 513 82 113 402
Volume/Cap: 0.06 xxxx xxxxx 0.02 xxxx xxxxx 0.21 0.03 0.09 0.13 0.06 0.02

Capacity Module:
Cnflct Vol: 679 xxxx xxxxx xxxx xxxx xxxxx 1443 1443 679 1465 1442 646
Potent Cap.: 886 xxxx xxxxx xxxx xxxx xxxxx 111 134 455 107 134 475
Move Cap.: 886 xxxx xxxxx xxxx xxxx xxxxx 105 124 455 91 125 475
Volume/Cap: 0.07 xxxx xxxxx xxxx xxxx xxxxx 0.01 0.00 0.10 0.09 0.00 0.01

Level Of Service Module:
2Way95thQ: 0.2 xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxx 0.3 xxxx xxxx xxxxx
Control Del: 9.0 xxxx xxxxx 9.5 xxxx xxxxx xxxxx xxxx 12.7 xxxxx xxxx xxxxx
LOS by Move: A * * A * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 91 xxxx xxxxx xxxx 116 xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.9 xxxx xxxxx xxxxx 0.7 xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 56.4 xxxx xxxxx xxxxx 44.1 xxxxx
Shared LOS: * * * * * F * * * * E *
ApproachDel: xxxxxx xxxxxx 27.0 44.1
ApproachLOS: * * D E

Level Of Service Module:
2Way95thQ: 0.2 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx 0.3 xxxx xxxx xxxxx
Control Del: 9.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 13.8 xxxxx xxxx xxxxx
LOS by Move: A * * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 105 xxxx xxxxx xxxx 121 xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx 0.3 xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 39.8 xxxx xxxxx xxxxx 37.9 xxxxx
Shared LOS: * * * * * E * * * * E *
ApproachDel: xxxxxx xxxxxx 14.4 37.9
ApproachLOS: * * B E

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

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 #5 SR 49 / Randolph Dr.

Intersection #5 SR 49 / Randolph Dr.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 17.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Cycle (sec): 95 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns for Street Name (SR 49, Randolph), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Split Phase), Rights (Include), Min. Green, and Lanes.

Table with columns for Street Name (SR 49, Randolph), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Split Phase), Rights (Include), Min. Green, and Lanes.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

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 #6 SR 49 / SR 16

Intersection #6 SR 49 / SR 16

Cycle (sec): 75
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.884
Average Delay (sec/veh): 29.8
Level Of Service: C

Cycle (sec): 60
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.806
Average Delay (sec/veh): 21.1
Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and SR 16.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and SR 16.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, PCE Adj, MLF Adj, Final Volume.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, PCE Adj, MLF Adj, Final Volume.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, Final Sat.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, Final Sat.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 SR 124 / SR 16

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: C[24.5]

Street Name: SR 124 SR 16

Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Volume Module:

Table with 18 columns and 10 rows showing traffic volume data for SR 124 and SR 16.

Critical Gap Module:

Table with 18 columns and 2 rows showing critical gap and follow-up time data.

Capacity Module:

Table with 18 columns and 4 rows showing conflict volume, potent capacity, and move capacity data.

Level Of Service Module:

Table with 18 columns and 7 rows showing level of service, control delay, and approach delay data.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 SR 124 / SR 16

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: C[18.0]

Street Name: SR 124 SR 16

Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Volume Module:

Table with 18 columns and 10 rows showing traffic volume data for SR 124 and SR 16.

Critical Gap Module:

Table with 18 columns and 2 rows showing critical gap and follow-up time data.

Capacity Module:

Table with 18 columns and 4 rows showing conflict volume, potent capacity, and move capacity data.

Level Of Service Module:

Table with 18 columns and 7 rows showing level of service, control delay, and approach delay data.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

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 #8 Latrobe (Amador) / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: OPTIMIZED Level Of Service: A

Intersection #8 Latrobe (Amador) / SR 16
Cycle (sec): 60 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Table with columns for Street Name (SR 104, SR 124), Approach (North, South, East, West), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module table with columns for Critical Gp, FollowUpTim, and various delay values.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Average Delay (sec/veh): 567.0 Worst Case Level Of Service: F[2941.0]

Table with columns for Street Name (SR 104, SR 124), Approach (North, South, East, West), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module table with columns for Critical Gp, FollowUpTim, and various delay values.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Preston Ave. / Main St.

Average Delay (sec/veh): 659.8 Worst Case Level Of Service: F[1318.1]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Preston Ave. / Main St.

Average Delay (sec/veh): 298.4 Worst Case Level Of Service: F[636.3]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Average Delay (sec/veh): 233.1 Worst Case Level Of Service: F[1110.9]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes for SR 124 (Church) and SR 104 (Main).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module table with columns for Critical Gp, FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Average Delay (sec/veh): 246.7 Worst Case Level Of Service: F[935.5]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes for SR 124 (Church) and SR 104 (Main).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module table with columns for Critical Gp, FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 SR 124 / SR 88

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: B[14.7]

Table with columns for Street Name (SR 124, SR 88), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 SR 124 / SR 88

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: C[15.7]

Table with columns for Street Name (SR 124, SR 88), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Jackson Valley / SR 88

Average Delay (sec/veh): 29.6 Worst Case Level Of Service: F[345.6]

Street Name: Jackson Valley SR 88

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include Include Include Include

Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 0 1 0

Volume Module:

Table with 12 columns for traffic volume and delay metrics across four approaches.

Critical Gap Module:

Table with 12 columns for critical gap and follow-up time metrics.

Capacity Module:

Table with 12 columns for capacity metrics including conflict volume and potential capacity.

Level Of Service Module:

Table with 12 columns for level of service metrics including delay, LOS, and shared queue.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Jackson Valley / SR 88

Average Delay (sec/veh): 26.4 Worst Case Level Of Service: F[168.1]

Street Name: Jackson Valley SR 88

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include Include Include Include

Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 0 1 0

Volume Module:

Table with 12 columns for traffic volume and delay metrics across four approaches.

Critical Gap Module:

Table with 12 columns for critical gap and follow-up time metrics.

Capacity Module:

Table with 12 columns for capacity metrics including conflict volume and potential capacity.

Level Of Service Module:

Table with 12 columns for level of service metrics including delay, LOS, and shared queue.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for SR 88 and Liberty.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for SR 88 and Liberty.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

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 #15 SR 88 / SR 12 (east)
Cycle (sec): 90
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.930
Average Delay (sec/veh): 31.1
Level Of Service: C

Intersection #15 SR 88 / SR 12 (east)
Cycle (sec): 85
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.916
Average Delay (sec/veh): 28.6
Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (east).

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (east).

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume for SR 88 and SR 12 (east).

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume for SR 88 and SR 12 (east).

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for SR 88 and SR 12 (east).

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for SR 88 and SR 12 (east).

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for SR 88 and SR 12 (east).

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for SR 88 and SR 12 (east).

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

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 #17 SR 88 / Victor (SR 12 west)
Cycle (sec): 120 Critical Vol./Cap.(X): 1.058
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 71.1
Optimal Cycle: OPTIMIZED Level Of Service: E

Intersection #17 SR 88 / Victor (SR 12 west)
Cycle (sec): 120 Critical Vol./Cap.(X): 0.914
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 43.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name: SR 88 SR 12 (west)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 1 1 0 1 0 1 0 0 1 0 0 1 0 0

Street Name: SR 88 SR 12 (west)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 1 1 0 1 0 1 0 0 1 0 0 1 0 0

Volume Module:
Base Vol: 28 1055 1 11 1116 250 766 14 266 4 6 16
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 28 1055 1 11 1116 250 766 14 266 4 6 16
Added Vol: 0 18 0 0 15 1 1 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: 28 1073 1 11 1131 251 767 14 266 4 6 16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 29 1095 1 11 1154 256 783 14 271 4 6 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 29 1095 1 11 1154 256 783 14 271 4 6 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 29 1095 1 11 1154 256 783 14 271 4 6 16

Volume Module:
Base Vol: 24 836 0 6 884 217 607 1 211 3 4 4
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 24 836 0 6 884 217 607 1 211 3 4 4
Added Vol: 0 25 0 0 26 2 2 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: 24 861 0 6 910 219 609 1 211 3 4 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: 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: 27 957 0 7 1011 243 677 1 234 3 4 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 27 957 0 7 1011 243 677 1 234 3 4 4
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 27 957 0 7 1011 243 677 1 234 3 4 4

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.89 0.89 0.89 0.94 0.79 0.89 0.89 0.79 0.91 0.91 0.91
Lanes: 1.00 1.99 0.01 1.00 1.00 1.00 1.96 0.04 1.00 0.15 0.23 0.62
Final Sat.: 1688 3372 3 1688 1777 1510 3325 61 1510 266 399 1064

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.89 0.95 0.89 0.94 0.79 0.89 0.89 0.79 0.89 0.89 0.79
Lanes: 1.00 2.00 0.00 1.00 1.00 1.00 1.99 0.01 1.00 0.27 0.37 0.36
Final Sat.: 1688 3375 0 1688 1777 1510 3377 6 1510 486 649 649

Capacity Analysis Module:
Vol/Sat: 0.02 0.32 0.32 0.01 0.65 0.17 0.24 0.24 0.18 0.02 0.02 0.02
Crit Moves: ****
Green/Cycle: 0.03 0.55 0.55 0.06 0.57 0.78 0.21 0.21 0.24 0.06 0.06 0.06
Volume/Cap: 0.51 0.59 0.59 0.12 1.14 0.22 1.14 1.14 0.75 0.26 0.26 0.26
Delay/Veh: 64.5 18.8 18.8 54.4 102 3.8 128.0 128 50.8 55.4 55.4 55.4
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: 64.5 18.8 18.8 54.4 102 3.8 128.0 128 50.8 55.4 55.4 55.4
LOS by Move: E B B D F A F D E E E
DesignQueue: 2 19 19 1 40 4 22 22 14 2 2 2

Capacity Analysis Module:
Vol/Sat: 0.02 0.28 0.00 0.00 0.57 0.16 0.20 0.20 0.16 0.01 0.01 0.01
Crit Moves: ****
Green/Cycle: 0.03 0.54 0.00 0.06 0.57 0.78 0.20 0.20 0.24 0.06 0.06 0.06
Volume/Cap: 0.47 0.52 0.00 0.06 0.99 0.21 0.99 0.99 0.66 0.12 0.12 0.12
Delay/Veh: 63.1 17.8 0.0 53.0 51.8 3.7 80.4 80.4 46.1 54.1 54.1 54.1
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: 63.1 17.8 0.0 53.0 51.8 3.7 80.4 80.4 46.1 54.1 54.1 54.1
LOS by Move: E B A D D A F F D D D
DesignQueue: 2 17 0 0 33 4 19 19 12 1 1 1

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

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 #18 SR 88 / Kettleman Ln.
Cycle (sec): 120 Critical Vol./Cap.(X): 1.556
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 245.5
Optimal Cycle: OPTIMIZED Level Of Service: F

Intersection #18 SR 88 / Kettleman Ln.
Cycle (sec): 120 Critical Vol./Cap.(X): 1.261
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 150.6
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name: SR 88 Kettleman
Approach: North Bound South Bound East Bound West Bound
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: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 0 0 1 0 0

Street Name: SR 88 Kettleman
Approach: North Bound South Bound East Bound West Bound
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: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 0 0 1 0 0

Volume Module:
Base Vol: 28 666 11 33 1221 83 472 244 61 28 83 22
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 28 666 11 33 1221 83 472 244 61 28 83 22
Added Vol: 0 15 0 0 13 3 3 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 681 11 33 1234 86 475 244 61 28 83 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 30 724 12 35 1313 91 505 260 65 30 88 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 724 12 35 1313 91 505 260 65 30 88 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 724 12 35 1313 91 505 260 65 30 88 23

Volume Module:
Base Vol: 22 414 9 27 979 71 378 196 49 22 67 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 22 414 9 27 979 71 378 196 49 22 67 18
Added Vol: 0 21 0 0 22 4 4 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 22 435 9 27 1001 75 382 196 49 22 67 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: 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: 23 463 10 29 1065 80 406 209 52 23 71 19
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 23 463 10 29 1065 80 406 209 52 23 71 19
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 23 463 10 29 1065 80 406 209 52 23 71 19

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.93 0.93 0.89 0.93 0.93 0.96 0.96 0.96 0.97 0.97 0.97
Lanes: 1.00 0.98 0.02 1.00 0.93 0.07 0.61 0.31 0.08 0.21 0.62 0.17
Final Sat.: 1688 1745 28 1688 1644 115 1110 570 143 387 1148 304

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.93 0.93 0.89 0.93 0.93 0.96 0.96 0.96 0.97 0.97 0.97
Lanes: 1.00 0.98 0.02 1.00 0.93 0.07 0.61 0.31 0.08 0.20 0.63 0.17
Final Sat.: 1688 1735 36 1688 1636 123 1110 570 142 378 1151 309

Capacity Analysis Module:
Vol/Sat: 0.02 0.42 0.42 0.02 0.80 0.80 0.46 0.46 0.46 0.08 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.03 0.49 0.49 0.04 0.49 0.49 0.28 0.28 0.28 0.06 0.06 0.06
Volume/Cap: 0.53 0.85 0.85 0.53 1.62 1.62 1.62 1.62 1.62 1.32 1.32 1.32
Delay/Veh: 66.3 35.0 35.0 64.6 314 313.7 330.0 330 330.0 251.0 251 251.0
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: 66.3 35.0 35.0 64.6 314 313.7 330.0 330 330.0 251.0 251 251.0
LOS by Move: E D D E F F F F F F F F
DesignQueue: 2 28 28 2 59 59 45 45 45 9 9 9

Capacity Analysis Module:
Vol/Sat: 0.01 0.27 0.27 0.02 0.65 0.65 0.37 0.37 0.37 0.06 0.06 0.06
Crit Moves: ****
Green/Cycle: 0.03 0.47 0.47 0.06 0.50 0.50 0.28 0.28 0.28 0.06 0.06 0.06
Volume/Cap: 0.42 0.57 0.57 0.29 1.31 1.31 1.31 1.31 1.31 1.06 1.06 1.06
Delay/Veh: 61.8 23.9 23.9 55.7 179 178.8 197.2 197 197.2 161.1 161 161.1
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: 61.8 23.9 23.9 55.7 179 178.8 197.2 197 197.2 161.1 161 161.1
LOS by Move: E C C E F F F F F F F F
DesignQueue: 2 18 18 2 46 46 35 35 35 7 7 7

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

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 #19 Ione / SR 16
Cycle (sec): 70
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.733
Average Delay (sec/veh): 16.7
Level Of Service: B

Intersection #19 Ione / SR 16
Cycle (sec): 60
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.464
Average Delay (sec/veh): 8.2
Level Of Service: A

Street Name: Ione SR 16
Approach: North Bound South Bound East Bound 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 0 0 0 0 7 7 4 7 0
Lanes: 0 0 1 0 0 0 0 0 0 1 0 1 0 1 0 0

Street Name: Ione SR 16
Approach: North Bound South Bound East Bound 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 0 0 0 0 7 7 4 7 0
Lanes: 0 0 1 0 0 0 0 0 0 0 0 1 0 1 0 0

Volume Module:
Base Vol: 208 0 22 0 0 0 0 459 191 20 297 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 208 0 22 0 0 0 0 459 191 20 297 0
Added Vol: 0 0 0 0 0 0 0 48 0 0 40 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 208 0 22 0 0 0 0 507 191 20 337 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 234 0 25 0 0 0 0 570 215 22 379 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 234 0 25 0 0 0 0 570 215 22 379 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 234 0 25 0 0 0 0 570 215 22 379 0

Volume Module:
Base Vol: 139 0 2 0 0 0 0 350 89 0 368 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 139 0 2 0 0 0 0 350 89 0 368 0
Added Vol: 0 0 0 0 0 0 0 66 0 0 68 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 139 0 2 0 0 0 0 416 89 0 436 0
User Adj: 1.00 1.00 1.00 1.00 1.00 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 0.98 0.98 0.98
PHF Volume: 142 0 2 0 0 0 0 424 91 0 445 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 142 0 2 0 0 0 0 424 91 0 445 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 142 0 2 0 0 0 0 424 91 0 445 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.94 1.00 0.94 1.00 1.00 1.00 1.00 0.92 0.92 0.90 0.95 1.00
Lanes: 0.90 0.00 0.10 0.00 0.00 0.00 0.00 0.73 0.27 1.00 1.00 0.00
Final Sat.: 1623 0 172 0 0 0 0 1265 477 1718 1809 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 0.95 1.00 1.00 1.00 1.00 0.93 0.93 1.00 0.95 1.00
Lanes: 0.99 0.00 0.01 0.00 0.00 0.00 0.00 0.82 0.18 1.00 1.00 0.00
Final Sat.: 1781 0 26 0 0 0 0 1454 311 1900 1809 0

Capacity Analysis Module:
Vol/Sat: 0.14 0.00 0.14 0.00 0.00 0.00 0.00 0.45 0.45 0.01 0.21 0.00
Crit Moves: ****
Green/Cycle: 0.19 0.00 0.19 0.00 0.00 0.00 0.00 0.58 0.58 0.06 0.64 0.00
Volume/Cap: 0.77 0.00 0.77 0.00 0.00 0.00 0.00 0.77 0.77 0.23 0.33 0.00
Delay/Veh: 37.5 0.0 37.5 0.0 0.0 0.0 0.0 14.6 14.6 32.7 5.9 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 1.00
AdjDel/Veh: 37.5 0.0 37.5 0.0 0.0 0.0 0.0 14.6 14.6 32.7 5.9 0.0
LOS by Move: D A D A A A A A B B C A A A
DesignQueue: 8 0 8 0 0 0 0 14 14 1 6 0

Capacity Analysis Module:
Vol/Sat: 0.08 0.00 0.08 0.00 0.00 0.00 0.00 0.29 0.29 0.00 0.25 0.00
Crit Moves: ****
Green/Cycle: 0.17 0.00 0.17 0.00 0.00 0.00 0.00 0.63 0.63 0.00 0.63 0.00
Volume/Cap: 0.46 0.00 0.46 0.00 0.00 0.00 0.00 0.46 0.46 0.00 0.39 0.00
Delay/Veh: 23.5 0.0 23.5 0.0 0.0 0.0 0.0 6.2 6.2 0.0 5.7 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 23.5 0.0 23.5 0.0 0.0 0.0 0.0 6.2 6.2 0.0 5.7 0.0
LOS by Move: C A C A A A A A A A A A
DesignQueue: 4 0 4 0 0 0 0 7 7 0 6 0

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

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 #20 Murieta South Pkwy / SR 16

Intersection #20 Murieta South Pkwy / SR 16

Cycle (sec): 60 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Cycle (sec): 60 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name: Murieta South Parkway SR 16

Street Name: Murieta South Parkway SR 16

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 5 5 5 5 5 5 4 7 7 4 7 7
Lanes: 0 0 1 0 0 0 1 0 0 1 0 1 0

Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include Include
Min. Green: 5 5 5 5 5 5 4 7 7 4 7 7
Lanes: 0 1 0 0 0 0 1 0 0 1 0 1 0

Volume Module:

Volume Module:

Base Vol: 7 5 5 14 2 142 188 608 12 0 390 23
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 7 5 5 14 2 142 188 608 12 0 390 23
Added Vol: 0 0 0 0 0 0 0 47 0 0 40 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 7 5 5 14 2 142 188 655 12 0 430 23
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 7 5 5 15 2 151 200 697 13 0 457 24
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 7 5 5 15 2 151 200 697 13 0 457 24
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 7 5 5 15 2 151 200 697 13 0 457 24

Base Vol: 5 2 0 12 5 187 220 521 5 0 512 16
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 2 0 12 5 187 220 521 5 0 512 16
Added Vol: 0 0 0 0 0 0 0 66 0 0 68 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 2 0 12 5 187 220 587 5 0 580 16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 5 2 0 13 5 195 229 611 5 0 604 17
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 2 0 13 5 195 229 611 5 0 604 17
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 2 0 13 5 195 229 611 5 0 604 17

Saturation Flow Module:

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.82 0.82 0.82 0.75 0.75 0.85 0.90 0.95 0.95 1.00 0.94 0.94
Lanes: 0.42 0.29 0.29 0.87 0.13 1.00 1.00 0.98 0.02 1.00 0.95 0.05
Final Sat.: 639 457 457 1250 179 1615 1718 1771 32 1900 1703 91

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.78 0.78 1.00 0.77 0.77 0.85 0.90 0.95 0.95 1.00 0.95 0.95
Lanes: 0.71 0.29 0.00 0.71 0.29 1.00 1.00 0.99 0.01 1.00 0.97 0.03
Final Sat.: 1052 421 0 1038 433 1615 1718 1792 15 1900 1753 48

Capacity Analysis Module:

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.01 0.01 0.09 0.12 0.39 0.39 0.00 0.27 0.27
Crit Moves: ****
Green/Cycle: 0.08 0.08 0.08 0.08 0.08 0.30 0.22 0.72 0.72 0.00 0.50 0.50
Volume/Cap: 0.14 0.14 0.14 0.14 0.14 0.31 0.54 0.55 0.55 0.00 0.54 0.54
Delay/Veh: 26.0 26.0 26.0 26.1 26.1 16.6 22.4 4.5 4.5 0.0 10.9 10.9
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: 26.0 26.0 26.0 26.1 26.1 16.6 22.4 4.5 4.5 0.0 10.9 10.9
LOS by Move: C C C C C B C A A A B B
DesignQueue: 1 1 1 1 1 4 5 7 7 0 9 9

Vol/Sat: 0.00 0.00 0.00 0.01 0.01 0.12 0.13 0.34 0.34 0.00 0.34 0.34
Crit Moves: ****
Green/Cycle: 0.08 0.08 0.00 0.08 0.08 0.28 0.20 0.72 0.72 0.00 0.52 0.52
Volume/Cap: 0.06 0.06 0.00 0.14 0.14 0.43 0.67 0.48 0.48 0.00 0.67 0.67
Delay/Veh: 25.5 25.5 0.0 26.1 26.1 18.2 27.1 3.9 3.9 0.0 12.6 12.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 25.5 25.5 0.0 26.1 26.1 18.2 27.1 3.9 3.9 0.0 12.6 12.6
LOS by Move: C C A C C B C A A A B B
DesignQueue: 0 0 0 1 1 5 6 6 6 0 11 11

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

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 #21 Murieta Pkwy / SR 16
Cycle (sec): 75
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.894
Average Delay (sec/veh): 32.9
Level Of Service: C

Intersection #21 Murieta Pkwy / SR 16
Cycle (sec): 90
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 1.012
Average Delay (sec/veh): 49.9
Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Stonehouse / SR 16

Average Delay (sec/veh): 49.1 Worst Case Level Of Service: F[896.6]

Street Name: Stonehouse SR 16

Approach: North Bound South Bound 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 1 0 0 0 0 0 1 0

Volume Module:

Table with 16 columns for traffic metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 16 columns for critical gap metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 16 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 16 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Stonehouse / SR 16

Average Delay (sec/veh): 73.2 Worst Case Level Of Service: F[1854.1]

Street Name: Stonehouse SR 16

Approach: North Bound South Bound 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 1 0 0 0 0 0 1 0

Volume Module:

Table with 16 columns for traffic metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 16 columns for critical gap metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 16 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 16 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Latrobe (Sac) / SR 16

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: F[288.9]

Street Name: Latrobe (Sac) SR 16

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0-1-0-0-1)

Volume Module:

Table with 12 columns for traffic volumes: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume

Critical Gap Module:

Table with 12 columns for critical gap metrics: Critical Gp, FollowUpTim

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Latrobe (Sac) / SR 16

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: F[401.7]

Street Name: Latrobe (Sac) SR 16

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0-1-0-0-1)

Volume Module:

Table with 12 columns for traffic volumes: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume

Critical Gap Module:

Table with 12 columns for critical gap metrics: Critical Gp, FollowUpTim

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

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 Dillard / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.038
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 46.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Intersection #24 Dillard / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.024
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 43.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 Sloughhouse / SR 16

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: E[38.4]

Street Name: Sloughhouse SR 16

Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Volume Module:

Table with 18 columns and 10 rows for Volume Module, including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 18 columns and 2 rows for Critical Gap Module, including Critical Gp and FollowUpTim.

Capacity Module:

Table with 18 columns and 4 rows for Capacity Module, including Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 18 columns and 8 rows for Level Of Service Module, including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 Sloughhouse / SR 16

Average Delay (sec/veh): 12.6 Worst Case Level Of Service: F[295.8]

Street Name: Sloughhouse SR 16

Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Volume Module:

Table with 18 columns and 10 rows for Volume Module, including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 18 columns and 2 rows for Critical Gap Module, including Critical Gp and FollowUpTim.

Capacity Module:

Table with 18 columns and 4 rows for Capacity Module, including Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 18 columns and 8 rows for Level Of Service Module, including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

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 #26 Grant Line / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.117
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 91.9
Optimal Cycle: OPTIMIZED Level Of Service: F

Intersection #26 Grant Line / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.003
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 48.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with columns: Street Name, Grant Line, SR 16, Approach, North Bound, South Bound, East Bound, West Bound, Movement, Control, Rights, Min. Green, Lanes.

Table with columns: Street Name, Grant Line, SR 16, Approach, North Bound, South Bound, East Bound, West Bound, Movement, Control, Rights, Min. Green, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

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 #27 Sunrise / SR 16
Cycle (sec): 110 Critical Vol./Cap.(X): 0.969
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 60.5
Optimal Cycle: OPTIMIZED Level Of Service: E

Intersection #27 Sunrise / SR 16
Cycle (sec): 115 Critical Vol./Cap.(X): 0.968
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 45.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Sunrise and SR 16.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Sunrise and SR 16.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

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 #28 Excelsior / SR 16
Cycle (sec): 85
Critical Vol./Cap.(X): 0.903
Loss Time (sec): 16 (Y+R=4.0 sec)
Average Delay (sec/veh): 34.9
Optimal Cycle: OPTIMIZED
Level Of Service: C

Intersection #28 Excelsior / SR 16
Cycle (sec): 60
Critical Vol./Cap.(X): 0.575
Loss Time (sec): 16 (Y+R=4.0 sec)
Average Delay (sec/veh): 18.9
Optimal Cycle: OPTIMIZED
Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

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 #29 Bradshwa / SR 16
Cycle (sec): 120
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 1.981
Average Delay (sec/veh): 387.7
Level Of Service: F

Intersection #29 Bradshwa / SR 16
Cycle (sec): 120
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 1.092
Average Delay (sec/veh): 79.2
Level Of Service: E

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

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 #30 Latrobe / White Rock
Cycle (sec): 115 Critical Vol./Cap.(X): 1.138
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 80.3
Optimal Cycle: OPTIMIZED Level Of Service: F

Intersection #30 Latrobe / White Rock
Cycle (sec): 60 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Latrobe and White Rock.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Latrobe and White Rock.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for Saturation Flow Module.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for Saturation Flow Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Latrobe / S. Shingle

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[18.4]

Table with columns for Street Name (Latrobe, South Shingle), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0 0 1 0 0).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module table with columns for Critical Gp, FollowUpTim, and values for various approaches.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Latrobe / S. Shingle

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[14.2]

Table with columns for Street Name (Latrobe, South Shingle), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0 0 1 0 0).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module table with columns for Critical Gp, FollowUpTim, and values for various approaches.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

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 #36 Missouri Flat / Pleasant Valley
Cycle (sec): 60 Critical Vol./Cap.(X): 0.723
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #36 Missouri Flat / Pleasant Valley
Cycle (sec): 60 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Missouri Flat and Pleasant Valley.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Missouri Flat and Pleasant Valley.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #37 Forni / Pleasant Valley

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: D[34.5]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for Forni and Pleasant Valley.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #37 Forni / Pleasant Valley

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B[13.8]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for Forni and Pleasant Valley.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #38 SR 49 / Pleasant Valley
Cycle (sec): 100
Critical Vol./Cap.(X): 1.292
Loss Time (sec): 0 (Y+R=4.0 sec)
Average Delay (sec/veh): 101.5
Optimal Cycle: 0
Level Of Service: F

Intersection #38 SR 49 / Pleasant Valley
Cycle (sec): 100
Critical Vol./Cap.(X): 0.771
Loss Time (sec): 0 (Y+R=4.0 sec)
Average Delay (sec/veh): 20.6
Optimal Cycle: 0
Level Of Service: C

Table with columns for Street Name, SR 49, and Pleasant Valley. Rows include Approach (North/South Bound), Movement (L-T-R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Table with columns for Street Name, SR 49, and Pleasant Valley. Rows include Approach (North/South Bound), Movement (L-T-R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, PCE Adj, MLF Adj, and Final Volume for various approaches.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, PCE Adj, MLF Adj, and Final Volume for various approaches.

Saturation Flow Module table showing Adjustment, Lanes, and Final Sat. for various approaches.

Saturation Flow Module table showing Adjustment, Lanes, and Final Sat. for various approaches.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

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 #39 Elliott / SR 88 (N)
Cycle (sec): 120
Critical Vol./Cap.(X): 1.077
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 71.0
Optimal Cycle: OPTIMIZED
Level Of Service: E

Intersection #39 Elliott / SR 88 (N)
Cycle (sec): 85
Critical Vol./Cap.(X): 0.928
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 32.2
Optimal Cycle: OPTIMIZED
Level Of Service: C

Street Name: Elliott SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Split Phase Split Phase
Rights: Include Include Include Ovl
Min. Green: 5 5 0 0 5 5 0 0 0 7 7 7
Lanes: 0 1 0 0 0 0 0 1 0 1 0 0 0 0 1

Street Name: Elliott SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Split Phase Split Phase
Rights: Include Include Include Ovl
Min. Green: 5 5 0 0 5 5 0 0 0 7 7 7
Lanes: 0 1 0 0 0 0 0 1 0 1 0 0 0 0 1

Volume Module:
Base Vol: 25 102 0 0 880 220 0 0 0 66 1446 132
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 102 0 0 880 220 0 0 0 66 1446 132
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: 25 102 0 0 880 220 0 0 0 66 1446 132
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 27 111 0 0 957 239 0 0 0 72 1572 143
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 27 111 0 0 957 239 0 0 0 72 1572 143
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 27 111 0 0 957 239 0 0 0 72 1572 143

Volume Module:
Base Vol: 20 83 0 0 720 180 0 0 0 54 1197 108
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 83 0 0 720 180 0 0 0 54 1197 108
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 83 0 0 720 180 0 0 0 54 1197 108
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 22 90 0 0 783 196 0 0 0 59 1301 117
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 22 90 0 0 783 196 0 0 0 59 1301 117
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 22 90 0 0 783 196 0 0 0 59 1301 117

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.36 0.36 1.00 1.00 1.00 0.85 1.00 1.00 1.00 0.79 0.89 0.79
Lanes: 0.20 0.80 0.00 0.00 1.00 1.00 0.00 0.00 0.00 1.00 2.00 1.00
Final Sat.: 133 542 0 0 1900 1615 0 0 0 1510 3375 1510

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.58 0.58 1.00 1.00 1.00 0.85 1.00 1.00 1.00 0.79 0.89 0.79
Lanes: 0.19 0.81 0.00 0.00 1.00 1.00 0.00 0.00 0.00 1.00 2.00 1.00
Final Sat.: 213 885 0 0 1900 1615 0 0 0 1510 3375 1510

Capacity Analysis Module:
Vol/Sat: 0.20 0.20 0.00 0.00 0.50 0.15 0.00 0.00 0.00 0.05 0.47 0.10
Crit Moves: ****
Green/Cycle: 0.47 0.47 0.00 0.00 0.47 0.47 0.00 0.00 0.00 0.43 0.43 0.43
Volume/Cap: 0.44 0.44 0.00 0.00 1.08 0.32 0.00 0.00 0.00 0.11 1.08 0.22
Delay/Veh: 22.4 22.4 0.0 0.0 85.0 20.2 0.0 0.0 0.0 20.4 81.3 21.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 22.4 22.4 0.0 0.0 85.0 20.2 0.0 0.0 0.0 20.4 81.3 21.5
LOS by Move: C C A A F C A A A C F C
DesignQueue: 5 5 0 0 39 9 0 0 0 3 35 6

Capacity Analysis Module:
Vol/Sat: 0.10 0.10 0.00 0.00 0.41 0.12 0.00 0.00 0.00 0.04 0.39 0.08
Crit Moves: ****
Green/Cycle: 0.44 0.44 0.00 0.00 0.44 0.44 0.00 0.00 0.00 0.42 0.42 0.42
Volume/Cap: 0.23 0.23 0.00 0.00 0.93 0.27 0.00 0.00 0.00 0.09 0.93 0.19
Delay/Veh: 14.9 14.9 0.0 0.0 38.7 15.2 0.0 0.0 0.0 15.2 34.7 15.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 14.9 14.9 0.0 0.0 38.7 15.2 0.0 0.0 0.0 15.2 34.7 15.9
LOS by Move: B B A A D B A A A B C B
DesignQueue: 3 3 0 0 23 5 0 0 0 2 21 3

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

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 #40 Tully / SR 88 (S)
Cycle (sec): 80
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.931
Average Delay (sec/veh): 31.8
Level Of Service: C

Intersection #40 Tully / SR 88 (S)
Cycle (sec): 60
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.814
Average Delay (sec/veh): 20.4
Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[18.2]

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[14.5]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for SR 49 and Project Service Access.

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for SR 49 and Project Service Access.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Table with columns: Level Of Service Module, 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.



APPENDIX A

Intersection Operations Level of Service Calculation Worksheets Cumulative Plus Alternative C with Mitigation Measures

Ione Casino
 Cumulative + Alt C - Fri - Mitigation Measures
 PM Peak Hour

Ione Casino
 Cumulative + Alt C - Sat - Mitigation Measures
 PM Peak Hour

Scenario Report
 Scenario: CUM + Alt C Fri PM

Command: Cum + Alt C Fri PM
 Volume: Cum + Alt C Fri
 Geometry: Cumulative Mitigation
 Impact Fee: Existing
 Trip Generation: Alt C Friday
 Trip Distribution: Existing
 Paths: 2006 (Amador Bypass)
 Routes: Existing
 Configuration: Existing

Scenario Report
 Scenario: CuM + Alt C Sat PM

Command: Cum + Alt C Sat PM
 Volume: Cum + Alt C Sat
 Geometry: Cumulative Mitigation
 Impact Fee: Existing
 Trip Generation: Alt C Saturday
 Trip Distribution: Existing
 Paths: 2006 (Amador Bypass)
 Routes: Existing
 Configuration: Existing

Ione Casino
Cumulative + Alt C - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat - Mitigation Measures
PM Peak Hour

Impact Analysis Report
Level Of Service

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in	Intersection	Base			Future			Change in
	LOS	Veh	C	LOS	Veh	C			LOS	Veh	C	LOS	Veh	C	
# 2 SR 49 / Main	D	38.0	0.848	D	39.3	0.866	+ 1.323 D/V	# 2 SR 49 / Main	D	37.5	0.819	D	40.8	0.852	+ 3.257 D/V
# 5 SR 49 / Randolph Dr.	A	7.1	0.559	B	17.6	0.687	+10.561 D/V	# 5 SR 49 / Randolph Dr.	A	6.0	0.419	C	21.2	0.667	+15.217 D/V
# 13 Jackson Valley / SR 88	C	20.9	0.708	C	21.5	0.733	+ 0.529 D/V	# 13 Jackson Valley / SR 88	C	21.8	0.549	C	22.1	0.589	+ 0.378 D/V
# 14 SR 88 / Liberty Rd.	C	27.0	0.888	C	31.2	0.922	+ 4.173 D/V	# 14 SR 88 / Liberty Rd.	C	24.2	0.791	C	29.1	0.846	+ 4.935 D/V
# 17 SR 88 / Victor (SR 12 west)	C	33.3	0.810	C	33.6	0.816	+ 0.327 D/V	# 17 SR 88 / Victor (SR 12 west)	C	27.3	0.725	C	27.7	0.737	+ 0.397 D/V
# 18 SR 88 / Kettleman Ln.	C	33.4	0.834	C	34.0	0.840	+ 0.556 D/V	# 18 SR 88 / Kettleman Ln.	C	24.1	0.701	C	24.4	0.712	+ 0.244 D/V
# 26 Grant Line / SR 16	C	32.3	0.798	C	33.7	0.818	+ 1.457 D/V	# 26 Grant Line / SR 16	C	27.1	0.826	C	29.3	0.866	+ 2.163 D/V
# 27 Sunrise / SR 16	C	26.2	0.726	C	27.0	0.741	+ 0.782 D/V	# 27 Sunrise / SR 16	C	31.3	0.849	C	33.8	0.889	+ 2.462 D/V
# 29 Bradshwa / SR 16	E	72.9	1.064	E	75.3	1.071	+ 2.390 D/V	# 29 Bradshwa / SR 16	C	23.1	0.734	C	23.5	0.753	+ 0.372 D/V
# 38 SR 49 / Pleasant Valley	D	51.0	0.959	E	58.2	0.993	+ 7.236 D/V	# 38 SR 49 / Pleasant Valley	B	19.9	0.716	C	23.2	0.780	+ 3.219 D/V
# 39 Elliott / SR 88 (N)	C	32.5	0.931	C	32.5	0.931	+ 0.000 D/V	# 39 Elliott / SR 88 (N)	B	19.3	0.831	B	19.3	0.831	+ 0.000 D/V
#100 SR 49 / Project Service Access	A	0.0	0.000	C	18.2	0.000	+18.185 D/V	#100 SR 49 / Project Service Access	A	0.0	0.000	B	14.5	0.000	+14.450 D/V

Ione Casino
Cumulative + Alt C - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat - Mitigation Measures
PM Peak Hour

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 #2 SR 49 / Main
Cycle (sec): 90
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.866
Average Delay (sec/veh): 39.3
Level Of Service: D

Intersection #2 SR 49 / Main
Cycle (sec): 80
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.852
Average Delay (sec/veh): 40.8
Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for SR 49 North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for SR 49 North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows for SR 49 North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows for SR 49 North, South, East, West bounds.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for SR 49 North, South, East, West bounds.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for SR 49 North, South, East, West bounds.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue. Rows for SR 49 North, South, East, West bounds.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue. Rows for SR 49 North, South, East, West bounds.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat - Mitigation Measures
PM Peak Hour

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 #5 SR 49 / Randolph Dr.
Cycle (sec): 120 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 17.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #5 SR 49 / Randolph Dr.
Cycle (sec): 95 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: SR 49 Randolph
Approach: North Bound South Bound East Bound West Bound
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: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0

Street Name: SR 49 Randolph
Approach: North Bound South Bound East Bound West Bound
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: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0

Volume Module:
Base Vol: 12 782 0 0 507 29 20 0 11 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 12 782 0 0 507 29 20 0 11 0 0 0
Added Vol: 0 10 57 27 12 0 0 0 0 49 0 23
PasserByVol: 0 0 0 0 0 0 0 0 0 32 0 0
Initial Fut: 12 792 57 27 519 29 20 0 11 81 0 23
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 13 843 61 29 552 31 21 0 12 86 0 24
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 13 843 61 29 552 31 21 0 12 86 0 24
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 13 843 61 29 552 31 21 0 12 86 0 24

Volume Module:
Base Vol: 6 572 0 0 515 11 6 0 6 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: 6 572 0 0 515 11 6 0 6 0 0 0
Added Vol: 0 17 79 37 16 0 0 0 0 82 0 39
PasserByVol: 0 0 0 0 0 0 0 0 0 55 0 0
Initial Fut: 6 589 79 37 531 11 6 0 6 137 0 39
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 7 669 90 42 603 13 7 0 7 156 0 44
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 7 669 90 42 603 13 7 0 7 156 0 44
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 7 669 90 42 603 13 7 0 7 156 0 44

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 0.95 1.00 0.85 0.95 1.00 0.85
Lanes: 1.00 0.93 0.07 1.00 0.95 0.05 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1671 1625 117 1671 1653 92 1805 0 1615 1805 0 1615

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 0.91 0.91 0.88 0.92 0.92 0.95 1.00 0.85 0.95 1.00 0.85
Lanes: 1.00 0.88 0.12 1.00 0.98 0.02 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1671 1523 204 1671 1719 36 1805 0 1615 1805 0 1615

Capacity Analysis Module:
Vol/Sat: 0.01 0.52 0.52 0.02 0.33 0.33 0.01 0.00 0.01 0.05 0.00 0.02
Crit Moves: ****
Green/Cycle: 0.07 0.71 0.71 0.03 0.68 0.68 0.06 0.00 0.06 0.07 0.00 0.07
Volume/Cap: 0.11 0.73 0.73 0.52 0.49 0.49 0.20 0.00 0.12 0.73 0.00 0.23
Delay/Veh: 53.0 12.8 12.8 65.2 9.8 9.8 54.8 0.0 54.2 75.7 0.0 54.4
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: 53.0 12.8 12.8 65.2 9.8 9.8 54.8 0.0 54.2 75.7 0.0 54.4
LOS by Move: D B B E A A D A D E A D
DesignQueue: 1 20 20 2 14 14 1 0 1 5 0 2

Capacity Analysis Module:
Vol/Sat: 0.00 0.44 0.44 0.03 0.35 0.35 0.00 0.00 0.00 0.09 0.00 0.03
Crit Moves: ****
Green/Cycle: 0.07 0.60 0.60 0.04 0.57 0.57 0.07 0.00 0.07 0.12 0.00 0.12
Volume/Cap: 0.06 0.73 0.73 0.60 0.61 0.61 0.05 0.00 0.06 0.73 0.00 0.23
Delay/Veh: 41.6 16.4 16.4 58.0 14.6 14.6 41.1 0.0 41.1 53.0 0.0 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: 41.6 16.4 16.4 58.0 14.6 14.6 41.1 0.0 41.1 53.0 0.0 38.7
LOS by Move: D B B E B B D A D D A D
DesignQueue: 0 18 18 2 15 15 0 0 0 7 0 2

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat - Mitigation Measures
PM Peak Hour

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 #13 Jackson Valley / SR 88
Cycle (sec): 120
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.733
Average Delay (sec/veh): 21.5
Level Of Service: C

Intersection #13 Jackson Valley / SR 88
Cycle (sec): 90
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.589
Average Delay (sec/veh): 22.1
Level Of Service: C

Street Name: Jackson Valley SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Protected
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 4 7 7 4 7 7
Lanes: 0 0 1 0 0 0 0 1 0 0 1 0

Street Name: Jackson Valley SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Protected
Rights: Include Include Include Include
Min. Green: 7 7 7 7 7 7 4 7 7 4 7 7
Lanes: 0 0 1 0 0 0 0 1 0 0 1 0

Volume Module:
Base Vol: 117 14 6 2 26 9 8 702 180 3 487 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: 117 14 6 2 26 9 8 702 180 3 487 4
Added Vol: 0 0 0 0 0 0 0 39 0 0 33 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 117 14 6 2 26 9 8 741 180 3 520 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: 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: 123 15 6 2 27 9 8 780 189 3 547 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 123 15 6 2 27 9 8 780 189 3 547 4
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 123 15 6 2 27 9 8 780 189 3 547 4

Volume Module:
Base Vol: 193 3 1 8 1 1 1 391 117 4 431 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: 193 3 1 8 1 1 1 391 117 4 431 6
Added Vol: 0 1 0 0 1 0 0 54 0 0 56 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 193 4 1 8 2 1 1 445 117 4 487 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: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 217 4 1 9 2 1 1 500 131 4 547 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 217 4 1 9 2 1 1 500 131 4 547 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 217 4 1 9 2 1 1 500 131 4 547 7

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.89 0.89 0.90 0.90 0.90 0.95 0.97 0.97 0.95 1.00 1.00
Lanes: 0.86 0.10 0.04 0.05 0.71 0.24 1.00 0.80 0.20 1.00 0.99 0.01
Final Sat.: 1446 173 74 93 1204 417 1805 1484 361 1805 1884 14

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.89 0.89 0.89 0.89 0.89 0.95 0.97 0.97 0.95 1.00 1.00
Lanes: 0.97 0.02 0.01 0.73 0.18 0.09 1.00 0.79 0.21 1.00 0.99 0.01
Final Sat.: 1650 34 9 1232 308 154 1805 1458 383 1805 1873 23

Capacity Analysis Module:
Vol/Sat: 0.09 0.09 0.09 0.02 0.02 0.02 0.00 0.53 0.53 0.00 0.29 0.29
Crit Moves: ****
Green/Cycle: 0.11 0.11 0.11 0.06 0.06 0.06 0.07 0.67 0.67 0.03 0.63 0.63
Volume/Cap: 0.79 0.79 0.79 0.39 0.39 0.39 0.06 0.79 0.79 0.05 0.46 0.46
Delay/Veh: 72.2 72.2 72.2 57.0 57.0 57.0 52.1 17.5 17.5 56.5 12.0 12.0
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: 72.2 72.2 72.2 57.0 57.0 57.0 52.1 17.5 17.5 56.5 12.0 12.0
LOS by Move: E E E E E D B B E B B
DesignQueue: 9 9 9 2 2 2 1 25 25 0 15 15

Capacity Analysis Module:
Vol/Sat: 0.13 0.13 0.13 0.01 0.01 0.01 0.00 0.34 0.34 0.00 0.29 0.29
Crit Moves: ****
Green/Cycle: 0.19 0.19 0.19 0.08 0.08 0.08 0.07 0.51 0.51 0.04 0.48 0.48
Volume/Cap: 0.68 0.68 0.68 0.09 0.09 0.09 0.01 0.68 0.68 0.06 0.61 0.61
Delay/Veh: 39.3 39.3 39.3 38.9 38.9 38.9 38.7 18.7 18.7 41.5 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: 39.3 39.3 39.3 38.9 38.9 38.9 38.7 18.7 18.7 41.5 18.6 18.6
LOS by Move: D D D D D D D B B D B B
DesignQueue: 9 9 9 1 1 1 0 17 17 0 16 16

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat - Mitigation Measures
PM Peak Hour

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 #14 SR 88 / Liberty Rd.
Cycle (sec): 120 Critical Vol./Cap.(X): 0.922
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #14 SR 88 / Liberty Rd.
Cycle (sec): 85 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 29.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns for Street Name (SR 88, Liberty), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Split Phase), Rights (Include, Ovl), and Min. Green values.

Table with columns for Street Name (SR 88, Liberty), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Split Phase), Rights (Include, Ovl), and Min. Green values.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for various approaches.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for various approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat values for different approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat values for different approaches.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue values.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue values.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat - Mitigation Measures
PM Peak Hour

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 #17 SR 88 / Victor (SR 12 west)
Cycle (sec): 110 Critical Vol./Cap.(X): 0.816
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 33.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #17 SR 88 / Victor (SR 12 west)
Cycle (sec): 90 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: SR 88 SR 12 (west)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 1 1 0 1 0 1 1 0 0 0 1 0 0 1 0 0

Street Name: SR 88 SR 12 (west)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 1 1 0 1 0 1 1 0 1 1 0 0 0 1 0 0

Volume Module:
Base Vol: 28 1055 1 11 1116 250 766 14 266 4 6 16
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 28 1055 1 11 1116 250 766 14 266 4 6 16
Added Vol: 0 18 0 0 15 1 1 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 1073 1 11 1131 251 767 14 266 4 6 16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 29 1095 1 11 1154 256 783 14 271 4 6 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 29 1095 1 11 1154 256 783 14 271 4 6 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 29 1095 1 11 1154 256 783 14 271 4 6 16

Volume Module:
Base Vol: 24 836 0 6 884 217 607 1 211 3 4 4
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 24 836 0 6 884 217 607 1 211 3 4 4
Added Vol: 0 25 0 0 26 2 2 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 24 861 0 6 910 219 609 1 211 3 4 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: 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: 27 957 0 7 1011 243 677 1 234 3 4 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 27 957 0 7 1011 243 677 1 234 3 4 4
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 27 957 0 7 1011 243 677 1 234 3 4 4

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.89 0.89 0.89 0.86 0.86 0.89 0.89 0.79 0.91 0.91 0.91
Lanes: 1.00 1.99 0.01 1.00 1.64 0.36 1.96 0.04 1.00 0.15 0.23 0.62
Final Sat.: 1688 3372 3 1688 2688 596 3325 61 1510 266 399 1064

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.89 0.95 0.89 0.86 0.86 0.89 0.89 0.79 0.94 0.94 0.94
Lanes: 1.00 2.00 0.00 1.00 1.61 0.39 1.99 0.01 1.00 0.27 0.37 0.36
Final Sat.: 1688 3375 0 1688 2642 636 3377 6 1510 486 649 649

Capacity Analysis Module:
Vol/Sat: 0.02 0.32 0.32 0.01 0.43 0.43 0.24 0.24 0.18 0.02 0.02 0.02
Crit Moves: ****
Green/Cycle: 0.04 0.47 0.47 0.05 0.49 0.49 0.27 0.27 0.30 0.06 0.06 0.06
Volume/Cap: 0.47 0.69 0.69 0.13 0.88 0.88 0.88 0.88 0.59 0.24 0.24 0.24
Delay/Veh: 57.4 24.1 24.1 50.3 31.4 31.4 48.7 48.7 34.6 50.1 50.1 50.1
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: 57.4 24.1 24.1 50.3 31.4 31.4 48.7 48.7 34.6 50.1 50.1 50.1
LOS by Move: E C C D C C D D C D D D
DesignQueue: 2 20 20 1 26 26 19 19 12 2 2 2

Capacity Analysis Module:
Vol/Sat: 0.02 0.28 0.00 0.00 0.38 0.38 0.20 0.20 0.16 0.01 0.01 0.01
Crit Moves: ****
Green/Cycle: 0.04 0.44 0.00 0.07 0.46 0.46 0.24 0.24 0.28 0.08 0.08 0.08
Volume/Cap: 0.36 0.65 0.00 0.06 0.83 0.83 0.83 0.83 0.54 0.09 0.09 0.09
Delay/Veh: 44.6 21.0 0.0 39.4 25.4 25.4 39.8 39.8 28.7 38.8 38.8 38.8
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: 44.6 21.0 0.0 39.4 25.4 25.4 39.8 39.8 28.7 38.8 38.8 38.8
LOS by Move: D C A D C C D D C D D D
DesignQueue: 1 15 0 0 20 20 14 14 9 1 1 1

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat - Mitigation Measures
PM Peak Hour

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 #18 SR 88 / Kettleman Ln.
Cycle (sec): 90
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.840
Average Delay (sec/veh): 34.0
Level Of Service: C

Intersection #18 SR 88 / Kettleman Ln.
Cycle (sec): 75
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.712
Average Delay (sec/veh): 24.4
Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat - Mitigation Measures
PM Peak Hour

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 #26 Grant Line / SR 16
Cycle (sec): 85 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 33.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #26 Grant Line / SR 16
Cycle (sec): 100 Critical Vol./Cap.(X): 0.866
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 29.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns: Street Name, Grant Line, SR 16, Approach, North Bound, South Bound, East Bound, West Bound, Movement, Control, Rights, Min. Green, Lanes.

Table with columns: Street Name, Grant Line, SR 16, Approach, North Bound, South Bound, East Bound, West Bound, Movement, Control, Rights, Min. Green, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat - Mitigation Measures
PM Peak Hour

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 #27 Sunrise / SR 16
Cycle (sec): 70
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.741
Average Delay (sec/veh): 27.0
Level Of Service: C

Intersection #27 Sunrise / SR 16
Cycle (sec): 100
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.889
Average Delay (sec/veh): 33.8
Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat - Mitigation Measures
PM Peak Hour

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 #29 Bradshwa / SR 16
Cycle (sec): 120
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 1.071
Average Delay (sec/veh): 75.3
Level Of Service: E

Intersection #29 Bradshwa / SR 16
Cycle (sec): 60
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.753
Average Delay (sec/veh): 23.5
Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat - Mitigation Measures
PM Peak Hour

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 #38 SR 49 / Pleasant Valley
Cycle (sec): 110 Critical Vol./Cap.(X): 0.993
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 58.2
Optimal Cycle: OPTIMIZED Level Of Service: E

Intersection #38 SR 49 / Pleasant Valley
Cycle (sec): 60 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Lanes.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Lanes.

Table with 12 columns for volume modules. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with 12 columns for volume modules. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with 12 columns for saturation flow modules. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Table with 12 columns for saturation flow modules. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Table with 12 columns for capacity analysis modules. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with 12 columns for capacity analysis modules. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat - Mitigation Measures
PM Peak Hour

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 #39 Elliott / SR 88 (N)
Cycle (sec): 90
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.931
Average Delay (sec/veh): 32.5
Level Of Service: C

Intersection #39 Elliott / SR 88 (N)
Cycle (sec): 60
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.831
Average Delay (sec/veh): 19.3
Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Elliott and SR 88.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Elliott and SR 88.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt C - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt C - Sat - Mitigation Measures
PM Peak Hour

Level Of Service Computation Report												
2000 HCM Unsignalized Method (Future Volume Alternative)												
Intersection #100 SR 49 / Project Service Access												
Average Delay (sec/veh):	0.2	Worst Case Level Of Service: C[18.2]										
Street Name: SR 49				Project Service Access								
Approach: North Bound			South Bound			East Bound			West Bound			
Movement: L - T - R				L - T - R			L - T - R			L - T - R		
Control: Uncontrolled			Uncontrolled			Stop Sign			Stop Sign			
Rights: Include				Include			Include			Include		
Lanes: 0 0 0 1 0				1 0 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	794	0	0	518	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	794	0	0	518	0	0	0	0	0	0	0
Added Vol:	0	57	38	12	49	0	0	0	0	32	0	10
PasserByVol:	0	0	0	0	32	0	0	0	0	0	0	0
Initial Fut:	0	851	38	12	599	0	0	0	0	32	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	967	43	14	681	0	0	0	0	36	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	36	0	0
FinalVolume:	0	967	43	14	681	0	0	0	0	0	0	11
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	1010	xxxx	xxxxx	xxxx	xxxx	xxxxx	1697	1697	989
Potent Cap.:	xxxx	xxxx	xxxxx	694	xxxx	xxxxx	xxxx	xxxx	xxxxx	103	93	302
Move Cap.:	xxxx	xxxx	xxxxx	694	xxxx	xxxxx	xxxx	xxxx	xxxxx	101	92	302
Volume/Cap:	xxxx	xxxx	xxxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	285	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx		18.2	
ApproachLOS:	*		*		*		*		*		C	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report												
2000 HCM Unsignalized Method (Future Volume Alternative)												
Intersection #100 SR 49 / Project Service Access												
Average Delay (sec/veh):	0.3	Worst Case Level Of Service: B[14.5]										
Street Name: SR 49				Project Service Access								
Approach: North Bound			South Bound			East Bound			West Bound			
Movement: L - T - R				L - T - R			L - T - R			L - T - R		
Control: Uncontrolled			Uncontrolled			Stop Sign			Stop Sign			
Rights: Include				Include			Include			Include		
Lanes: 0 0 0 1 0				1 0 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	578	0	0	521	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	578	0	0	521	0	0	0	0	0	0	0
Added Vol:	0	79	53	16	82	0	0	0	0	55	0	17
PasserByVol:	0	0	0	0	55	0	0	0	0	0	0	0
Initial Fut:	0	657	53	16	658	0	0	0	0	55	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	747	60	18	748	0	0	0	0	63	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	63	0	0
FinalVolume:	0	747	60	18	748	0	0	0	0	0	0	19
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	807	xxxx	xxxxx	xxxx	xxxx	xxxxx	1561	1561	777
Potent Cap.:	xxxx	xxxx	xxxxx	827	xxxx	xxxxx	xxxx	xxxx	xxxxx	125	113	400
Move Cap.:	xxxx	xxxx	xxxxx	827	xxxx	xxxxx	xxxx	xxxx	xxxxx	123	111	400
Volume/Cap:	xxxx	xxxx	xxxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.05
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	400	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx		14.5	
ApproachLOS:	*		*		*		*		*		B	

Note: Queue reported is the number of cars per lane.



APPENDIX A

Intersection Operations Level of Service Calculation Worksheets Cumulative Plus Alternative D

Ione Casino
 Cumulative + Alt D - Fri
 PM Peak Hour

Ione Casino
 Cumulative + Alt D - Sat
 PM Peak Hour

Scenario Report
 Scenario: Cum + ALT D Fri pM

Command: Cum + alt D Fri Pm
 Volume: Cum + Alt D Fri
 Geometry: Cumulative
 Impact Fee: Existing
 Trip Generation: Alt D Friday
 Trip Distribution: Existing
 Paths: 2006 (Amador Bypass)
 Routes: Existing
 Configuration: Existing

Scenario Report
 Scenario: Cum + alt D Sat PM

Command: Cum + Alt D Sat PM
 Volume: Cum + Alt D Sat
 Geometry: Cumulative
 Impact Fee: Existing
 Trip Generation: Alt D Saturday
 Trip Distribution: Existing
 Paths: 2006 (Amador Bypass)
 Routes: Existing
 Configuration: Existing

Ione Casino
Cumulative + Alt D - Fri
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Ione Casino
Cumulative + Alt D - Sat
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Trip Generation Report

Trip Generation Report

Forecast for Alt D Friday

Forecast for Alt D Saturday

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total	Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Ione Casino-	1.00	Ione Casino	291.00	320.00	291	320	611	100.0	1	Ione Casino-	1.00	Ione Casino	479.00	479.00	479	479	958	100.0
	Zone 1 Subtotal					291	320	611	100.0		Zone 1 Subtotal					479	479	958	100.0
TOTAL						291	320	611	100.0	TOTAL						479	479	958	100.0

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Trip Distribution Report

Trip Distribution Report

Percent Of Trips Existing

Percent Of Trips Existing

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	16.0	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
Zone	To Gates										
	12	13	14	15	16	17	18	19	20	22	23
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	9.6	13.1	0.1	0.1
Zone	To Gates										
	24	25	26	28	29						
1	0.8	1.4	1.6	4.8	0.1						

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	16.0	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
Zone	To Gates										
	12	13	14	15	16	17	18	19	20	22	23
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	9.6	13.1	0.1	0.1
Zone	To Gates										
	24	25	26	28	29						
1	0.8	1.4	1.6	4.8	0.1						

Ione Casino
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Turning Movement Report
EPAP NP Fri + Alt D Friday

Turning Movement Report
Alt D Saturday + EPAP NP Sat

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 SR 49 / Miller Way													#1 SR 49 / Miller Way														
Base	167	205	68	43	218	42	25	0	103	54	0	19	944	Base	74	177	42	29	181	20	17	0	66	36	0	24	666
Added	0	63	0	0	58	0	0	0	0	0	0	0	121	Added	1	95	0	0	95	0	0	0	1	0	0	0	192
Total	167	268	68	43	276	42	25	0	103	54	0	19	1065	Total	75	272	42	29	276	20	17	0	67	36	0	24	858
#2 SR 49 / Main													#2 SR 49 / Main														
Base	70	289	311	46	235	96	96	77	62	203	113	72	1670	Base	144	144	200	44	159	92	96	93	107	252	155	252	1738
Added	12	64	2	0	58	0	0	0	11	1	0	0	148	Added	18	95	2	0	95	0	0	0	18	2	0	0	230
Total	82	353	313	46	293	96	96	77	73	204	113	72	1818	Total	162	239	202	44	254	92	96	93	125	254	155	252	1968
#3 SR 49 / Poplar													#3 SR 49 / Poplar														
Base	54	701	0	0	517	6	3	0	42	0	0	0	1323	Base	20	524	0	0	545	0	1	0	13	0	0	0	1103
Added	5	78	0	0	70	0	0	0	4	0	0	0	157	Added	7	116	0	0	116	0	0	0	7	0	0	0	246
Total	59	779	0	0	587	6	3	0	46	0	0	0	1480	Total	27	640	0	0	661	0	1	0	20	0	0	0	1349
#4 SR 49 / Empire													#4 SR 49 / Empire														
Base	50	712	3	14	522	15	18	3	39	10	7	6	1399	Base	46	524	2	0	556	0	1	0	36	7	0	3	1175
Added	9	82	0	0	75	0	0	0	9	0	0	0	175	Added	14	123	1	0	123	0	0	0	14	1	0	0	276
Total	59	794	3	14	597	15	18	3	48	10	7	6	1574	Total	60	647	3	0	679	0	1	0	50	8	0	3	1451
#5 SR 49 / Randolph Dr.													#5 SR 49 / Randolph Dr.														
Base	12	782	0	0	507	29	20	0	11	0	0	0	1361	Base	6	572	0	0	515	11	6	0	6	0	0	0	1116
Added	0	28	124	58	26	0	0	0	0	137	0	64	437	Added	0	42	205	96	42	0	0	0	0	205	0	96	686
PassBy	0	-17	17	16	-16	0	0	0	0	117	0	17	134	PassBy	0	-26	26	25	-25	0	0	0	0	177	0	26	203
Total	12	793	141	74	517	29	20	0	11	254	0	81	1932	Total	6	588	231	121	532	11	6	0	6	382	0	122	2005
#6 SR 49 / SR 16													#6 SR 49 / SR 16														
Base	363	0	437	0	0	0	0	373	554	322	196	0	2245	Base	329	0	309	0	0	0	0	238	435	277	231	0	1819
Added	0	0	15	0	0	0	0	192	0	16	211	0	434	Added	0	0	25	0	0	0	0	317	0	25	317	0	684
Total	363	0	452	0	0	0	0	565	554	338	407	0	2679	Total	329	0	334	0	0	0	0	555	435	302	548	0	2503
#7 SR 124 / SR 16													#7 SR 124 / SR 16														
Base	22	0	146	0	0	0	0	664	29	85	415	0	1361	Base	15	0	100	0	0	0	0	464	19	76	486	0	1160
Added	0	0	89	0	0	0	0	103	0	98	114	0	404	Added	0	0	147	0	0	0	0	170	0	147	170	0	634
Total	22	0	235	0	0	0	0	767	29	183	529	0	1765	Total	15	0	247	0	0	0	0	634	19	223	656	0	1794
#8 Latrobe (Amador) / SR 16													#8 Latrobe (Amador) / SR 16														
Base	0	0	0	206	0	11	6	489	0	0	310	171	1193	Base	0	0	0	153	0	0	4	383	0	0	340	133	1013
Added	0	0	0	0	0	0	0	103	0	0	114	0	217	Added	0	0	0	0	0	0	0	170	0	0	170	0	340
Total	0	0	0	206	0	11	6	592	0	0	424	171	1410	Total	0	0	0	153	0	0	4	553	0	0	510	133	1353
#9 SR 104 (Preston) / SR 124 (North)													#9 SR 104 (Preston) / SR 124 (North)														
Base	137	557	160	107	607	57	42	18	175	139	42	116	2157	Base	88	545	110	84	500	10	7	14	92	162	34	101	1747
Added	0	0	87	2	0	0	0	0	0	95	0	3	187	Added	0	0	143	4	0	0	0	0	143	0	4	294	
Total	137	557	247	109	607	57	42	18	175	234	42	119	2344	Total	88	545	253	88	500	10	7	14	92	305	34	105	2041

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
#10 Preston Ave. / Main St.														#10 Preston Ave. / Main St.															
Base	0	0	0	826	0	141	127	35	0	0	0	25	774	1928	Base	0	0	0	647	0	84	99	32	0	0	0	24	686	1572
Added	0	0	0	95	0	1	1	0	0	0	0	0	86	183	Added	0	0	0	142	0	1	1	0	0	0	0	0	142	286
Total	0	0	0	921	0	142	128	35	0	0	0	25	860	2111	Total	0	0	0	789	0	85	100	32	0	0	0	24	828	1858
#11 SR 124 (Church) / SR 104 (Main)														#11 SR 124 (Church) / SR 104 (Main)															
Base	324	4	13	7	1	18	16	509	383	11	449	7	1742	Base	322	5	27	3	0	4	12	333	304	29	401	1	1441		
Added	85	0	0	0	0	0	0	1	94	0	1	0	181	Added	141	0	0	0	0	0	0	1	141	0	1	0	284		
Total	409	4	13	7	1	18	16	510	477	11	450	7	1923	Total	463	5	27	3	0	4	12	334	445	29	402	1	1725		
#12 SR 124 / SR 88														#12 SR 124 / SR 88															
Base	0	0	0	3	0	191	241	554	0	0	372	3	1364	Base	0	0	0	24	0	167	169	327	0	0	350	19	1056		
Added	0	0	0	0	0	89	81	4	0	0	4	0	178	Added	0	0	0	0	0	134	134	6	0	0	6	0	280		
Total	0	0	0	3	0	280	322	558	0	0	376	3	1542	Total	0	0	0	24	0	301	303	333	0	0	356	19	1336		
#13 Jackson Valley / SR 88														#13 Jackson Valley / SR 88															
Base	117	14	6	2	26	9	8	702	180	3	487	4	1558	Base	193	3	1	8	1	1	1	391	117	4	431	6	1157		
Added	0	1	0	0	1	0	0	85	0	0	94	0	181	Added	0	2	0	0	2	0	0	140	0	0	140	0	284		
Total	117	15	6	2	27	9	8	787	180	3	581	4	1739	Total	193	5	1	8	3	1	1	531	117	4	571	6	1441		
#14 SR 88 / Liberty Rd.														#14 SR 88 / Liberty Rd.															
Base	67	1256	124	38	1014	105	86	56	95	30	25	11	2907	Base	135	697	117	5	713	121	63	58	71	50	67	11	2108		
Added	0	0	46	0	0	0	0	39	0	50	43	0	178	Added	0	0	75	0	0	0	0	65	0	75	65	0	280		
Total	67	1256	170	38	1014	105	86	95	95	80	68	11	3085	Total	135	697	192	5	713	121	63	123	71	125	132	11	2388		
#15 SR 88 / SR 12 (east)														#15 SR 88 / SR 12 (east)															
Base	0	0	0	105	0	1374	1171	558	0	0	460	63	3731	Base	0	0	0	76	0	1291	1099	524	0	0	432	59	3481		
Added	0	0	0	4	0	46	42	0	0	0	0	4	96	Added	0	0	0	6	0	69	69	0	0	0	0	6	150		
Total	0	0	0	109	0	1420	1213	558	0	0	460	67	3827	Total	0	0	0	82	0	1360	1168	524	0	0	432	65	3631		
#16 Tully Rd. / SR 88 [use this intersection only to obtain project volumes to a														#16 Tully Rd. / SR 88 [use this intersection only to obtain project volumes to a															
Base	25	14	66	286	594	220	88	1265	198	66	1430	132	4384	Base	20	11	59	234	486	180	72	1035	162	54	1170	108	3591		
Added	0	0	0	0	0	0	0	42	0	0	46	0	88	Added	0	0	0	0	0	0	0	69	0	0	69	0	138		
Total	25	14	66	286	594	220	88	1307	198	66	1476	132	4472	Total	20	11	59	234	486	180	72	1104	162	54	1239	108	3729		
#17 SR 88 / Victor (SR 12 west)														#17 SR 88 / Victor (SR 12 west)															
Base	28	1055	1	11	1116	250	766	14	266	4	6	16	3533	Base	24	836	0	6	884	217	607	1	211	3	4	4	2797		
Added	0	39	0	0	43	3	3	0	0	0	0	0	88	Added	0	65	0	0	65	5	5	0	0	0	0	0	140		
Total	28	1094	1	11	1159	253	769	14	266	4	6	16	3621	Total	24	901	0	6	949	222	612	1	211	3	4	4	2937		
#18 SR 88 / Kettleman Ln.														#18 SR 88 / Kettleman Ln.															
Base	28	666	11	33	1221	83	472	244	61	28	83	22	2952	Base	22	414	9	27	979	71	378	196	49	22	67	18	2252		
Added	0	33	0	0	36	7	6	0	0	0	0	0	82	Added	0	54	0	0	54	11	11	0	0	0	0	0	130		
Total	28	699	11	33	1257	90	478	244	61	28	83	22	3034	Total	22	468	9	27	1033	82	389	196	49	22	67	18	2382		

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#19 Ione / SR 16														#19 Ione / SR 16													
Base	208	0	22	0	0	0	0	459	191	20	297	0	1197	Base	139	0	2	0	0	0	0	350	89	0	368	0	948
Added	0	0	0	0	0	0	0	103	0	0	113	0	216	Added	0	0	0	0	0	0	170	0	0	170	0	340	
Total	208	0	22	0	0	0	0	562	191	20	410	0	1413	Total	139	0	2	0	0	0	520	89	0	538	0	1288	
#20 Murieta South Pkwy / SR 16														#20 Murieta South Pkwy / SR 16													
Base	7	5	5	14	2	142	188	608	12	0	390	23	1396	Base	5	2	0	12	5	187	220	521	5	0	512	16	1485
Added	0	0	0	0	0	0	0	103	0	0	113	0	216	Added	0	0	0	0	0	0	169	0	0	169	0	338	
Total	7	5	5	14	2	142	188	711	12	0	503	23	1612	Total	5	2	0	12	5	187	220	690	5	0	681	16	1823
#21 Murieta Pkwy / SR 16														#21 Murieta Pkwy / SR 16													
Base	169	203	169	58	171	292	465	671	164	40	343	74	2819	Base	220	152	99	88	203	272	311	792	197	94	784	83	3295
Added	0	0	0	0	0	0	0	102	0	0	113	0	215	Added	0	0	1	0	0	0	169	0	1	169	0	340	
Total	169	203	169	58	171	292	465	773	164	40	456	74	3034	Total	220	152	100	88	203	272	311	961	197	95	953	83	3635
#22 Stonehouse / SR 16														#22 Stonehouse / SR 16													
Base	0	0	0	116	0	7	7	1232	0	0	709	91	2162	Base	0	0	0	99	0	7	14	1192	0	0	1167	74	2553
Added	0	0	0	0	0	0	0	102	0	0	113	0	215	Added	0	0	0	0	0	0	168	0	0	168	0	336	
Total	0	0	0	116	0	7	7	1334	0	0	822	91	2377	Total	0	0	0	99	0	7	14	1360	0	0	1335	74	2889
#23 Latrobe (Sac) / SR 16														#23 Latrobe (Sac) / SR 16													
Base	14	2	5	12	2	29	28	1237	12	3	734	13	2091	Base	3	3	3	9	2	26	25	1257	4	3	1194	24	2553
Added	0	0	0	0	0	0	0	102	0	0	113	0	215	Added	0	0	0	0	0	0	168	0	0	168	0	336	
Total	14	2	5	12	2	29	28	1339	12	3	847	13	2306	Total	3	3	3	9	2	26	25	1425	4	3	1362	24	2889
#24 Dillard / SR 16														#24 Dillard / SR 16													
Base	54	0	67	0	0	0	0	1077	129	100	581	0	2008	Base	66	0	118	0	0	0	1080	86	122	1110	0	2582	
Added	0	0	1	0	0	0	0	101	0	2	111	0	215	Added	0	0	2	0	0	0	166	0	2	166	0	336	
Total	54	0	68	0	0	0	0	1178	129	102	692	0	2223	Total	66	0	120	0	0	0	1246	86	124	1276	0	2918	
#25 Sloughhouse / SR 16														#25 Sloughhouse / SR 16													
Base	7	0	38	0	0	0	0	1179	8	16	662	0	1910	Base	46	0	58	0	0	0	1107	6	33	1084	0	2334	
Added	0	0	0	0	0	0	0	101	0	0	111	0	212	Added	0	0	0	0	0	0	166	0	0	166	0	332	
Total	7	0	38	0	0	0	0	1280	8	16	773	0	2122	Total	46	0	58	0	0	0	1273	6	33	1250	0	2666	
#26 Grant Line / SR 16														#26 Grant Line / SR 16													
Base	5	566	150	132	844	76	54	1016	10	82	545	39	3519	Base	0	278	118	86	300	53	12	1156	8	90	998	47	3146
Added	0	0	10	0	0	0	0	91	0	11	100	0	212	Added	0	0	17	0	0	0	149	0	17	149	0	332	
Total	5	566	160	132	844	76	54	1107	10	93	645	39	3731	Total	0	278	135	86	300	53	12	1305	8	107	1147	47	3478
#27 Sunrise / SR 16														#27 Sunrise / SR 16													
Base	16	391	59	322	1200	89	150	896	19	34	405	172	3753	Base	9	258	36	338	323	58	48	866	23	40	741	313	3053
Added	0	0	5	17	0	0	0	69	0	6	76	18	191	Added	0	0	8	28	0	0	113	0	8	113	28	298	
Total	16	391	64	339	1200	89	150	965	19	40	481	190	3944	Total	9	258	44	366	323	58	48	979	23	48	854	341	3351

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Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#28 Excelsior / SR 16														#28 Excelsior / SR 16													
Base	86	165	138	11	330	73	192	1120	166	103	545	24	2953	Base	46	152	86	12	69	97	216	545	48	50	569	17	1907
Added	0	0	3	3	0	0	0	64	0	3	70	3	146	Added	0	0	4	5	0	0	0	105	0	4	105	5	228
Total	86	165	141	14	330	73	192	1184	166	106	615	27	3099	Total	46	152	90	17	69	97	216	650	48	54	674	22	2135
#29 Bradshwa / SR 16														#29 Bradshwa / SR 16													
Base	98	1377	52	353	2232	376	698	1500	296	111	559	183	7835	Base	74	753	57	197	609	61	246	788	103	113	545	310	3856
Added	0	0	3	12	0	0	0	49	0	3	54	13	134	Added	0	0	4	20	0	0	0	80	0	4	80	20	208
Total	98	1377	55	365	2232	376	698	1549	296	114	613	196	7969	Total	74	753	61	217	609	61	246	868	103	117	625	330	4064
#30 Latrobe / White Rock														#30 Latrobe / White Rock													
Base	324	1301	797	481	1378	365	388	727	120	756	563	380	7580	Base	142	569	349	210	602	159	170	318	53	330	246	166	3314
Added	0	5	0	0	5	0	0	0	0	0	0	0	10	Added	0	8	0	0	8	0	0	0	0	0	0	0	16
Total	324	1306	797	481	1383	365	388	727	120	756	563	380	7590	Total	142	577	349	210	610	159	170	318	53	330	246	166	3330
#31 Latrobe / S. Shingle														#31 Latrobe / S. Shingle													
Base	27	333	18	0	275	66	44	7	4	3	13	4	794	Base	13	199	5	0	282	59	33	4	7	0	5	0	607
Added	0	5	0	0	5	0	0	0	0	0	0	0	10	Added	0	8	0	0	8	0	0	0	0	0	0	0	16
Total	27	338	18	0	280	66	44	7	4	3	13	4	804	Total	13	207	5	0	290	59	33	4	7	0	5	0	623
#32 Missouri Flat / US 50 WB Ramps														#32 Missouri Flat / US 50 WB Ramps													
Base	610	1306	0	0	1287	404	0	0	0	1182	0	569	5358	Base	511	1094	0	0	1079	339	0	0	0	991	0	477	4491
Added	5	0	0	0	0	0	0	0	0	0	0	0	5	Added	8	0	0	0	0	0	0	0	0	0	0	0	8
Total	615	1306	0	0	1287	404	0	0	0	1182	0	569	5363	Total	519	1094	0	0	1079	339	0	0	0	991	0	477	4499
#33 Missouri Flat / US 50 EB Ramps														#33 Missouri Flat / US 50 EB Ramps													
Base	0	1612	59	497	1973	0	304	0	743	0	0	0	5188	Base	0	1351	50	416	1654	0	254	0	623	0	0	0	4348
Added	0	5	0	0	0	0	0	0	5	0	0	0	10	Added	0	8	0	0	0	0	0	8	0	0	0	16	
Total	0	1617	59	497	1973	0	304	0	748	0	0	0	5198	Total	0	1359	50	416	1654	0	254	0	631	0	0	0	4364
#34 Missouri Flat / Motherlode														#34 Missouri Flat / Motherlode													
Base	86	1279	1130	0	2352	364	392	0	129	0	0	0	5732	Base	72	1072	947	0	1972	305	328	0	108	0	0	0	4804
Added	0	5	0	0	5	0	0	0	0	0	0	0	10	Added	0	8	0	0	8	0	0	0	0	0	0	0	16
Total	86	1284	1130	0	2357	364	392	0	129	0	0	0	5742	Total	72	1080	947	0	1980	305	328	0	108	0	0	0	4820
#35 Missouri Flat / Forni														#35 Missouri Flat / Forni													
Base	135	1839	99	183	1885	413	507	51	49	100	39	149	5449	Base	113	1541	83	154	1580	346	425	43	41	84	33	125	4568
Added	0	5	0	0	5	0	0	0	0	0	0	0	10	Added	0	8	0	0	8	0	0	0	0	0	0	0	16
Total	135	1844	99	183	1890	413	507	51	49	100	39	149	5459	Total	113	1549	83	154	1588	346	425	43	41	84	33	125	4584
#36 Missouri Flat / Pleasant Valley														#36 Missouri Flat / Pleasant Valley													
Base	0	0	0	409	0	462	387	420	0	0	404	345	2427	Base	0	0	0	316	0	357	299	325	0	0	312	266	1875
Added	0	0	0	0	0	5	5	51	0	0	46	0	107	Added	0	0	0	0	0	8	8	76	0	0	76	0	168
Total	0	0	0	409	0	467	392	471	0	0	450	345	2534	Total	0	0	0	316	0	365	307	401	0	0	388	266	2043

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#37 Forni / Pleasant Valley														#37 Forni / Pleasant Valley													
Base	0	0	0	21	0	255	168	573	0	0	517	20	1554	Base	0	0	0	13	0	157	104	352	0	0	318	12	956
Added	0	0	0	0	0	0	0	56	0	0	51	0	107	Added	0	0	0	0	0	0	0	84	0	0	84	0	168
Total	0	0	0	21	0	255	168	629	0	0	568	20	1661	Total	0	0	0	13	0	157	104	436	0	0	402	12	1124
#38 SR 49 / Pleasant Valley														#38 SR 49 / Pleasant Valley													
Base	232	0	225	0	0	0	0	427	250	288	544	0	1966	Base	143	0	138	0	0	0	0	262	154	177	335	0	1209
Added	6	0	56	0	0	0	0	0	6	51	0	0	119	Added	10	0	84	0	0	0	0	0	10	84	0	0	188
Total	238	0	281	0	0	0	0	427	256	339	544	0	2085	Total	153	0	222	0	0	0	0	262	164	261	335	0	1397
#39 Elliott / SR 88 (N)														#39 Elliott / SR 88 (N)													
Base	25	102	0	0	880	220	0	0	0	66	1476	132	2901	Base	20	83	0	0	720	180	0	0	0	54	1239	108	2404
Added	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	25	102	0	0	880	220	0	0	0	66	1476	132	2901	Total	20	83	0	0	720	180	0	0	0	54	1239	108	2404
#40 Tully / SR 88 (S)														#40 Tully / SR 88 (S)													
Base	0	39	66	286	660	0	88	1307	198	0	0	0	2644	Base	0	31	59	234	540	0	72	1104	162	0	0	0	2202
Added	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	39	66	286	660	0	88	1307	198	0	0	0	2644	Total	0	31	59	234	540	0	72	1104	162	0	0	0	2202
#100 SR 49 / Project Service Access														#100 SR 49 / Project Service Access													
Base	0	794	0	0	518	0	0	0	0	0	0	0	1312	Base	0	578	0	0	521	0	0	0	0	0	0	0	1099
Added	0	124	83	26	137	0	0	0	0	91	0	28	489	Added	0	205	136	42	205	0	0	0	0	136	0	42	766
PassBy	0	-11	11	10	91	0	0	0	0	10	0	11	122	PassBy	0	-17	17	16	136	0	0	0	0	16	0	17	185
Total	0	907	94	36	746	0	0	0	0	101	0	39	1923	Total	0	766	153	58	862	0	0	0	0	152	0	59	2050
#176 Internal Project Intersection														#176 Internal Project Intersection													
Base	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	108	0	0	0	0	183	0	119	201	0	611	Added	0	0	178	0	0	0	0	301	0	178	301	0	958
Total	0	0	108	0	0	0	0	183	0	119	201	0	611	Total	0	0	178	0	0	0	0	301	0	178	301	0	958
#310 Latrobe / Old Sacramento														#310 Latrobe / Old Sacramento													
Base	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	18	0	0	0	0	0	0	0	20	38	Added	0	0	0	30	0	0	0	0	0	0	0	30	60
Total	0	0	0	18	0	0	0	0	0	0	0	20	38	Total	0	0	0	30	0	0	0	0	0	0	0	30	60
#322 Main / Sherwood														#322 Main / Sherwood													
Base	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	4	0	0	0	0	0	0	14	4	0	16	0	38	Added	6	0	0	0	0	0	0	24	6	0	24	0	60
Total	4	0	0	0	0	0	0	14	4	0	16	0	38	Total	6	0	0	0	0	0	0	24	6	0	24	0	60
#323 Main / Empire														#323 Main / Empire													
Base	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	3	0	0	0	0	0	0	12	3	0	13	0	31	Added	4	1	0	0	1	0	0	19	4	0	19	0	48
Total	3	0	0	0	0	0	0	12	3	0	13	0	31	Total	4	1	0	0	1	0	0	19	4	0	19	0	48

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#324 Main / Poplar													#324 Main / Poplar														
Base	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	
Added	5	0	0	0	0	0	0	12	4	0	13	0	34	0	7	0	0	0	0	0	20	7	0	20	0	54	
Total	5	0	0	0	0	0	0	12	4	0	13	0	34	0	7	0	0	0	0	0	20	7	0	20	0	54	
#325 Main / Mill													#325 Main / Mill														
Base	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	
Added	2	0	0	0	0	0	0	11	1	0	12	0	26	0	2	0	0	1	0	0	18	2	0	18	1	42	
Total	2	0	0	0	0	0	0	11	1	0	12	0	26	0	2	0	0	1	0	0	18	2	0	18	1	42	
#326 SR-49 / Main (Drytown)													#326 SR-49 / Main (Drytown)														
Base	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	
Added	0	15	0	0	16	0	0	0	0	0	0	0	31	0	0	24	0	1	24	0	0	0	0	0	0	1	
Total	0	15	0	0	16	0	0	0	0	0	0	0	31	0	0	24	0	1	24	0	0	0	0	0	0	1	
#327 SR-49 / Water-Amador Creek													#327 SR-49 / Water-Amador Creek														
Base	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	
Added	4	0	0	0	0	0	0	0	5	0	0	0	9	0	7	0	0	0	0	0	1	7	0	1	0	16	
Total	4	0	0	0	0	0	0	0	5	0	0	0	9	0	7	0	0	0	0	0	1	7	0	1	0	16	
#328 SR-49 / Gopher Flat													#328 SR-49 / Gopher Flat														
Base	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	
Added	4	0	0	0	0	0	0	1	4	0	0	0	9	0	6	0	0	0	0	0	1	6	0	1	0	14	
Total	4	0	0	0	0	0	0	1	4	0	0	0	9	0	6	0	0	0	0	0	1	6	0	1	0	14	
#329 SR-49 / Eureka													#329 SR-49 / Eureka														
Base	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	
Added	0	4	0	0	4	0	0	0	0	0	0	0	8	0	0	6	0	0	6	0	0	0	0	0	0	12	
Total	0	4	0	0	4	0	0	0	0	0	0	0	8	0	0	6	0	0	6	0	0	0	0	0	0	12	
#330 SR-49 / Church													#330 SR-49 / Church														
Base	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	
Added	0	4	0	0	4	0	0	0	0	0	0	0	8	0	0	6	0	0	6	0	0	0	0	0	0	12	
Total	0	4	0	0	4	0	0	0	0	0	0	0	8	0	0	6	0	0	6	0	0	0	0	0	0	12	
#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]													#331 SR-49 / Ridge-SR-104 [Begin Amador Bypass]														
Base	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	
Added	0	8	0	0	8	4	4	0	0	0	0	0	24	0	0	13	0	0	13	6	6	0	0	0	0	38	
Total	0	8	0	0	8	4	4	0	0	0	0	0	24	0	0	13	0	0	13	6	6	0	0	0	0	38	
#332 SR-49 / Jackson Gate-Ione Martell													#332 SR-49 / Jackson Gate-Ione Martell														
Base	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	
Added	0	7	0	0	8	0	0	0	0	0	0	0	15	0	0	12	0	1	12	0	0	0	0	0	0	26	
Total	0	7	0	0	8	0	0	0	0	0	0	0	15	0	0	12	0	1	12	0	0	0	0	0	0	26	

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
#333 SR-49 / SR-88 (North)														#333 SR-49 / SR-88 (North)														
Base	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
Added	0	0	0	8	0	0	0	0	0	0	0	0	7	15	Added	0	0	0	12	0	0	0	0	0	0	0	12	24
Total	0	0	0	8	0	0	0	0	0	0	0	7	15	Total	0	0	0	12	0	0	0	0	0	0	0	12	24	
#334 SR-49 / Sutter														#334 SR-49 / Sutter														
Base	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
Added	0	7	0	0	8	0	0	0	0	0	0	0	0	15	Added	0	11	0	0	11	0	0	0	0	0	0	0	22
Total	0	7	0	0	8	0	0	0	0	0	0	0	0	15	Total	0	11	0	0	11	0	0	0	0	0	0	0	22
#335 SR-49 / Hoffman														#335 SR-49 / Hoffman														
Base	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
Added	0	7	0	0	7	0	0	0	0	0	0	0	0	14	Added	0	11	0	0	11	1	1	0	0	0	0	0	24
Total	0	7	0	0	7	0	0	0	0	0	0	0	0	14	Total	0	11	0	0	11	1	1	0	0	0	0	0	24
#336 SR-49 / Main (Jackson)														#336 SR-49 / Main (Jackson)														
Base	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
Added	0	6	0	1	7	0	0	0	0	0	0	1	1	15	Added	0	10	0	1	10	0	0	0	0	0	0	1	22
Total	0	6	0	1	7	0	0	0	0	0	0	1	1	15	Total	0	10	0	1	10	0	0	0	0	0	0	1	22
#337 SR-49 / SR-88 (South)														#337 SR-49 / SR-88 (South)														
Base	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
Added	0	5	0	0	6	0	0	0	0	0	0	0	0	11	Added	0	9	0	1	9	1	1	0	0	0	0	1	22
Total	0	5	0	0	6	0	0	0	0	0	0	0	0	11	Total	0	9	0	1	9	1	1	0	0	0	0	1	22
#341 SR 104 / SR 88														#341 SR 104 / SR 88														
Base	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
Added	0	0	0	0	0	0	0	4	0	0	4	0	0	8	Added	0	0	0	0	0	0	0	6	0	0	6	0	12
Total	0	0	0	0	0	0	0	4	0	0	4	0	0	8	Total	0	0	0	0	0	0	6	0	0	6	0	12	
#345 SR-12 / SR-99 SB Ramps														#345 SR-12 / SR-99 SB Ramps														
Base	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
Added	0	0	0	0	0	0	0	3	0	0	3	0	0	6	Added	0	0	0	0	0	0	0	5	0	0	5	0	10
Total	0	0	0	0	0	0	0	3	0	0	3	0	0	6	Total	0	0	0	0	0	0	5	0	0	5	0	10	
#346 SR-12 / SR-99 NB Ramps														#346 SR-12 / SR-99 NB Ramps														
Base	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
Added	0	0	0	0	0	0	0	3	0	0	3	0	0	6	Added	0	0	0	0	0	0	0	5	0	0	5	0	10
Total	0	0	0	0	0	0	0	3	0	0	3	0	0	6	Total	0	0	0	0	0	0	5	0	0	5	0	10	
#347 Kettleman / SR-99 SB Ramps														#347 Kettleman / SR-99 SB Ramps														
Base	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
Added	0	0	0	0	0	0	0	6	0	0	7	0	0	13	Added	0	0	0	0	0	0	0	11	0	0	11	0	22
Total	0	0	0	0	0	0	0	6	0	0	7	0	0	13	Total	0	0	0	0	0	0	11	0	0	11	0	22	

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
#348 Kettleman / SR-99 NB Ramps														#348 Kettleman / SR-99 NB Ramps																
Base	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
Added	0	0	0	0	0	0	0	0	6	0	0	7	13	Added	0	0	0	0	0	0	0	0	11	0	0	11	0	0	22	
Total	0	0	0	0	0	0	0	0	6	0	0	7	13	Total	0	0	0	0	0	0	0	0	11	0	0	11	0	0	22	
#381														#381																
Base	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	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	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Impact Analysis Report
Level Of Service

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in	Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C			Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 SR 49 / Miller Way	F	54.6 0.000	F	90.5 0.000	+35.910 D/V	# 1 SR 49 / Miller Way	C	15.7 0.000	C	20.9 0.000	+ 5.217 D/V
# 2 SR 49 / Main	F	867.4 0.000	F	OVRFL 0.000	+665.917 D/V	# 2 SR 49 / Main	F	OVRFL 0.000	F	OVRFL 0.000	+ 1.0E+0308
# 3 SR 49 / Poplar	B	13.8 0.000	C	15.2 0.000	+ 1.339 D/V	# 3 SR 49 / Poplar	B	13.6 0.000	C	15.5 0.000	+ 1.891 D/V
# 4 SR 49 / Empire	E	38.7 0.000	F	54.6 0.000	+15.890 D/V	# 4 SR 49 / Empire	D	30.9 0.000	F	55.8 0.000	+24.835 D/V
# 5 SR 49 / Randolph Dr.	A	7.1 0.559	D	45.0 0.908	+37.974 D/V	# 5 SR 49 / Randolph Dr.	A	5.1 0.402	E	75.1 1.014	+70.007 D/V
# 6 SR 49 / SR 16	C	27.6 0.788	D	36.7 0.939	+ 9.111 D/V	# 6 SR 49 / SR 16	C	21.8 0.651	C	30.9 0.907	+ 9.076 D/V
# 7 SR 124 / SR 16	C	19.8 0.000	E	36.0 0.000	+16.200 D/V	# 7 SR 124 / SR 16	B	14.8 0.000	D	30.6 0.000	+15.824 D/V
# 8 Latrobe (Amador) / SR 16	A	9.2 0.495	A	9.1 0.574	-0.107 D/V	# 8 Latrobe (Amador) / SR 16	A	7.5 0.462	A	7.2 0.584	-0.330 D/V
# 9 SR 104 (Preston) / SR 124 (Nor	F	OVRFL 0.000	F	OVRFL 0.000	+ 0.000 D/V	# 9 SR 104 (Preston) / SR 124 (Nor	F	OVRFL 0.000	F	OVRFL 0.000	+2763.363 D/
# 10 Preston Ave. / Main St.	F	OVRFL 0.000	F	OVRFL 0.000	+339.715 D/V	# 10 Preston Ave. / Main St.	F	511.2 0.000	F	855.8 0.000	+344.648 D/V
# 11 SR 124 (Church) / SR 104 (Main	F	916.3 0.000	F	OVRFL 0.000	+480.032 D/V	# 11 SR 124 (Church) / SR 104 (Main	F	687.9 0.000	F	OVRFL 0.000	+685.664 D/V
# 12 SR 124 / SR 88	B	13.9 0.000	C	16.4 0.000	+ 2.534 D/V	# 12 SR 124 / SR 88	B	14.4 0.000	C	18.6 0.000	+ 4.148 D/V
# 13 Jackson Valley / SR 88	F	236.4 0.000	F	560.5 0.000	+324.017 D/V	# 13 Jackson Valley / SR 88	F	79.5 0.000	F	389.5 0.000	+309.988 D/V
# 14 SR 88 / Liberty Rd.	F	OVRFL 0.000	F	OVRFL 0.000	+ 1.0E+0307	# 14 SR 88 / Liberty Rd.	F	OVRFL 0.000	F	OVRFL 0.000	+ 1.7E+0307
# 15 SR 88 / SR 12 (east	C	30.4 0.916	C	32.6 0.936	+ 2.167 D/V	# 15 SR 88 / SR 12 (east	C	27.6 0.895	C	30.4 0.927	+ 2.844 D/V
# 17 SR 88 / Victor (SR 12 west)	E	68.8 1.048	E	75.7 1.078	+ 6.882 D/V	# 17 SR 88 / Victor (SR 12 west)	D	40.7 0.895	D	48.1 0.943	+ 7.322 D/V
# 18 SR 88 / Kettleman Ln.	F	241.0 1.542	F	252.5 1.577	+11.430 D/V	# 18 SR 88 / Kettleman Ln.	F	143.8 1.239	F	160.9 1.293	+17.069 D/V
# 19 Ione / SR 16	B	16.4 0.680	B	17.5 0.754	+ 1.042 D/V	# 19 Ione / SR 16	A	8.6 0.418	A	8.0 0.538	-0.564 D/V
# 20 Murieta South Pkwy / SR 16	B	10.2 0.472	B	10.8 0.550	+ 0.659 D/V	# 20 Murieta South Pkwy / SR 16	B	12.0 0.553	B	13.3 0.672	+ 1.254 D/V
# 21 Murieta Pkwy / SR 16	C	31.5 0.847	D	37.5 0.924	+ 5.998 D/V	# 21 Murieta Pkwy / SR 16	D	45.3 0.951	E	58.6 1.050	+13.317 D/V
# 22 Stonehouse / SR 16	F	735.5 0.000	F	OVRFL 0.000	+445.156 D/V	# 22 Stonehouse / SR 16	F	OVRFL 0.000	F	OVRFL 0.000	+1279.065 D/
# 23 Latrobe (Sac) / SR 16	F	225.4 0.000	F	416.4 0.000	+190.996 D/V	# 23 Latrobe (Sac) / SR 16	F	289.2 0.000	F	668.5 0.000	+379.246 D/V
# 24 Dillard / SR 16	D	40.3 1.005	D	53.8 1.077	+13.518 D/V	# 24 Dillard / SR 16	D	36.4 0.981	E	58.9 1.093	+22.500 D/V

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Intersection	Base			Future			Change in	Intersection	Base			Future			Change in
	Del/ LOS	V/ Veh	V/ C	Del/ LOS	V/ Veh	V/ C			Del/ LOS	V/ Veh	V/ C	Del/ LOS	V/ Veh	V/ C	
# 25 Sloughhouse / SR 16	D	34.9	0.000	E	44.2	0.000	+ 9.294 D/V	# 25 Sloughhouse / SR 16	F	216.2	0.000	F	461.6	0.000	+245.397 D/V
# 26 Grant Line / SR 16	F	83.5	1.085	F	102.2	1.157	+18.757 D/V	# 26 Grant Line / SR 16	D	42.3	0.961	E	60.2	1.070	+17.826 D/V
# 27 Sunrise / SR 16	E	56.8	0.948	E	65.6	1.011	+ 8.857 D/V	# 27 Sunrise / SR 16	D	41.7	0.921	E	55.1	1.024	+13.433 D/V
# 28 Excelsior / SR 16	C	34.1	0.891	D	36.0	0.918	+ 1.839 D/V	# 28 Excelsior / SR 16	B	18.8	0.555	B	19.0	0.606	+ 0.180 D/V
# 29 Bradshwa / SR 16	F	380.5	1.965	F	397.3	2.001	+16.775 D/V	# 29 Bradshwa / SR 16	E	72.7	1.062	F	90.1	1.138	+17.388 D/V
# 30 Latrobe / White Rock	F	80.2	1.137	F	80.4	1.138	+ 0.238 D/V	# 30 Latrobe / White Rock	C	21.4	0.584	C	21.4	0.586	+ 0.004 D/V
# 31 Latrobe / S. Shingle	C	18.3	0.000	C	18.6	0.000	+ 0.264 D/V	# 31 Latrobe / S. Shingle	B	14.1	0.000	B	14.3	0.000	+ 0.258 D/V
# 36 Missouri Flat / Pleasant Valle	B	16.9	0.708	B	17.7	0.741	+ 0.853 D/V	# 36 Missouri Flat / Pleasant Valle	B	14.6	0.565	B	15.3	0.621	+ 0.761 D/V
# 37 Forni / Pleasant Valley	D	31.1	0.000	E	39.8	0.000	+ 8.681 D/V	# 37 Forni / Pleasant Valley	B	13.2	0.000	C	15.0	0.000	+ 1.871 D/V
# 38 SR 49 / Pleasant Valley	F	95.9	1.270	F	112.7	1.329	+ 0.059 V/C	# 38 SR 49 / Pleasant Valley	C	18.5	0.738	D	25.1	0.821	+ 0.083 V/C
# 39 Elliott / SR 88 (N)	E	74.2	1.087	E	74.2	1.087	+ 0.000 D/V	# 39 Elliott / SR 88 (N)	C	34.1	0.936	C	34.1	0.936	+ 0.000 D/V
# 40 Tully / SR 88 (S)	C	32.6	0.930	C	32.6	0.930	+ 0.000 D/V	# 40 Tully / SR 88 (S)	C	21.0	0.831	C	21.0	0.831	+ 0.000 D/V
#100 SR 49 / Project Service Access	A	0.0	0.000	C	21.2	0.000	+21.215 D/V	#100 SR 49 / Project Service Access	A	0.0	0.000	C	19.5	0.000	+19.487 D/V

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	???	???	No / No
# 2 SR 49 / Main	???	???	Yes / Yes
# 3 SR 49 / Poplar	???	???	No / No
# 4 SR 49 / Empire	???	???	No / No
# 7 SR 124 / SR 16	???	???	No / Yes
# 9 SR 104 (Preston) / SR 124 (North)	???	???	Yes / Yes
# 10 Preston Ave. / Main St.	???	???	Yes / Yes
# 11 SR 124 (Church) / SR 104 (Main)	???	???	Yes / Yes
# 12 SR 124 / SR 88	???	???	No / Yes
# 13 Jackson Valley / SR 88	???	???	Yes / Yes
# 14 SR 88 / Liberty Rd.	???	???	Yes / Yes
# 22 Stonehouse / SR 16	???	???	No / No
# 23 Latrobe (Sac) / SR 16	???	???	No / No
# 25 Sloughhouse / SR 16	???	???	No / No
# 31 Latrobe / S. Shingle	???	???	No / No
# 37 Forni / Pleasant Valley	???	???	No / Yes
# 38 SR 49 / Pleasant Valley	???	???	Yes
#100 SR 49 / Project Service Access	???	???	No / Yes

Intersection	Signal Warrant Summary Report		Future Met [Del / Vol]
	Base Met [Del / Vol]		
# 1 SR 49 / Miller Way	???	???	No / No
# 2 SR 49 / Main	???	???	Yes / Yes
# 3 SR 49 / Poplar	???	???	No / No
# 4 SR 49 / Empire	???	???	No / No
# 7 SR 124 / SR 16	???	???	No / Yes
# 9 SR 104 (Preston) / SR 124 (North)	???	???	Yes / Yes
# 10 Preston Ave. / Main St.	???	???	Yes / Yes
# 11 SR 124 (Church) / SR 104 (Main)	???	???	Yes / Yes
# 12 SR 124 / SR 88	???	???	No / Yes
# 13 Jackson Valley / SR 88	???	???	Yes / Yes
# 14 SR 88 / Liberty Rd.	???	???	Yes / Yes
# 22 Stonehouse / SR 16	???	???	No / No
# 23 Latrobe (Sac) / SR 16	???	???	No / No
# 25 Sloughhouse / SR 16	???	???	No / No
# 31 Latrobe / S. Shingle	???	???	No / No
# 37 Forni / Pleasant Valley	???	???	No / Yes
# 38 SR 49 / Pleasant Valley	???	???	Yes
#100 SR 49 / Project Service Access	???	???	No / Yes

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.8]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, Movement, Control, Lanes. Rows include North Bound, South Bound, East Bound, West Bound with volume data.

Table with 4 columns: Approach, Movement, Control, Lanes. Rows include North Bound, South Bound, East Bound, West Bound with volume data.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #2 SR 49 / Main

Intersection #2 SR 49 / Main

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=46.7]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=246]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1818]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=314]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1968]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=165.7]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=389]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1818]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1427.8]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=661]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1968]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #2 SR 49 / Main

Intersection #2 SR 49 / Main

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #3 SR 49 / Poplar

Intersection #3 SR 49 / Poplar

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=49]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1480]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=21]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1349]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 SR 49 / Poplar
Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0
Initial Vol: 59 779 0 0 587 6 3 0 46 0 0 0 0
Major Street Volume: 1431
Minor Approach Volume: 49
Minor Approach Volume Threshold: 124

Intersection #3 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 0 0 0 0 0 0
Initial Vol: 27 640 0 0 661 0 1 0 20 0 0 0 0
Major Street Volume: 1328
Minor Approach Volume: 21
Minor Approach Volume Threshold: 144

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #4 SR 49 / Empire

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=69]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1574]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=51]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1451]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
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=1574]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=11]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1451]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 SR 49 / Empire

Intersection #4 SR 49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. for North, South, East, and West bounds.

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. for North, South, East, and West bounds.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
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=257]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1765]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=262]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1794]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #7 SR 124 / SR 16

Intersection #7 SR 124 / SR 16

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.0]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3827.1]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=584.2]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #9 SR 104 (Preston) / SR 124 (North)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=451.6]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=1063]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2111]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=207.8]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=874]
SUCCEED - Approach volume greater than or equal to 100 for one 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.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #10 Preston Ave. / Main St.

Intersection #10 Preston Ave. / Main St.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #11 SR 124 (Church) / SR 104 (Main)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=165.2]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=188.9]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 SR 124 (Church) / SR 104 (Main)
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
Initial Vol: 409 4 13 7 1 18 16 510 477 11 450 7
Major Street Volume: 1471
Minor Approach Volume: 426
Minor Approach Volume Threshold: 116

Intersection #11 SR 124 (Church) / SR 104 (Main)
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
Initial Vol: 463 5 27 3 0 4 12 334 445 29 402 1
Major Street Volume: 1223
Minor Approach Volume: 495
Minor Approach Volume Threshold: 166

SIGNAL WARRANT DISCLAIMER

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=2][control=Stop Sign]
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=283]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1542]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]
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=325]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1336]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #12 SR 124 / SR 88

Intersection #12 SR 124 / SR 88

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=21.5]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=21.5]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #13 Jackson Valley / SR 88

Intersection #13 Jackson Valley / SR 88

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North, South, East, West bounds.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=276]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3085]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=257]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2388]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=9204.7]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=159]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3085]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=5064.6]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=268]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2388]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. Sub-headers: North Bound, South Bound, East Bound, West Bound.

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. Sub-headers: North Bound, South Bound, East Bound, West Bound.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #22 Stonehouse / SR 16

Intersection #22 Stonehouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=40.3]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=123]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2377]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=79.8]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=106]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2889]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 Stonehouse / SR 16
Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 1 0 0 0 1 0 0 0 0 1 0
Initial Vol: 0 0 0 116 0 7 7 1334 0 0 822 91
Major Street Volume: 2254
Minor Approach Volume: 123
Minor Approach Volume Threshold: 25 [less than minimum of 150]

Intersection #22 Stonehouse / SR 16
Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 1 0 0 0 1 0 0 0 0 1 0
Initial Vol: 0 0 0 99 0 7 14 1360 0 0 1335 74
Major Street Volume: 2783
Minor Approach Volume: 106
Minor Approach Volume Threshold: -66 [less than minimum of 150]

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #23 Latrobe (Sac) / SR 16

Intersection #23 Latrobe (Sac) / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North Bound and West Bound.

Table with columns: Approach, Movement, Control, Lanes, Initial Vol, ApproachDel. Rows for North Bound and West Bound.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=21]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2306]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[northbound][lanes=2][control=Stop Sign]
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=9]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2889]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
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=43]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2306]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=5.1]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=37]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2889]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #23 Latrobe (Sac) / SR 16
Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 0 1 0 1 0 0 1 0
Initial Vol: 14 2 5 12 2 29 28 1339 12 3 847 13
Major Street Volume: 2242
Minor Approach Volume: 43
Minor Approach Volume Threshold: 27 [less than minimum of 150]

Intersection #23 Latrobe (Sac) / SR 16
Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 0 1 0 1 0 0 1 0
Initial Vol: 3 3 3 9 2 26 25 1425 4 3 1362 24
Major Street Volume: 2843
Minor Approach Volume: 37
Minor Approach Volume Threshold: -75 [less than minimum of 150]

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #25 Sloughhouse / SR 16

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=45]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2122]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=13.3]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=104]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2666]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #25 Sloughhouse / SR 16

Intersection #25 Sloughhouse / SR 16

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=55]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=804]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=44]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=623]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=20]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=804]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=5]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=623]
FAIL - Total volume less than 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #31 Latrobe / S. Shingle

Intersection #31 Latrobe / S. Shingle

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Initial Vol:	27	338	18	0	280	66	44	7	4	3	13	4
Major Street Volume:	729											
Minor Approach Volume:	55											
Minor Approach Volume Threshold:	147											

Approach:	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	1	0	0	1
Initial Vol:	13	207	5	0	290	59	33	4	7	0	5	0
Major Street Volume:	574											
Minor Approach Volume:	44											
Minor Approach Volume Threshold:	187											

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.0]
FAIL - Vehicle-hours less than 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=3][total volume=1661]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=170]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1124]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #37 Forni / Pleasant Valley

Intersection #37 Forni / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, Major Street Volume, Minor Approach Volume, and Minor Approach Volume Threshold.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #38 SR 49 / Pleasant Valley

Intersection #38 SR 49 / Pleasant Valley

Future Volume Alternative: Peak Hour Warrant Met

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			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	238	0	281	0	0	0	0	427	256	339	544	0
Major Street Volume:	1566											
Minor Approach Volume:	519											
Minor Approach Volume Threshold:	130											

Approach:	North Bound			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		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	153	0	222	0	0	0	0	262	164	261	335	0
Major Street Volume:	1022											
Minor Approach Volume:	375											
Minor Approach Volume Threshold:	277											

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Peak Hour Delay Signal Warrant Report

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Future Volume Alternative: Peak Hour Warrant NOT Met

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=140]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1923]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=211]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2050]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Rural]

Peak Hour Volume Signal Warrant Report [Rural]

Intersection #100 SR 49 / Project Service Access

Intersection #100 SR 49 / Project Service Access

Future Volume Alternative: Peak Hour Warrant Met

Future Volume Alternative: Peak Hour Warrant Met

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. for North, South, East, and West bounds.

Table with 4 columns: Approach, Movement, Control, Lanes, Initial Vol. for North, South, East, and West bounds.

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Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR 49 / Miller Way

Intersection #1 SR 49 / Miller Way

Average Delay (sec/veh): 9.1 Worst Case Level Of Service: F[90.5]

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: C[20.9]

Street Name: SR 49 Miller Way

Street Name: SR 49 Miller Way

Approach: 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 1 0 1 0 0 1 0 0 0 0 1 0 0

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 0 1 0 1 0 0 1 0 0 0 0 1 0 0

Volume Module:
Base Vol: 167 205 68 43 218 42 25 0 103 54 0 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: 167 205 68 43 218 42 25 0 103 54 0 19
Added Vol: 0 63 0 0 58 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 167 268 68 43 276 42 25 0 103 54 0 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: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82
PHF Volume: 204 327 83 52 337 51 30 0 126 66 0 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 204 327 83 52 337 51 30 0 126 66 0 23

Volume Module:
Base Vol: 74 177 42 29 181 20 17 0 66 36 0 24
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 74 177 42 29 181 20 17 0 66 36 0 24
Added Vol: 1 95 0 0 95 0 0 0 1 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 75 272 42 29 276 20 17 0 67 36 0 24
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 84 306 47 33 310 22 19 0 75 40 0 27
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 84 306 47 33 310 22 19 0 75 40 0 27

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Cnflct Vol: 388 xxxx xxxxx 410 xxxx xxxxx 1254 1284 362 1305 1268 368
Potent Cap.: 1139 xxxx xxxxx 1117 xxxx xxxxx 150 166 687 138 170 682
Move Cap.: 1139 xxxx xxxxx 1117 xxxx xxxxx 121 130 687 94 133 682
Volume/Cap: 0.18 xxxx xxxxx 0.05 xxxx xxxxx 0.25 0.00 0.18 0.70 0.00 0.03

Capacity Module:
Cnflct Vol: 333 xxxx xxxxx 353 xxxx xxxxx 898 908 321 922 896 329
Potent Cap.: 1194 xxxx xxxxx 1173 xxxx xxxxx 262 277 724 253 282 717
Move Cap.: 1194 xxxx xxxxx 1173 xxxx xxxxx 234 251 724 210 255 717
Volume/Cap: 0.07 xxxx xxxxx 0.03 xxxx xxxxx 0.08 0.00 0.10 0.19 0.00 0.04

Level Of Service Module:
2Way95thQ: 0.6 xxxx xxxxx 0.1 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: 8.8 xxxx xxxxx 8.4 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.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 854 xxxxx xxxxx 121 xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.7 xxxxx xxxxx 4.1 xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 10.2 xxxxx xxxxx 90.5 xxxxx
Shared LOS: * * * * * * * B * * F *
ApproachDel: xxxxxx xxxxxx 10.2 90.5
ApproachLOS: * * B F

Level Of Service Module:
2Way95thQ: 0.2 xxxx xxxxx 0.1 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: 8.2 xxxx xxxxx 8.2 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.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 908 xxxxx xxxx 293 xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.3 xxxxx xxxxx 0.9 xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 9.4 xxxxx xxxxx 20.9 xxxxx
Shared LOS: * * * * * * * A * * C *
ApproachDel: xxxxxx xxxxxx 9.4 20.9
ApproachLOS: * * A C

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 SR 49 / Main

Average Delay (sec/veh): 421.2 Worst Case Level Of Service: F[1533.3]

Street Name: SR 49 Main

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 1 0 0)

Volume Module:

Table with 12 columns for traffic volumes and 12 columns for performance metrics (Base Vol, Growth Adj, Initial Bse, etc.)

Critical Gap Module:

Table with 12 columns for critical gap and follow-up time metrics

Capacity Module:

Table with 12 columns for capacity metrics (Conflict Vol, Potent Cap, Move Cap, Volume/Cap)

Level Of Service Module:

Table with 12 columns for level of service metrics (2Way95thQ, Control Del, LOS by Move, Shared Cap, etc.)

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 SR 49 / Main

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name: SR 49 Main

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0 0 1 0 0)

Volume Module:

Table with 12 columns for traffic volumes and 12 columns for performance metrics (Base Vol, Growth Adj, Initial Bse, etc.)

Critical Gap Module:

Table with 12 columns for critical gap and follow-up time metrics

Capacity Module:

Table with 12 columns for capacity metrics (Conflict Vol, Potent Cap, Move Cap, Volume/Cap)

Level Of Service Module:

Table with 12 columns for level of service metrics (2Way95thQ, Control Del, LOS by Move, Shared Cap, etc.)

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 SR 49 / Poplar

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[15.2]

Street Name: SR 49 Poplar

Approach: 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 0 1 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol: 54 701 0 0 517 6 3 0 42 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 54 701 0 0 517 6 3 0 42 0 0 0
Added Vol: 5 78 0 0 70 0 0 0 4 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 59 779 0 0 587 6 3 0 46 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 63 829 0 0 624 6 3 0 49 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 63 829 0 0 624 6 3 0 49 0 0 0

Critical Gap Module:

Critical Gp: 4.2 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 6.5 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 4.0 3.3 xxxxx xxxxx xxxxx

Capacity Module:

Cnflct Vol: 631 xxxxx xxxxx xxxxx xxxxx xxxxx 1582 1582 628 xxxxx xxxxx xxxxx
Potent Cap.: 923 xxxxx xxxxx xxxxx xxxxx xxxxx 121 110 487 xxxxx xxxxx xxxxx
Move Cap.: 923 xxxxx xxxxx xxxxx xxxxx xxxxx 115 102 487 xxxxx xxxxx xxxxx
Volume/Cap: 0.07 xxxxx xxxxx xxxxx xxxxx xxxxx 0.03 0.00 0.10 xxxxx xxxxx xxxxx

Level Of Service Module:

2Way95thQ: 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: 9.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 406 xxxxx xxxxx xxxxx xxxxx
SharedQueue: 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.4 xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: 9.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 15.2 xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: A *
ApproachDel: xxxxxx xxxxxx 15.2 xxxxxx
ApproachLOS: * * * * * C * * * * * C * * * * *

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 SR 49 / Poplar

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[15.5]

Street Name: SR 49 Poplar

Approach: 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 0 1 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol: 20 524 0 0 545 0 1 0 13 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: 20 524 0 0 545 0 1 0 13 0 0 0
Added Vol: 7 116 0 0 116 0 0 0 7 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 27 640 0 0 661 0 1 0 20 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: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 31 736 0 0 760 0 1 0 23 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 31 736 0 0 760 0 1 0 23 0 0 0

Critical Gap Module:

Critical Gp: 4.2 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 6.5 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 4.0 3.3 xxxxx xxxxx xxxxx

Capacity Module:

Cnflct Vol: 760 xxxxx xxxxx xxxxx xxxxx xxxxx 1557 1557 760 xxxxx xxxxx xxxxx
Potent Cap.: 826 xxxxx xxxxx xxxxx xxxxx xxxxx 125 114 409 xxxxx xxxxx xxxxx
Move Cap.: 826 xxxxx xxxxx xxxxx xxxxx xxxxx 122 109 409 xxxxx xxxxx xxxxx
Volume/Cap: 0.04 xxxxx xxxxx xxxxx xxxxx xxxxx 0.01 0.00 0.06 xxxxx xxxxx xxxxx

Level Of Service Module:

2Way95thQ: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: 9.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 368 xxxxx xxxxx xxxxx xxxxx
SharedQueue: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: 9.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 15.5 xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: A *
ApproachDel: xxxxxx xxxxxx 15.5 xxxxxx
ApproachLOS: * * * * * C * * * * * C * * * * *

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 SR 49 / Empire

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: F[54.6]

Street Name: SR 49 Empire

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1 0 0 1! 0 0

Volume Module:

Base Vol: 50 712 3 14 522 15 18 3 39 10 7 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 712 3 14 522 15 18 3 39 10 7 6
Added Vol: 9 82 0 0 75 0 0 0 9 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 59 794 3 14 597 15 18 3 48 10 7 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: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 61 827 3 15 622 16 19 3 50 10 7 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 61 827 3 15 622 16 19 3 50 10 7 6

Critical Gap Module:

Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:

Cnflct Vol: 638 xxxx xxxxx 830 xxxx xxxxx 1617 1612 630 1637 1618 829
Potent Cap.: 918 xxxx xxxxx 776 xxxx xxxxx 84 105 485 81 104 374
Move Cap.: 918 xxxx xxxxx 776 xxxx xxxxx 73 96 485 67 95 374
Volume/Cap: 0.07 xxxx xxxxx 0.02 xxxx xxxxx 0.26 0.03 0.10 0.16 0.08 0.02

Level Of Service Module:

2Way95thQ: 0.2 xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxxx 0.3 xxxx xxxxx xxxxx
Control Del: 9.2 xxxx xxxxx 9.7 xxxx xxxxx xxxxx xxxxx 13.3 xxxxx xxxxx xxxxx
LOS by Move: A * * A * * * * B * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 75 xxxx xxxxx xxxx 96 xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 1.1 xxxx xxxxx xxxxx 0.9 xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 71.3 xxxx xxxxx xxxxx 54.6 xxxxx
Shared LOS: * * * * * F * * * * F *
ApproachDel: xxxxxx xxxxxx 30.9 54.6
ApproachLOS: * * D F

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 SR 49 / Empire

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: F[55.8]

Street Name: SR 49 Empire

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 1 0 0 1 0 0 1! 0 0

Volume Module:

Base Vol: 46 524 2 0 556 0 1 0 36 7 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: 46 524 2 0 556 0 1 0 36 7 0 3
Added Vol: 14 123 1 0 123 0 0 0 14 1 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 60 647 3 0 679 0 1 0 50 8 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: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 67 727 3 0 763 0 1 0 56 9 0 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 67 727 3 0 763 0 1 0 56 9 0 3

Critical Gap Module:

Critical Gp: 4.2 xxxx xxxxx xxxx xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxx xxxxx xxxx xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:

Cnflct Vol: 763 xxxx xxxxx xxxx xxxx xxxxx 1628 1628 763 1654 1626 729
Potent Cap.: 823 xxxx xxxxx xxxx xxxx xxxxx 83 103 408 79 103 426
Move Cap.: 823 xxxx xxxxx xxxx xxxx xxxxx 77 94 408 64 94 426
Volume/Cap: 0.08 xxxx xxxxx xxxx xxxx xxxxx 0.01 0.00 0.14 0.14 0.00 0.01

Level Of Service Module:

2Way95thQ: 0.3 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx 0.5 xxxx xxxx xxxxx
Control Del: 9.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 15.2 xxxxx xxxx xxxxx
LOS by Move: A * * * * * C * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 77 xxxx xxxxx xxxx 83 xxxxx
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx 0.5 xxxxx
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx 52.7 xxxx xxxxx xxxxx 55.8 xxxxx
Shared LOS: * * * * * F * * * * F *
ApproachDel: xxxxxx xxxxxx 16.0 55.8
ApproachLOS: * * C F

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

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 #5 SR 49 / Randolph Dr.

Intersection #5 SR 49 / Randolph Dr.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.908
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 45.0
Optimal Cycle: OPTIMIZED Level Of Service: D

Cycle (sec): 120 Critical Vol./Cap.(X): 1.014
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 75.1
Optimal Cycle: OPTIMIZED Level Of Service: E

Table with columns for Street Name (SR 49, Randolph), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Split Phase), Rights (Include), Min. Green, and Lanes.

Table with columns for Street Name (SR 49, Randolph), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Split Phase), Rights (Include), Min. Green, and Lanes.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

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 #6 SR 49 / SR 16
Cycle (sec): 90
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.939
Average Delay (sec/veh): 36.7
Level Of Service: D

Intersection #6 SR 49 / SR 16
Cycle (sec): 85
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.907
Average Delay (sec/veh): 30.9
Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and SR 16.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and SR 16.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 SR 124 / SR 16

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: E[36.0]

Street Name: SR 124 SR 16

Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Volume Module:

Table with 18 columns for traffic metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 18 columns for critical gap metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 18 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 18 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 SR 124 / SR 16

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: D[30.6]

Street Name: SR 124 SR 16

Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Volume Module:

Table with 18 columns for traffic metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 18 columns for critical gap metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 18 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 18 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

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 #8 Latrobe (Amador) / SR 16
Cycle (sec): 60
Critical Vol./Cap.(X): 0.574
Loss Time (sec): 8 (Y+R=4.0 sec)
Average Delay (sec/veh): 9.1
Optimal Cycle: OPTIMIZED
Level Of Service: A

Intersection #8 Latrobe (Amador) / SR 16
Cycle (sec): 60
Critical Vol./Cap.(X): 0.584
Loss Time (sec): 8 (Y+R=4.0 sec)
Average Delay (sec/veh): 7.2
Optimal Cycle: OPTIMIZED
Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Table with columns for Street Name (SR 104, SR 124), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0 0 1! 0 0).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module table with columns for Critical Gp and FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 SR 104 (Preston) / SR 124 (North)

Average Delay (sec/veh): 1036.6 Worst Case Level Of Service: F[4736.7]

Table with columns for Street Name (SR 104, SR 124), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0 0 1! 0 0).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module table with columns for Critical Gp and FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Preston Ave. / Main St.

Average Delay (sec/veh): 770.9 Worst Case Level Of Service: F[1529.5]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Preston Ave. / Main St.

Average Delay (sec/veh): 403.2 Worst Case Level Of Service: F[855.8]

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Average Delay (sec/veh): 309.7 Worst Case Level Of Service: F[1396.4]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes for SR 124 (Church) and SR 104 (Main).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module table with columns for Critical Gp, FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 SR 124 (Church) / SR 104 (Main)

Average Delay (sec/veh): 394.5 Worst Case Level Of Service: F[1373.6]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes for SR 124 (Church) and SR 104 (Main).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module table with columns for Critical Gp, FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 SR 124 / SR 88

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: C[16.4]

Street Name: SR 124 SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Channel Include Include
Lanes: 0 0 0 0 0 1 0 0 0 0 0 0 1 0

Volume Module:

Base Vol: 0 0 0 3 0 191 241 554 0 0 372 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 3 0 191 241 554 0 0 372 3
Added Vol: 0 0 0 0 0 89 81 4 0 0 4 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 3 0 280 322 558 0 0 376 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: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 0 0 3 0 304 350 607 0 0 409 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 3 0 304 350 607 0 0 409 3

Critical Gap Module:

Critical Gp:xxxxx xxxxx xxxxx 6.5 xxxxx 6.3 4.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
FollowUpTim:xxxxx xxxxx xxxxxx 3.6 xxxxx 3.4 2.3 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Capacity Module:

Cnflct Vol: xxxxx xxxxx xxxxxx 1717 xxxxx 410 412 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Potent Cap.: xxxxx xxxxx xxxxxx 95 xxxxx 629 1110 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Move Cap.: xxxxx xxxxx xxxxxx 72 xxxxx 629 1110 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Volume/Cap: xxxxx xxxxx xxxxxx 0.05 xxxxx 0.48 0.32 xxxxx xxxxx xxxxx xxxxx xxxxxx

Level Of Service Module:

2Way95thQ: xxxxx xxxxx xxxxxx 0.1 xxxxx 2.6 1.4 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del:xxxxxx xxxxx xxxxxx 57.2 xxxxx 16.0 9.7 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move: * * * * F * C A * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Shared LOS: *
ApproachDel: xxxxxx 16.4 xxxxxx xxxxxx
ApproachLOS: * C * *

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 SR 124 / SR 88

Average Delay (sec/veh): 6.7 Worst Case Level Of Service: C[18.6]

Street Name: SR 124 SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Channel Include Include
Lanes: 0 0 0 0 0 1 0 0 0 0 0 0 1 0

Volume Module:

Base Vol: 0 0 0 24 0 167 169 327 0 0 350 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: 0 0 0 24 0 167 169 327 0 0 350 19
Added Vol: 0 0 0 0 0 134 134 6 0 0 6 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 24 0 301 303 333 0 0 356 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: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 0 0 26 0 327 329 362 0 0 387 21
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 0 26 0 327 329 362 0 0 387 21

Critical Gap Module:

Critical Gp:xxxxxx xxxxx xxxxxx 6.5 xxxxx 6.3 4.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
FollowUpTim:xxxxxx xxxxx xxxxxx 3.6 xxxxx 3.4 2.3 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Capacity Module:

Cnflct Vol: xxxxx xxxxx xxxxxx 1418 xxxxx 397 408 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Potent Cap.: xxxxx xxxxx xxxxxx 146 xxxxx 639 1114 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Move Cap.: xxxxx xxxxx xxxxxx 113 xxxxx 639 1114 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Volume/Cap: xxxxx xxxxx xxxxxx 0.23 xxxxx 0.51 0.30 xxxxx xxxxx xxxxx xxxxx xxxxxx

Level Of Service Module:

2Way95thQ: xxxxx xxxxx xxxxxx 0.8 xxxxx 2.9 1.2 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del:xxxxxx xxxxx xxxxxx 46.2 xxxxx 16.4 9.6 xxxxx xxxxxx xxxxxx xxxxx xxxxxx
LOS by Move: * * * * E * C A * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Shared LOS: *
ApproachDel: xxxxxx 18.6 xxxxxx xxxxxx
ApproachLOS: * C * *

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Jackson Valley / SR 88

Average Delay (sec/veh): 45.1 Worst Case Level Of Service: F[560.5]

Street Name: Jackson Valley SR 88

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include Include Include Include

Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 0 1 0

Volume Module:

Table with 12 columns for traffic metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 12 columns for critical gap metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Jackson Valley / SR 88

Average Delay (sec/veh): 54.0 Worst Case Level Of Service: F[389.5]

Street Name: Jackson Valley SR 88

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include Include Include Include

Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 0 1 0

Volume Module:

Table with 12 columns for traffic metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 12 columns for critical gap metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Table with columns: Street Name (SR 88, Liberty), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 1 0 1, etc.)

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 SR 88 / Liberty Rd.

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Table with columns: Street Name (SR 88, Liberty), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (1 0 1 0 1, etc.)

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

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 #15 SR 88 / SR 12 (east)
Cycle (sec): 95
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED

Intersection #15 SR 88 / SR 12 (east)
Cycle (sec): 90
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED

Street Name: SR 88 SR 12 (east)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 7 0 7 4 7 0 0 7 7
Lanes: 0 0 0 0 1 0 0 2 2 0 1 0 0 0 0 1 0 1

Street Name: SR 88 SR 12 (east)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 7 0 7 4 7 0 0 7 7
Lanes: 0 0 0 0 1 0 0 2 2 0 1 0 0 0 0 1 0 1

Volume Module:
Base Vol: 0 0 0 105 0 1374 1171 558 0 0 460 63
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 105 0 1374 1171 558 0 0 460 63
Added Vol: 0 0 0 4 0 46 42 0 0 0 0 4
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 109 0 1420 1213 558 0 0 460 67
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 0 0 0 112 0 1464 1251 575 0 0 474 69
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 112 0 1464 1251 575 0 0 474 69
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 112 0 1464 1251 575 0 0 474 69

Volume Module:
Base Vol: 0 0 0 76 0 1291 1099 524 0 0 432 59
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 76 0 1291 1099 524 0 0 432 59
Added Vol: 0 0 0 6 0 69 69 0 0 0 0 6
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 82 0 1360 1168 524 0 0 432 65
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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 87 0 1447 1243 557 0 0 460 69
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 87 0 1447 1243 557 0 0 460 69
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 87 0 1447 1243 557 0 0 460 69

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.89 1.00 0.70 0.86 0.94 1.00 1.00 0.94 0.79
Lanes: 0.00 0.00 0.00 1.00 0.00 2.00 2.00 1.00 0.00 0.00 1.00 1.00
Final Sat.: 0 0 0 1688 0 2658 3274 1777 0 0 1777 1510

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.89 1.00 0.70 0.86 0.94 1.00 1.00 0.94 0.79
Lanes: 0.00 0.00 0.00 1.00 0.00 2.00 2.00 1.00 0.00 0.00 1.00 1.00
Final Sat.: 0 0 0 1688 0 2658 3274 1777 0 0 1777 1510

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.07 0.00 0.55 0.38 0.32 0.00 0.00 0.27 0.05
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.18 0.00 0.59 0.41 0.69 0.00 0.00 0.29 0.29
Volume/Cap: 0.00 0.00 0.00 0.37 0.00 0.94 0.94 0.47 0.00 0.00 0.94 0.16
Delay/Veh: 0.0 0.0 0.0 34.9 0.0 28.9 39.3 6.9 0.0 0.0 58.1 25.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 34.9 0.0 28.9 39.3 6.9 0.0 0.0 58.1 25.6
LOS by Move: A A A C A C D A A A E C
DesignQueue: 0 0 0 5 0 20 22 10 0 0 19 3

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.54 0.38 0.31 0.00 0.00 0.26 0.05
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.18 0.00 0.59 0.41 0.69 0.00 0.00 0.28 0.28
Volume/Cap: 0.00 0.00 0.00 0.29 0.00 0.93 0.93 0.46 0.00 0.00 0.93 0.16
Delay/Veh: 0.0 0.0 0.0 32.6 0.0 26.7 36.5 6.6 0.0 0.0 55.1 24.7
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 32.6 0.0 26.7 36.5 6.6 0.0 0.0 55.1 24.7
LOS by Move: A A A C A C D A A A E C
DesignQueue: 0 0 0 4 0 19 21 9 0 0 18 3

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

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 #17 SR 88 / Victor (SR 12 west)
Cycle (sec): 120
Critical Vol./Cap.(X): 1.078
Loss Time (sec): 16 (Y+R=4.0 sec)
Average Delay (sec/veh): 75.7
Optimal Cycle: OPTIMIZED
Level Of Service: E

Intersection #17 SR 88 / Victor (SR 12 west)
Cycle (sec): 120
Critical Vol./Cap.(X): 0.943
Loss Time (sec): 16 (Y+R=4.0 sec)
Average Delay (sec/veh): 48.1
Optimal Cycle: OPTIMIZED
Level Of Service: D

Street Name: SR 88 SR 12 (west)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 1 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0

Street Name: SR 88 SR 12 (west)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Ovl Ovl Include
Min. Green: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 1 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0

Volume Module:
Base Vol: 28 1055 1 11 1116 250 766 14 266 4 6 16
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 28 1055 1 11 1116 250 766 14 266 4 6 16
Added Vol: 0 39 0 0 0 43 3 3 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 1094 1 11 1159 253 769 14 266 4 6 16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
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: 29 1116 1 11 1183 258 785 14 271 4 6 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 29 1116 1 11 1183 258 785 14 271 4 6 16
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 29 1116 1 11 1183 258 785 14 271 4 6 16

Volume Module:
Base Vol: 24 836 0 6 884 217 607 1 211 3 4 4
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 24 836 0 6 884 217 607 1 211 3 4 4
Added Vol: 0 65 0 0 65 5 5 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 24 901 0 6 949 222 612 1 211 3 4 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: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 27 1001 0 7 1054 247 680 1 234 3 4 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 27 1001 0 7 1054 247 680 1 234 3 4 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
FinalVolume: 27 1001 0 7 1054 247 680 1 234 3 4 4

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.89 0.89 0.89 0.94 0.79 0.89 0.89 0.79 0.91 0.91 0.91
Lanes: 1.00 1.99 0.01 1.00 1.00 1.00 1.96 0.04 1.00 0.15 0.23 0.62
Final Sat.: 1688 3372 3 1688 1777 1510 3325 61 1510 266 399 1064

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.89 0.95 0.89 0.94 0.79 0.89 0.89 0.79 0.94 0.94 0.94
Lanes: 1.00 2.00 0.00 1.00 1.00 1.00 1.99 0.01 1.00 0.27 0.37 0.36
Final Sat.: 1688 3375 0 1688 1777 1510 3377 6 1510 486 649 649

Capacity Analysis Module:
Vol/Sat: 0.02 0.33 0.33 0.01 0.67 0.17 0.24 0.24 0.18 0.02 0.02 0.02
Crit Moves: ****
Green/Cycle: 0.03 0.55 0.55 0.06 0.57 0.78 0.20 0.20 0.24 0.06 0.06 0.06
Volume/Cap: 0.51 0.60 0.60 0.12 1.16 0.22 1.16 1.16 0.76 0.26 0.26 0.26
Delay/Veh: 64.5 18.7 18.7 54.5 110 3.8 136.8 137 51.9 55.4 55.4 55.4
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: 64.5 18.7 18.7 54.5 110 3.8 136.8 137 51.9 55.4 55.4 55.4
LOS by Move: E B B D F A F D E E E
DesignQueue: 2 19 19 1 40 4 22 22 14 2 2 2

Capacity Analysis Module:
Vol/Sat: 0.02 0.30 0.00 0.00 0.59 0.16 0.20 0.20 0.16 0.01 0.01 0.01
Crit Moves: ****
Green/Cycle: 0.03 0.55 0.00 0.06 0.58 0.77 0.20 0.20 0.23 0.06 0.06 0.06
Volume/Cap: 0.47 0.54 0.00 0.06 1.03 0.21 1.03 1.03 0.68 0.12 0.12 0.12
Delay/Veh: 63.1 17.6 0.0 53.3 60.1 3.7 89.8 89.8 47.4 54.1 54.1 54.1
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: 63.1 17.6 0.0 53.3 60.1 3.7 89.8 89.8 47.4 54.1 54.1 54.1
LOS by Move: E B A D E A F F D D D
DesignQueue: 2 17 0 0 35 4 19 19 12 1 1 1

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

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 #18 SR 88 / Kettleman Ln.
Cycle (sec): 120 Critical Vol./Cap.(X): 1.577
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 252.5
Optimal Cycle: OPTIMIZED Level Of Service: F

Intersection #18 SR 88 / Kettleman Ln.
Cycle (sec): 120 Critical Vol./Cap.(X): 1.293
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 160.9
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name: SR 88 Kettleman
Approach: North Bound South Bound East Bound West Bound
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: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 0 0 1 0 0

Street Name: SR 88 Kettleman
Approach: North Bound South Bound East Bound West Bound
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: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 0 0 1 0 0

Volume Module:
Base Vol: 28 666 11 33 1221 83 472 244 61 28 83 22
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 28 666 11 33 1221 83 472 244 61 28 83 22
Added Vol: 0 33 0 0 36 7 6 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 699 11 33 1257 90 478 244 61 28 83 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 30 744 12 35 1337 96 509 260 65 30 88 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 744 12 35 1337 96 509 260 65 30 88 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 744 12 35 1337 96 509 260 65 30 88 23

Volume Module:
Base Vol: 22 414 9 27 979 71 378 196 49 22 67 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 22 414 9 27 979 71 378 196 49 22 67 18
Added Vol: 0 54 0 0 54 11 11 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 22 468 9 27 1033 82 389 196 49 22 67 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: 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: 23 498 10 29 1099 87 414 209 52 23 71 19
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 23 498 10 29 1099 87 414 209 52 23 71 19
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 23 498 10 29 1099 87 414 209 52 23 71 19

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.93 0.93 0.89 0.93 0.93 0.96 0.96 0.96 0.97 0.97 0.97
Lanes: 1.00 0.98 0.02 1.00 0.93 0.07 0.61 0.31 0.08 0.21 0.62 0.17
Final Sat.: 1688 1745 27 1688 1641 118 1113 568 142 387 1148 304

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.93 0.93 0.89 0.92 0.92 0.96 0.96 0.96 0.97 0.97 0.97
Lanes: 1.00 0.98 0.02 1.00 0.93 0.07 0.61 0.31 0.08 0.20 0.63 0.17
Final Sat.: 1688 1738 33 1688 1628 129 1119 564 141 378 1151 309

Capacity Analysis Module:
Vol/Sat: 0.02 0.43 0.43 0.02 0.81 0.81 0.46 0.46 0.46 0.08 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.03 0.49 0.49 0.04 0.50 0.50 0.28 0.28 0.28 0.06 0.06 0.06
Volume/Cap: 0.53 0.87 0.87 0.54 1.64 1.64 1.64 1.64 1.64 1.32 1.32 1.32
Delay/Veh: 66.3 36.2 36.2 65.6 324 323.8 340.5 341 340.5 251.0 251 251.0
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: 66.3 36.2 36.2 65.6 324 323.8 340.5 341 340.5 251.0 251 251.0
LOS by Move: E D D E F F F F F F F F
DesignQueue: 2 29 29 2 60 60 45 45 45 9 9 9

Capacity Analysis Module:
Vol/Sat: 0.01 0.29 0.29 0.02 0.68 0.68 0.37 0.37 0.37 0.06 0.06 0.06
Crit Moves: ****
Green/Cycle: 0.03 0.48 0.48 0.06 0.50 0.50 0.27 0.27 0.27 0.06 0.06 0.06
Volume/Cap: 0.42 0.60 0.60 0.31 1.35 1.35 1.35 1.35 1.35 1.06 1.06 1.06
Delay/Veh: 61.8 24.1 24.1 56.3 194 194.2 213.1 213 213.1 161.1 161 161.1
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: 61.8 24.1 24.1 56.3 194 194.2 213.1 213 213.1 161.1 161 161.1
LOS by Move: E C C E F F F F F F F F
DesignQueue: 2 19 19 2 47 47 36 36 36 7 7 7

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

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 #19 Ione / SR 16
Cycle (sec): 80
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.754
Average Delay (sec/veh): 17.5
Level Of Service: B

Intersection #19 Ione / SR 16
Cycle (sec): 60
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.538
Average Delay (sec/veh): 8.0
Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Lanes.

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

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 #20 Murieta South Pkwy / SR 16
Cycle (sec): 60
Critical Vol./Cap.(X): 0.550
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 10.8
Optimal Cycle: OPTIMIZED
Level Of Service: B

Intersection #20 Murieta South Pkwy / SR 16
Cycle (sec): 65
Critical Vol./Cap.(X): 0.672
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 13.3
Optimal Cycle: OPTIMIZED
Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

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 #21 Murieta Pkwy / SR 16
Cycle (sec): 85
Critical Vol./Cap.(X): 0.924
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 37.5
Optimal Cycle: OPTIMIZED
Level Of Service: D

Intersection #21 Murieta Pkwy / SR 16
Cycle (sec): 105
Critical Vol./Cap.(X): 1.050
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 58.6
Optimal Cycle: OPTIMIZED
Level Of Service: E

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Stonehouse / SR 16

Average Delay (sec/veh): 61.1 Worst Case Level Of Service: F[1180.6]

Street Name: Stonehouse SR 16

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0-1)

Volume Module:

Table with 12 columns for traffic flows and 12 rows for metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume

Critical Gap Module:

Table with 12 columns for traffic flows and 2 rows for metrics: Critical Gp, FollowUpTim

Capacity Module:

Table with 12 columns for traffic flows and 4 rows for metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap

Level Of Service Module:

Table with 12 columns for traffic flows and 6 rows for metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Stonehouse / SR 16

Average Delay (sec/veh): 99.5 Worst Case Level Of Service: F[2709.3]

Street Name: Stonehouse SR 16

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0-1)

Volume Module:

Table with 12 columns for traffic flows and 12 rows for metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume

Critical Gap Module:

Table with 12 columns for traffic flows and 2 rows for metrics: Critical Gp, FollowUpTim

Capacity Module:

Table with 12 columns for traffic flows and 4 rows for metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap

Level Of Service Module:

Table with 12 columns for traffic flows and 6 rows for metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Latrobe (Sac) / SR 16

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: F[416.4]

Street Name: Latrobe (Sac) SR 16

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0 1 0 0 1)

Volume Module:

Table with 12 columns for traffic volumes: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume

Critical Gap Module:

Table with 12 columns for critical gap metrics: Critical Gp, FollowUpTim

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Latrobe (Sac) / SR 16

Average Delay (sec/veh): 8.5 Worst Case Level Of Service: F[668.5]

Street Name: Latrobe (Sac) SR 16

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0 1 0 0 1)

Volume Module:

Table with 12 columns for traffic volumes: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume

Critical Gap Module:

Table with 12 columns for critical gap metrics: Critical Gp, FollowUpTim

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

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 Dillard / SR 16
Cycle (sec): 120
Critical Vol./Cap.(X): 1.077
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 53.8
Optimal Cycle: OPTIMIZED
Level Of Service: D

Intersection #24 Dillard / SR 16
Cycle (sec): 120
Critical Vol./Cap.(X): 1.093
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 58.9
Optimal Cycle: OPTIMIZED
Level Of Service: E

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 Sloughhouse / SR 16

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: E[44.2]

Street Name: Sloughhouse SR 16

Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Volume Module:

Table with 18 columns and 10 rows for Volume Module, including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 18 columns and 2 rows for Critical Gap Module, including Critical Gp and FollowUpTim.

Capacity Module:

Table with 18 columns and 4 rows for Capacity Module, including Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 18 columns and 7 rows for Level Of Service Module, including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #25 Sloughhouse / SR 16

Average Delay (sec/veh): 18.2 Worst Case Level Of Service: F[461.6]

Street Name: Sloughhouse SR 16

Approach: North Bound South Bound 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 1 0 1 1 0 1 0 0

Volume Module:

Table with 18 columns and 10 rows for Volume Module, including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 18 columns and 2 rows for Critical Gap Module, including Critical Gp and FollowUpTim.

Capacity Module:

Table with 18 columns and 4 rows for Capacity Module, including Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 18 columns and 7 rows for Level Of Service Module, including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

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 #26 Grant Line / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.157
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 102.2
Optimal Cycle: OPTIMIZED Level Of Service: F

Intersection #26 Grant Line / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.070
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 60.2
Optimal Cycle: OPTIMIZED Level Of Service: E

Table with columns: Street Name, Grant Line, SR 16, Approach, North Bound, South Bound, East Bound, West Bound, Movement, Control, Rights, Min. Green, Lanes.

Table with columns: Street Name, Grant Line, SR 16, Approach, North Bound, South Bound, East Bound, West Bound, Movement, Control, Rights, Min. Green, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

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 #27 Sunrise / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.011
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 65.6
Optimal Cycle: OPTIMIZED Level Of Service: E

Intersection #27 Sunrise / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.024
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 55.1
Optimal Cycle: OPTIMIZED Level Of Service: E

Street Name: Sunrise SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ovl Ovl Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 3 0 1 1 0 3 0 1 2 0 1 0 1 1 0 1 0 1

Street Name: Sunrise SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ovl Ovl Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 3 0 1 1 0 3 0 1 2 0 1 0 1 1 0 1 0 1

Volume Module:
Base Vol: 16 391 59 322 1200 89 150 896 19 34 405 172
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 16 391 59 322 1200 89 150 896 19 34 405 172
Added Vol: 0 0 5 17 0 0 0 69 0 6 76 18
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 16 391 64 339 1200 89 150 965 19 40 481 190
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 17 407 67 353 1250 93 156 1005 20 42 501 198
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 407 67 353 1250 93 156 1005 20 42 501 198
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 17 407 67 353 1250 93 156 1005 20 42 501 198

Volume Module:
Base Vol: 9 258 36 338 323 58 48 866 23 40 741 313
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 9 258 36 338 323 58 48 866 23 40 741 313
Added Vol: 0 0 8 28 0 0 0 113 0 8 113 28
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 9 258 44 366 323 58 48 979 23 48 854 341
User Adj: 1.00 1.00 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: 9 272 46 385 340 61 51 1031 24 51 899 359
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 9 272 46 385 340 61 51 1031 24 51 899 359
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 9 272 46 385 340 61 51 1031 24 51 899 359

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.85 0.92 0.78 0.87 0.92 0.78
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 5187 1615 1805 5187 1615 3211 1742 1481 1655 1742 1481

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.91 0.85 0.85 0.92 0.78 0.87 0.92 0.78
Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 5187 1615 1805 5187 1615 3211 1742 1481 1655 1742 1481

Capacity Analysis Module:
Vol/Sat: 0.01 0.08 0.04 0.20 0.24 0.06 0.05 0.58 0.01 0.03 0.29 0.13
Crit Moves: ****
Green/Cycle: 0.03 0.08 0.11 0.19 0.24 0.32 0.09 0.56 0.60 0.03 0.51 0.70
Volume/Cap: 0.28 1.02 0.37 1.02 1.03 0.18 0.56 1.02 0.02 0.76 0.56 0.19
Delay/Veh: 59.1 106 50.9 102.5 78.2 29.5 55.2 60.3 9.8 101.8 20.9 6.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 59.1 106 50.9 102.5 78.2 29.5 55.2 60.3 9.8 101.8 20.9 6.2
LOS by Move: E F D F E C E E A F C A
DesignQueue: 1 9 4 20 25 4 5 34 1 3 18 4

Capacity Analysis Module:
Vol/Sat: 0.01 0.05 0.03 0.21 0.07 0.04 0.02 0.59 0.02 0.03 0.52 0.24
Crit Moves: ****
Green/Cycle: 0.09 0.06 0.09 0.21 0.17 0.21 0.04 0.57 0.66 0.03 0.57 0.77
Volume/Cap: 0.06 0.90 0.31 1.04 0.37 0.18 0.43 1.04 0.02 0.92 0.91 0.31
Delay/Veh: 50.2 83.5 52.2 104.8 44.0 39.0 59.1 64.9 7.1 148.4 35.6 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: 50.2 83.5 52.2 104.8 44.0 39.0 59.1 64.9 7.1 148.4 35.6 4.3
LOS by Move: D F D F D D E E A F D A
DesignQueue: 1 6 3 22 7 3 2 35 1 3 30 6

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

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 #28 Excelsior / SR 16
Cycle (sec): 85
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.918
Average Delay (sec/veh): 36.0
Level Of Service: D

Intersection #28 Excelsior / SR 16
Cycle (sec): 60
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.606
Average Delay (sec/veh): 19.0
Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

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 #29 Bradshwa / SR 16
Cycle (sec): 120
Critical Vol./Cap.(X): 2.001
Loss Time (sec): 16 (Y+R=4.0 sec)
Average Delay (sec/veh): 397.3
Optimal Cycle: OPTIMIZED
Level Of Service: F

Intersection #29 Bradshwa / SR 16
Cycle (sec): 120
Critical Vol./Cap.(X): 1.138
Loss Time (sec): 16 (Y+R=4.0 sec)
Average Delay (sec/veh): 90.1
Optimal Cycle: OPTIMIZED
Level Of Service: F

Street Name: Bradshaw SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Ovl Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 0 1 1 0 1 0 1

Street Name: Bradshaw SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Ovl Ovl Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 0 1 1 0 1 0 1

Volume Module:
Base Vol: 98 1377 52 353 2232 376 698 1500 296 111 559 183
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 98 1377 52 353 2232 376 698 1500 296 111 559 183
Added Vol: 0 0 3 12 0 0 0 49 0 3 54 13
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 98 1377 55 365 2232 376 698 1549 296 114 613 196
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 104 1465 59 388 2374 400 743 1648 315 121 652 209
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 104 1465 59 388 2374 400 743 1648 315 121 652 209
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 104 1465 59 388 2374 400 743 1648 315 121 652 209

Volume Module:
Base Vol: 74 753 57 197 609 61 246 788 103 113 545 310
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 74 753 57 197 609 61 246 788 103 113 545 310
Added Vol: 0 0 4 20 0 0 0 80 0 4 80 20
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 74 753 61 217 609 61 246 868 103 117 625 330
User Adj: 1.00 1.00 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: 80 810 66 233 655 66 265 933 111 126 672 355
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 80 810 66 233 655 66 265 933 111 126 672 355
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 80 810 66 233 655 66 265 933 111 126 672 355

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 0.87 0.92 0.78 0.87 0.92 0.78
Lanes: 1.00 1.92 0.08 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 3451 138 1805 3610 1615 1655 1742 1481 1655 1742 1481

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 0.87 0.92 0.78 0.87 0.92 0.78
Lanes: 1.00 1.85 0.15 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 3303 268 1805 3610 1615 1655 1742 1481 1655 1742 1481

Capacity Analysis Module:
Vol/Sat: 0.06 0.42 0.42 0.22 0.66 0.25 0.45 0.95 0.21 0.07 0.37 0.14
Crit Moves: ****
Green/Cycle: 0.03 0.24 0.24 0.12 0.33 0.60 0.28 0.47 0.50 0.04 0.23 0.35
Volume/Cap: 1.73 1.78 1.78 1.78 2.01 0.41 1.62 2.01 0.42 2.01 1.62 0.40
Delay/Veh: 447.6 399 399.5 419.8 499 12.9 334.5 492 19.2 566.5 339 29.9
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: 447.6 399 399.5 419.8 499 12.9 334.5 492 19.2 566.5 339 29.9
LOS by Move: F F F F B F F B F F C
DesignQueue: 7 46 46 24 68 11 40 76 11 8 37 9

Capacity Analysis Module:
Vol/Sat: 0.04 0.25 0.25 0.13 0.18 0.04 0.16 0.54 0.07 0.08 0.39 0.24
Crit Moves: ****
Green/Cycle: 0.06 0.22 0.22 0.11 0.26 0.42 0.16 0.47 0.54 0.07 0.38 0.49
Volume/Cap: 0.69 1.14 1.14 1.14 0.69 0.10 1.01 1.14 0.14 1.14 1.01 0.49
Delay/Veh: 70.6 125 124.6 158.1 41.7 20.9 110.1 108 14.1 183.4 75.9 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: 70.6 125 124.6 158.1 41.7 20.9 110.1 108 14.1 183.4 75.9 20.7
LOS by Move: E F F F D C F F B F E C
DesignQueue: 5 26 26 14 18 3 15 38 3 8 31 13

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

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 #30 Latrobe / White Rock
Cycle (sec): 115 Critical Vol./Cap.(X): 1.138
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 80.4
Optimal Cycle: OPTIMIZED Level Of Service: F

Intersection #30 Latrobe / White Rock
Cycle (sec): 60 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name: Latrobe White Rock
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ignore Ovl Include Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 4 0 1 2 0 3 0 1 2 0 1 1 0 2 0 2 0 1

Street Name: Latrobe White Rock
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ignore Ovl Include Ovl
Min. Green: 4 7 7 4 7 7 4 7 7 4 7 7
Lanes: 1 0 4 0 1 2 0 3 0 1 2 0 1 1 0 2 0 2 0 1

Volume Module:
Base Vol: 324 1301 797 481 1378 365 388 727 120 756 563 380
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 324 1301 797 481 1378 365 388 727 120 756 563 380
Added Vol: 0 5 0 0 5 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 324 1306 797 481 1383 365 388 727 120 756 563 380
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: 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 352 1420 0 523 1503 397 422 790 130 822 612 413
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 352 1420 0 523 1503 397 422 790 130 822 612 413
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 352 1420 0 523 1503 397 422 790 130 822 612 413

Volume Module:
Base Vol: 142 569 349 210 602 159 170 318 53 330 246 166
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 142 569 349 210 602 159 170 318 53 330 246 166
Added Vol: 0 8 0 0 8 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 142 577 349 210 610 159 170 318 53 330 246 166
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: 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 154 627 0 228 663 173 185 346 58 359 267 180
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 154 627 0 228 663 173 185 346 58 359 267 180
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 154 627 0 228 663 173 185 346 58 359 267 180

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 1.00 0.92 0.91 0.85 0.92 0.93 0.93 0.92 0.95 0.85
Lanes: 1.00 4.00 1.00 2.00 3.00 1.00 2.00 1.72 0.28 2.00 2.00 1.00
Final Sat.: 1805 6916 1900 3502 5187 1615 3502 3033 501 3502 3610 1615

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 1.00 0.92 0.91 0.85 0.92 0.93 0.93 0.92 0.95 0.85
Lanes: 1.00 4.00 1.00 2.00 3.00 1.00 2.00 1.71 0.29 2.00 2.00 1.00
Final Sat.: 1805 6916 1900 3502 5187 1615 3502 3029 505 3502 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.20 0.21 0.00 0.15 0.29 0.25 0.12 0.26 0.26 0.23 0.17 0.26
Crit Moves: ****
Green/Cycle: 0.17 0.25 0.00 0.18 0.25 0.44 0.18 0.23 0.23 0.21 0.25 0.43
Volume/Cap: 1.14 0.83 0.00 0.83 1.14 0.56 0.67 1.14 1.14 1.14 0.67 0.59
Delay/Veh: 141.7 44.7 0.0 54.8 115 25.4 46.6 121 121.5 124.2 40.4 26.1
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: 141.7 44.7 0.0 54.8 115 25.4 46.6 121 121.5 124.2 40.4 26.1
LOS by Move: F D A D F C D F F D C
DesignQueue: 20 20 0 15 28 15 12 26 26 23 16 16

Capacity Analysis Module:
Vol/Sat: 0.09 0.09 0.00 0.07 0.13 0.11 0.05 0.11 0.11 0.10 0.07 0.11
Crit Moves: ****
Green/Cycle: 0.15 0.23 0.00 0.13 0.22 0.35 0.13 0.19 0.19 0.17 0.24 0.37
Volume/Cap: 0.59 0.39 0.00 0.49 0.59 0.30 0.39 0.59 0.59 0.59 0.32 0.30
Delay/Veh: 27.3 19.6 0.0 25.0 21.8 14.4 24.3 23.3 23.3 24.2 19.2 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: 27.3 19.6 0.0 25.0 21.8 14.4 24.3 23.3 23.3 24.2 19.2 13.8
LOS by Move: C B A C C B C C C C B B
DesignQueue: 4 5 0 3 7 4 3 6 6 5 4 4

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Latrobe / S. Shingle

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[18.6]

Table with columns for Street Name (Latrobe, South Shingle), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Latrobe / S. Shingle

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[14.3]

Table with columns for Street Name (Latrobe, South Shingle), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

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 #36 Missouri Flat / Pleasant Valley

Intersection #36 Missouri Flat / Pleasant Valley

Cycle (sec): 60 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Cycle (sec): 60 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Missouri Flat and Pleasant Valley.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Missouri Flat and Pleasant Valley.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for Saturation Flow Module.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for Saturation Flow Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #37 Forni / Pleasant Valley

Average Delay (sec/veh): 7.6 Worst Case Level Of Service: E[39.8]

Table with columns for Street Name (Forni, Pleasant Valley), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #37 Forni / Pleasant Valley

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: C[15.0]

Table with columns for Street Name (Forni, Pleasant Valley), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #38 SR 49 / Pleasant Valley
Cycle (sec): 100
Loss Time (sec): 0 (Y+R=4.0 sec)
Optimal Cycle: 0
Critical Vol./Cap.(X): 1.329
Average Delay (sec/veh): 112.7
Level Of Service: F

Intersection #38 SR 49 / Pleasant Valley
Cycle (sec): 100
Loss Time (sec): 0 (Y+R=4.0 sec)
Optimal Cycle: 0
Critical Vol./Cap.(X): 0.821
Average Delay (sec/veh): 25.1
Level Of Service: D

Street Name: SR 49 Pleasant Valley
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 0 0 1 0 1 0 0 0

Street Name: SR 49 Pleasant Valley
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:
Base Vol: 232 0 225 0 0 0 0 427 250 288 544 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 232 0 225 0 0 0 0 427 250 288 544 0
Added Vol: 6 0 56 0 0 0 0 0 6 51 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 238 0 281 0 0 0 0 427 256 339 544 0
User Adj: 1.00 1.00 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: 248 0 293 0 0 0 0 445 267 353 567 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 248 0 293 0 0 0 0 445 267 353 567 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 248 0 293 0 0 0 0 445 267 353 567 0

Volume Module:
Base Vol: 143 0 138 0 0 0 0 262 154 177 335 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: 143 0 138 0 0 0 0 262 154 177 335 0
Added Vol: 10 0 84 0 0 0 0 0 10 84 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 153 0 222 0 0 0 0 262 164 261 335 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 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 174 0 252 0 0 0 0 298 186 297 381 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 174 0 252 0 0 0 0 298 186 297 381 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 174 0 252 0 0 0 0 298 186 297 381 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: 0.46 0.00 0.54 0.00 0.00 0.00 0.00 0.63 0.37 1.00 1.00 0.00
Final Sat.: 248 0 293 0 0 0 0 335 201 453 484 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: 0.41 0.00 0.59 0.00 0.00 0.00 0.00 0.62 0.38 1.00 1.00 0.00
Final Sat.: 229 0 332 0 0 0 0 363 227 500 537 0

Capacity Analysis Module:
Vol/Sat: 1.00 xxxx 1.00
Crit Moves: ****
Delay/Veh: 64.4 0.0 64.4 0.0 0.0 0.0 0.0 181 181.2 33.4 122 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 64.4 0.0 64.4 0.0 0.0 0.0 0.0 181 181.2 33.4 122 0.0
LOS by Move: F * F * * * * F F D F *
ApproachDel: 64.4 xxxxxx 181.2 88.2
Delay Adj: 1.00 xxxxxx 1.00
ApprAdjDel: 64.4 xxxxxx 181.2 88.2
LOS by Appr: F * F F
AllWayAvgQ: 8.2 8.2 8.2 0.0 0.0 0.0 25.5 25.5 25.5 2.9 15.1 0.0

Capacity Analysis Module:
Vol/Sat: 0.76 xxxx 0.76
Crit Moves: ****
Delay/Veh: 25.2 0.0 25.2 0.0 0.0 0.0 0.0 29.9 29.9 19.5 23.4 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 25.2 0.0 25.2 0.0 0.0 0.0 0.0 29.9 29.9 19.5 23.4 0.0
LOS by Move: D * D * * * * D D C C *
ApproachDel: 25.2 xxxxxx 29.9 21.7
Delay Adj: 1.00 xxxxxx 1.00
ApprAdjDel: 25.2 xxxxxx 29.9 21.7
LOS by Appr: D * D C
AllWayAvgQ: 2.5 2.5 2.5 0.0 0.0 0.0 3.4 3.4 3.4 1.3 2.1 0.0

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

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 #39 Elliott / SR 88 (N)
Cycle (sec): 120
Critical Vol./Cap.(X): 1.087
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 74.2
Optimal Cycle: OPTIMIZED
Level Of Service: E

Intersection #39 Elliott / SR 88 (N)
Cycle (sec): 90
Critical Vol./Cap.(X): 0.936
Loss Time (sec): 12 (Y+R=4.0 sec)
Average Delay (sec/veh): 34.1
Optimal Cycle: OPTIMIZED
Level Of Service: C

Street Name: Elliott SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Split Phase Split Phase
Rights: Include Include Include Ovl
Min. Green: 5 5 0 0 5 5 0 0 0 7 7 7
Lanes: 0 1 0 0 0 0 0 1 0 1 0 0 0 1

Street Name: Elliott SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Split Phase Split Phase
Rights: Include Include Include Ovl
Min. Green: 5 5 0 0 5 5 0 0 0 7 7 7
Lanes: 0 1 0 0 0 0 0 1 0 1 0 0 0 1

Volume Module:
Base Vol: 25 102 0 0 880 220 0 0 0 66 1476 132
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 102 0 0 880 220 0 0 0 66 1476 132
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: 25 102 0 0 880 220 0 0 0 66 1476 132
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 27 111 0 0 957 239 0 0 0 72 1604 143
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 27 111 0 0 957 239 0 0 0 72 1604 143
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 27 111 0 0 957 239 0 0 0 72 1604 143

Volume Module:
Base Vol: 20 83 0 0 720 180 0 0 0 54 1239 108
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 83 0 0 720 180 0 0 0 54 1239 108
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 83 0 0 720 180 0 0 0 54 1239 108
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 22 90 0 0 783 196 0 0 0 59 1347 117
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 22 90 0 0 783 196 0 0 0 59 1347 117
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 22 90 0 0 783 196 0 0 0 59 1347 117

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.35 0.35 1.00 1.00 1.00 0.85 1.00 1.00 1.00 0.79 0.89 0.79
Lanes: 0.20 0.80 0.00 0.00 1.00 1.00 0.00 0.00 0.00 1.00 2.00 1.00
Final Sat.: 132 540 0 0 1900 1615 0 0 0 1510 3375 1510

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.56 0.56 1.00 1.00 1.00 0.85 1.00 1.00 1.00 0.79 0.89 0.79
Lanes: 0.19 0.81 0.00 0.00 1.00 1.00 0.00 0.00 0.00 1.00 2.00 1.00
Final Sat.: 205 853 0 0 1900 1615 0 0 0 1510 3375 1510

Capacity Analysis Module:
Vol/Sat: 0.21 0.21 0.00 0.00 0.50 0.15 0.00 0.00 0.00 0.05 0.48 0.10
Crit Moves: ****
Green/Cycle: 0.46 0.46 0.00 0.00 0.46 0.46 0.00 0.00 0.00 0.44 0.44 0.44
Volume/Cap: 0.44 0.44 0.00 0.00 1.09 0.32 0.00 0.00 0.00 0.11 1.09 0.22
Delay/Veh: 22.8 22.8 0.0 0.0 89.2 20.6 0.0 0.0 0.0 20.0 84.8 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: 22.8 22.8 0.0 0.0 89.2 20.6 0.0 0.0 0.0 20.0 84.8 21.2
LOS by Move: C C A A F C A A A C F C
DesignQueue: 5 5 0 0 39 9 0 0 0 3 36 5

Capacity Analysis Module:
Vol/Sat: 0.11 0.11 0.00 0.00 0.41 0.12 0.00 0.00 0.00 0.04 0.40 0.08
Crit Moves: ****
Green/Cycle: 0.44 0.44 0.00 0.00 0.44 0.44 0.00 0.00 0.00 0.43 0.43 0.43
Volume/Cap: 0.24 0.24 0.00 0.00 0.94 0.28 0.00 0.00 0.00 0.09 0.94 0.18
Delay/Veh: 16.0 16.0 0.0 0.0 41.5 16.3 0.0 0.0 0.0 15.5 36.3 16.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 16.0 16.0 0.0 0.0 41.5 16.3 0.0 0.0 0.0 15.5 36.3 16.2
LOS by Move: B B A A D B A A A B D B
DesignQueue: 3 3 0 0 25 6 0 0 0 2 23 3

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

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 #40 Tully / SR 88 (S)
Cycle (sec): 85
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.930
Average Delay (sec/veh): 32.6
Level Of Service: C

Intersection #40 Tully / SR 88 (S)
Cycle (sec): 60
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.831
Average Delay (sec/veh): 21.0
Level Of Service: C

Street Name: Tully Rd. SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0 7 7 4 7 0 7 7 7 0 0 0
Lanes: 0 0 0 1 0 1 0 1 0 0 1 0 0 0 0 0

Street Name: Tully Rd. SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Include
Min. Green: 0 7 7 4 7 0 7 7 7 0 0 0
Lanes: 0 0 0 1 0 1 0 1 0 0 1 0 0 0 0 0

Volume Module:
Base Vol: 0 39 66 286 660 0 88 1307 198 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 39 66 286 660 0 88 1307 198 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 39 66 286 660 0 88 1307 198 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 42 72 311 717 0 96 1421 215 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 42 72 311 717 0 96 1421 215 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 42 72 311 717 0 96 1421 215 0 0 0

Volume Module:
Base Vol: 0 31 59 234 540 0 72 1104 162 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 31 59 234 540 0 72 1104 162 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 31 59 234 540 0 72 1104 162 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 34 64 254 587 0 78 1200 176 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 34 64 254 587 0 78 1200 176 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 34 64 254 587 0 78 1200 176 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 0.95 1.00 1.00 0.79 0.89 0.79 1.00 1.00 1.00
Lanes: 0.00 0.37 0.63 1.00 1.00 0.00 1.00 2.00 1.00 0.00 0.00 0.00
Final Sat.: 0 646 1093 1805 1900 0 1510 3375 1510 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.91 0.91 0.95 1.00 1.00 0.79 0.89 0.79 1.00 1.00 1.00
Lanes: 0.00 0.34 0.66 1.00 1.00 0.00 1.00 2.00 1.00 0.00 0.00 0.00
Final Sat.: 0 596 1135 1805 1900 0 1510 3375 1510 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.07 0.07 0.17 0.38 0.00 0.06 0.42 0.14 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.13 0.13 0.27 0.41 0.00 0.45 0.45 0.45 0.00 0.00 0.00
Volume/Cap: 0.00 0.50 0.50 0.63 0.93 0.00 0.14 0.93 0.31 0.00 0.00 0.00
Delay/Veh: 0.0 36.0 36.0 29.5 41.7 0.0 13.7 32.4 15.1 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
AdjDel/Veh: 0.0 36.0 36.0 29.5 41.7 0.0 13.7 32.4 15.1 0.0 0.0 0.0
LOS by Move: A D D C D A B C B A A A
DesignQueue: 0 5 5 11 22 0 3 22 6 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.06 0.06 0.14 0.31 0.00 0.05 0.36 0.12 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.17 0.17 0.20 0.37 0.00 0.43 0.43 0.43 0.00 0.00 0.00
Volume/Cap: 0.00 0.34 0.34 0.69 0.83 0.00 0.12 0.83 0.27 0.00 0.00 0.00
Delay/Veh: 0.0 22.7 22.7 27.8 25.3 0.0 10.4 19.4 11.3 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
AdjDel/Veh: 0.0 22.7 22.7 27.8 25.3 0.0 10.4 19.4 11.3 0.0 0.0 0.0
LOS by Move: A C C C C A B B B A A A
DesignQueue: 0 3 3 7 13 0 2 13 3 0 0 0

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #100 SR 49 / Project Service Access

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[21.2]

Street Name: SR 49 Project Service Access

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0 0 0 1 0).

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #100 SR 49 / Project Service Access

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[19.5]

Street Name: SR 49 Project Service Access

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0 0 0 1 0).

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.



APPENDIX A

Intersection Operations Level of Service Calculation Worksheets Cumulative Plus Alternative D with Mitigation Measures

Ione Casino
Cumulative + Alt D - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat - Mitigation Measures
PM Peak Hour

Scenario: Cum + ALT D Fri pM
Scenario Report

Command: Cum + alt D Fri PM
Volume: Cum + Alt D Fri
Geometry: Cumulative Mitigation
Impact Fee: Existing
Trip Generation: Alt D Friday
Trip Distribution: Existing
Paths: 2006 (Amador Bypass)
Routes: Existing
Configuration: Existing

Scenario: Cum + alt D Sat PM
Scenario Report

Command: Cum + Alt D Sat PM
Volume: Cum + Alt D Sat
Geometry: Cumulative Mitigation
Impact Fee: Existing
Trip Generation: Alt D Saturday
Trip Distribution: Existing
Paths: 2006 (Amador Bypass)
Routes: Existing
Configuration: Existing

Ione Casino
Cumulative + Alt D - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat - Mitigation Measures
PM Peak Hour

Impact Analysis Report
Level Of Service

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in	Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C			LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 2 SR 49 / Main	D	38.3	0.839	D	41.9	0.886	+ 3.585 D/V	# 2 SR 49 / Main	D	38.0	0.807	D	46.9	0.887	+ 8.879 D/V
# 5 SR 49 / Randolph Dr.	A	7.2	0.563	C	31.7	0.799	+24.492 D/V	# 5 SR 49 / Randolph Dr.	A	5.2	0.405	D	38.9	0.820	+33.705 D/V
# 6 SR 49 / SR 16	C	21.3	0.747	C	23.9	0.843	+ 2.595 D/V	# 6 SR 49 / SR 16	B	17.2	0.629	C	20.3	0.823	+ 3.181 D/V
# 7 SR 124 / SR 16	B	11.4	0.564	B	16.9	0.714	+ 5.514 D/V	# 7 SR 124 / SR 16	A	9.4	0.425	B	15.7	0.672	+ 6.310 D/V
# 13 Jackson Valley / SR 88	C	20.9	0.708	C	22.4	0.764	+ 1.470 D/V	# 13 Jackson Valley / SR 88	C	22.3	0.537	C	23.2	0.638	+ 0.915 D/V
# 14 SR 88 / Liberty Rd.	C	26.7	0.868	C	32.7	0.923	+ 6.020 D/V	# 14 SR 88 / Liberty Rd.	C	22.3	0.755	C	29.9	0.843	+ 7.599 D/V
# 17 SR 88 / Victor (SR 12 west)	C	33.3	0.810	C	34.3	0.827	+ 1.003 D/V	# 17 SR 88 / Victor (SR 12 west)	C	27.5	0.717	C	28.3	0.746	+ 0.895 D/V
# 18 SR 88 / Kettleman Ln.	C	33.5	0.825	C	34.7	0.841	+ 1.216 D/V	# 18 SR 88 / Kettleman Ln.	C	24.1	0.701	C	24.8	0.728	+ 0.710 D/V
# 24 Dillard / SR 16	C	23.9	0.904	C	31.5	0.976	+ 7.599 D/V	# 24 Dillard / SR 16	C	28.4	0.917	D	46.4	1.028	+17.995 D/V
# 26 Grant Line / SR 16	C	32.7	0.788	D	36.2	0.823	+ 3.524 D/V	# 26 Grant Line / SR 16	C	28.1	0.806	C	33.5	0.904	+ 5.364 D/V
# 27 Sunrise / SR 16	C	26.2	0.726	C	29.0	0.791	+ 2.830 D/V	# 27 Sunrise / SR 16	C	32.4	0.834	D	38.7	0.933	+ 6.224 D/V
# 29 Bradshwa / SR 16	E	72.9	1.064	E	78.8	1.073	+ 5.906 D/V	# 29 Bradshwa / SR 16	C	23.1	0.734	C	24.1	0.780	+ 0.988 D/V
# 38 SR 49 / Pleasant Valley	D	51.0	0.959	E	69.4	1.043	+18.424 D/V	# 38 SR 49 / Pleasant Valley	C	21.2	0.691	C	30.5	0.847	+ 9.276 D/V
# 39 Elliott / SR 88 (N)	C	33.9	0.942	C	33.9	0.942	+ 0.000 D/V	# 39 Elliott / SR 88 (N)	C	20.0	0.848	C	20.0	0.848	+ 0.000 D/V
#100 SR 49 / Project Service Access	A	0.0	0.000	C	21.2	0.000	+21.215 D/V	#100 SR 49 / Project Service Access	A	0.0	0.000	C	19.5	0.000	+19.487 D/V

Ione Casino
Cumulative + Alt D - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat - Mitigation Measures
PM Peak Hour

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 #2 SR 49 / Main
Cycle (sec): 95
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.886
Average Delay (sec/veh): 41.9
Level Of Service: D

Intersection #2 SR 49 / Main
Cycle (sec): 85
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.887
Average Delay (sec/veh): 46.9
Level Of Service: D

Street Name: SR 49 Main
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Ovl
Min. Green: 4 7 7 4 7 7 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0 0 1

Street Name: SR 49 Main
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ovl Ovl
Min. Green: 4 7 7 4 7 7 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0 0 1

Volume Module:
Base Vol: 70 289 311 46 235 96 96 77 62 203 113 72
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 70 289 311 46 235 96 96 77 62 203 113 72
Added Vol: 12 64 2 0 58 0 0 0 11 1 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 82 353 313 46 293 96 96 77 73 204 113 72
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 86 372 329 48 308 101 101 81 77 215 119 76
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 86 372 329 48 308 101 101 81 77 215 119 76
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 86 372 329 48 308 101 101 81 77 215 119 76

Volume Module:
Base Vol: 144 144 200 44 159 92 96 93 107 252 155 252
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 144 144 200 44 159 92 96 93 107 252 155 252
Added Vol: 18 95 2 0 95 0 0 0 18 2 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 162 239 202 44 254 92 96 93 125 254 155 252
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 188 278 235 51 295 107 112 108 145 295 180 293
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 188 278 235 51 295 107 112 108 145 295 180 293
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 188 278 235 51 295 107 112 108 145 295 180 293

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 0.89 0.89 0.97 0.97 0.85 0.97 0.97 0.85
Lanes: 1.00 0.53 0.47 1.00 0.75 0.25 0.55 0.45 1.00 0.64 0.36 1.00
Final Sat.: 1671 867 769 1671 1276 418 1026 823 1615 1185 656 1615

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 0.89 0.89 0.98 0.98 0.85 0.97 0.97 0.85
Lanes: 1.00 0.54 0.46 1.00 0.73 0.27 0.51 0.49 1.00 0.62 0.38 1.00
Final Sat.: 1671 888 750 1671 1240 449 941 912 1615 1145 698 1615

Capacity Analysis Module:
Vol/Sat: 0.05 0.43 0.43 0.03 0.24 0.24 0.10 0.10 0.05 0.18 0.18 0.05
Crit Moves: ****
Green/Cycle: 0.09 0.48 0.48 0.04 0.43 0.43 0.11 0.11 0.20 0.20 0.20 0.24
Volume/Cap: 0.56 0.90 0.90 0.69 0.56 0.56 0.90 0.90 0.24 0.90 0.90 0.19
Delay/Veh: 46.1 35.8 35.8 69.8 21.5 21.5 78.0 78.0 32.2 60.3 60.3 28.7
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: 46.1 35.8 35.8 69.8 21.5 21.5 78.0 78.0 32.2 60.3 60.3 28.7
LOS by Move: D D D E C C E E C E E C
DesignQueue: 4 21 21 2 13 13 9 9 3 15 15 3

Capacity Analysis Module:
Vol/Sat: 0.11 0.31 0.31 0.03 0.24 0.24 0.12 0.12 0.09 0.26 0.26 0.18
Crit Moves: ****
Green/Cycle: 0.13 0.35 0.35 0.05 0.27 0.27 0.13 0.13 0.26 0.29 0.29 0.33
Volume/Cap: 0.89 0.90 0.90 0.65 0.89 0.89 0.90 0.90 0.35 0.90 0.90 0.54
Delay/Veh: 70.3 43.9 43.9 57.5 49.1 49.1 69.2 69.2 26.2 47.8 47.8 24.2
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: 70.3 43.9 43.9 57.5 49.1 49.1 69.2 69.2 26.2 47.8 47.8 24.2
LOS by Move: E D D E D D E E C D D C
DesignQueue: 8 17 17 2 15 15 9 9 5 17 17 10

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat - Mitigation Measures
PM Peak Hour

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 #5 SR 49 / Randolph Dr.
Cycle (sec): 115 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #5 SR 49 / Randolph Dr.
Cycle (sec): 115 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and Randolph.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and Randolph.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for Saturation Flow Module.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for Saturation Flow Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat - Mitigation Measures
PM Peak Hour

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 #6 SR 49 / SR 16

Intersection #6 SR 49 / SR 16

Cycle (sec): 70
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.843
Average Delay (sec/veh): 23.9
Level Of Service: C

Cycle (sec): 65
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.823
Average Delay (sec/veh): 20.3
Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and SR 16.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 49 and SR 16.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for Saturation Flow Module.

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat for Saturation Flow Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat - Mitigation Measures
PM Peak Hour

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 #7 SR 124 / SR 16
Cycle (sec): 75 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Intersection #7 SR 124 / SR 16
Cycle (sec): 75 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 124 and SR 16.

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 124 and SR 16.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat - Mitigation Measures
PM Peak Hour

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 #13 Jackson Valley / SR 88
Cycle (sec): 120 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #13 Jackson Valley / SR 88
Cycle (sec): 100 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat - Mitigation Measures
PM Peak Hour

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 #14 SR 88 / Liberty Rd.

Intersection #14 SR 88 / Liberty Rd.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 32.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Cycle (sec): 85 Critical Vol./Cap.(X): 0.843
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 29.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns for Street Name (SR 88, Liberty), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Split Phase), Rights (Include, Ovl), and Lanes.

Table with columns for Street Name (SR 88, Liberty), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Split Phase), Rights (Include, Ovl), and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for various approaches.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for various approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat for various approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat for various approaches.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue for various approaches.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue for various approaches.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat - Mitigation Measures
PM Peak Hour

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 #17 SR 88 / Victor (SR 12 west)
Cycle (sec): 110 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #17 SR 88 / Victor (SR 12 west)
Cycle (sec): 95 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 28.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (west).

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for SR 88 and SR 12 (west).

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat - Mitigation Measures
PM Peak Hour

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 #18 SR 88 / Kettleman Ln.
Cycle (sec): 95
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.841
Average Delay (sec/veh): 34.7
Level Of Service: C

Intersection #18 SR 88 / Kettleman Ln.
Cycle (sec): 75
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.728
Average Delay (sec/veh): 24.8
Level Of Service: C

Street Name: SR 88 Kettleman
Approach: North Bound South Bound East Bound West Bound
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: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 1 1 0 2 0 0 1 0 0 0 1 0 0

Street Name: SR 88 Kettleman
Approach: North Bound South Bound East Bound West Bound
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: 4 7 7 4 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 1 1 0 2 0 0 1 0 0 0 1 0 0

Volume Module:
Base Vol: 28 666 11 33 1221 83 472 244 61 28 83 22
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 28 666 11 33 1221 83 472 244 61 28 83 22
Added Vol: 0 33 0 0 36 7 6 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 28 699 11 33 1257 90 478 244 61 28 83 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 30 744 12 35 1337 96 509 260 65 30 88 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 744 12 35 1337 96 509 260 65 30 88 23
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 744 12 35 1337 96 509 260 65 30 88 23

Volume Module:
Base Vol: 22 414 9 27 979 71 378 196 49 22 67 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 22 414 9 27 979 71 378 196 49 22 67 18
Added Vol: 0 54 0 0 54 11 11 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 22 468 9 27 1033 82 389 196 49 22 67 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: 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: 23 498 10 29 1099 87 414 209 52 23 71 19
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 23 498 10 29 1099 87 414 209 52 23 71 19
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 23 498 10 29 1099 87 414 209 52 23 71 19

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.93 0.93 0.89 0.88 0.88 0.92 0.97 0.97 0.97 0.97 0.97
Lanes: 1.00 0.98 0.02 1.00 1.87 0.13 2.00 0.80 0.20 0.21 0.62 0.17
Final Sat.: 1688 1745 27 1688 3118 223 3502 1474 369 387 1148 304

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 0.93 0.93 0.89 0.88 0.88 0.92 0.97 0.97 0.97 0.97 0.97
Lanes: 1.00 0.98 0.02 1.00 1.85 0.15 2.00 0.80 0.20 0.20 0.63 0.17
Final Sat.: 1688 1738 33 1688 3093 246 3502 1474 369 378 1151 309

Capacity Analysis Module:
Vol/Sat: 0.02 0.43 0.43 0.02 0.43 0.43 0.15 0.18 0.18 0.08 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.04 0.49 0.49 0.05 0.50 0.50 0.20 0.20 0.20 0.09 0.09 0.09
Volume/Cap: 0.42 0.87 0.87 0.43 0.86 0.86 0.71 0.86 0.86 0.86 0.86 0.86
Delay/Veh: 48.3 30.9 30.9 47.5 26.0 26.0 38.6 54.8 54.8 77.4 77.4 77.4
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: 48.3 30.9 30.9 47.5 26.0 26.0 38.6 54.8 54.8 77.4 77.4 77.4
LOS by Move: D C C D C C D D E E E
DesignQueue: 2 23 23 2 22 22 11 14 14 7 7 7

Capacity Analysis Module:
Vol/Sat: 0.01 0.29 0.29 0.02 0.36 0.36 0.12 0.14 0.14 0.06 0.06 0.06
Crit Moves: ****
Green/Cycle: 0.05 0.43 0.43 0.08 0.46 0.46 0.18 0.18 0.18 0.09 0.09 0.09
Volume/Cap: 0.26 0.66 0.66 0.21 0.78 0.78 0.65 0.78 0.78 0.66 0.66 0.66
Delay/Veh: 35.6 19.3 19.3 33.1 19.7 19.7 30.8 40.1 40.1 42.3 42.3 42.3
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: 35.6 19.3 19.3 33.1 19.7 19.7 30.8 40.1 40.1 42.3 42.3 42.3
LOS by Move: D B B C B B C D D D D
DesignQueue: 1 13 13 1 15 15 7 9 9 4 4 4

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat - Mitigation Measures
PM Peak Hour

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 Dillard / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 0.976
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 31.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Intersection #24 Dillard / SR 16
Cycle (sec): 120 Critical Vol./Cap.(X): 1.028
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 46.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name: Dillard SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ovl Include
Min. Green: 7 0 7 0 0 0 0 7 7 4 7 0
Lanes: 0 0 1 0 0 0 0 0 0 1 0 1 1 0 1 0 0

Street Name: Dillard SR 16
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Ovl Include
Min. Green: 7 0 7 0 0 0 0 7 7 4 7 0
Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 1 0 1 0 0

Volume Module:
Base Vol: 54 0 67 0 0 0 0 1077 129 100 581 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 54 0 67 0 0 0 0 1077 129 100 581 0
Added Vol: 0 0 1 0 0 0 0 0 101 0 2 111 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 54 0 68 0 0 0 0 1178 129 102 692 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 61 0 76 0 0 0 0 1324 145 115 778 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 61 0 76 0 0 0 0 1324 145 115 778 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 61 0 76 0 0 0 0 1324 145 115 778 0

Volume Module:
Base Vol: 66 0 118 0 0 0 0 1080 86 122 1110 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 66 0 118 0 0 0 0 1080 86 122 1110 0
Added Vol: 0 0 2 0 0 0 0 0 166 0 2 166 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 66 0 120 0 0 0 0 1246 86 124 1276 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 70 0 128 0 0 0 0 1326 91 132 1357 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 70 0 128 0 0 0 0 1326 91 132 1357 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 70 0 128 0 0 0 0 1326 91 132 1357 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 1.00 0.90 1.00 1.00 1.00 1.00 0.95 0.81 0.90 0.95 1.00
Lanes: 0.44 0.00 0.56 0.00 0.00 0.00 0.00 1.00 1.00 1.00 1.00 0.00
Final Sat.: 761 0 958 0 0 0 0 1809 1537 1718 1809 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 1.00 0.90 1.00 1.00 1.00 1.00 0.95 0.81 0.90 0.95 1.00
Lanes: 0.35 0.00 0.65 0.00 0.00 0.00 0.00 1.00 1.00 1.00 1.00 0.00
Final Sat.: 605 0 1100 0 0 0 0 1809 1537 1718 1809 0

Capacity Analysis Module:
Vol/Sat: 0.08 0.00 0.08 0.00 0.00 0.00 0.00 0.73 0.09 0.07 0.43 0.00
Crit Moves: ****
Green/Cycle: 0.08 0.00 0.08 0.00 0.00 0.00 0.00 0.75 0.83 0.07 0.82 0.00
Volume/Cap: 0.98 0.00 0.98 0.00 0.00 0.00 0.00 0.98 0.11 0.98 0.53 0.00
Delay/Veh: 123.3 0.0 123.3 0.0 0.0 0.0 0.0 32.8 1.9 131.0 3.8 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 123.3 0.0 123.3 0.0 0.0 0.0 0.0 32.8 1.9 131.0 3.8 0.0
LOS by Move: F A F A A A A C A F A A
DesignQueue: 9 0 9 0 0 0 0 27 2 7 11 0

Capacity Analysis Module:
Vol/Sat: 0.12 0.00 0.12 0.00 0.00 0.00 0.00 0.73 0.06 0.08 0.75 0.00
Crit Moves: ****
Green/Cycle: 0.11 0.00 0.11 0.00 0.00 0.00 0.00 0.71 0.83 0.07 0.79 0.00
Volume/Cap: 1.03 0.00 1.03 0.00 0.00 0.00 0.00 1.03 0.07 1.03 0.95 0.00
Delay/Veh: 125.8 0.0 125.8 0.0 0.0 0.0 0.0 49.9 2.0 142.8 25.1 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: 125.8 0.0 125.8 0.0 0.0 0.0 0.0 49.9 2.0 142.8 25.1 0.0
LOS by Move: F A F A A A A D A F C A
DesignQueue: 12 0 12 0 0 0 0 31 1 8 24 0

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat - Mitigation Measures
PM Peak Hour

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 #26 Grant Line / SR 16
Cycle (sec): 90
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.823
Average Delay (sec/veh): 36.2
Level Of Service: D

Intersection #26 Grant Line / SR 16
Cycle (sec): 115
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.904
Average Delay (sec/veh): 33.5
Level Of Service: C

Table with columns: Street Name, Grant Line, SR 16, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows include North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Grant Line, SR 16, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows include North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat - Mitigation Measures
PM Peak Hour

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 #27 Sunrise / SR 16
Cycle (sec): 70
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.791
Average Delay (sec/veh): 29.0
Level Of Service: C

Intersection #27 Sunrise / SR 16
Cycle (sec): 110
Loss Time (sec): 16 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.933
Average Delay (sec/veh): 38.7
Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North, South, East, West bounds.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat - Mitigation Measures
PM Peak Hour

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 #29 Bradshwa / SR 16

Intersection #29 Bradshwa / SR 16

Cycle (sec): 120 Critical Vol./Cap.(X): 1.073
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 78.8
Optimal Cycle: OPTIMIZED Level Of Service: E

Cycle (sec): 60 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 24.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat - Mitigation Measures
PM Peak Hour

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 #38 SR 49 / Pleasant Valley
Cycle (sec): 110 Critical Vol./Cap.(X): 1.043
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 69.4
Optimal Cycle: OPTIMIZED Level Of Service: E

Intersection #38 SR 49 / Pleasant Valley
Cycle (sec): 70 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 30.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns: Street Name, SR 49, Pleasant Valley, Approach, North Bound, South Bound, East Bound, West Bound, Movement, Control, Rights, Min. Green, Lanes.

Table with columns: Street Name, SR 49, Pleasant Valley, Approach, North Bound, South Bound, East Bound, West Bound, Movement, Control, Rights, Min. Green, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat - Mitigation Measures
PM Peak Hour

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 #39 Elliott / SR 88 (N)
Cycle (sec): 90
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.942
Average Delay (sec/veh): 33.9
Level Of Service: C

Intersection #39 Elliott / SR 88 (N)
Cycle (sec): 60
Loss Time (sec): 12 (Y+R=4.0 sec)
Optimal Cycle: OPTIMIZED
Critical Vol./Cap.(X): 0.848
Average Delay (sec/veh): 20.0
Level Of Service: C

Street Name: Elliott SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Split Phase Split Phase
Rights: Include Include Include Ovl
Min. Green: 5 5 0 0 5 5 0 0 0 7 7 7
Lanes: 0 1 0 0 0 0 0 1 1 0 0 0 0 0 1 0 2 0 1

Street Name: Elliott SR 88
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Split Phase Split Phase
Rights: Include Include Include Ovl
Min. Green: 5 5 0 0 5 5 0 0 0 7 7 7
Lanes: 0 1 0 0 0 0 0 1 1 0 0 0 0 0 0 1 0 2 0 1

Volume Module:
Base Vol: 25 102 0 0 880 220 0 0 0 66 1476 132
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 102 0 0 880 220 0 0 0 66 1476 132
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: 25 102 0 0 880 220 0 0 0 66 1476 132
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 27 111 0 0 957 239 0 0 0 72 1604 143
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 27 111 0 0 957 239 0 0 0 72 1604 143
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 27 111 0 0 957 239 0 0 0 72 1604 143

Volume Module:
Base Vol: 20 83 0 0 720 180 0 0 0 54 1239 108
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 83 0 0 720 180 0 0 0 54 1239 108
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 83 0 0 720 180 0 0 0 54 1239 108
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 22 90 0 0 783 196 0 0 0 59 1347 117
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 22 90 0 0 783 196 0 0 0 59 1347 117
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 22 90 0 0 783 196 0 0 0 59 1347 117

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.54 0.54 1.00 1.00 0.92 0.92 1.00 1.00 1.00 0.79 0.89 0.79
Lanes: 0.20 0.80 0.00 0.00 1.60 0.40 0.00 0.00 0.00 1.00 2.00 1.00
Final Sat.: 201 821 0 0 2801 700 0 0 0 1510 3375 1510

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.76 0.76 1.00 1.00 0.92 0.92 1.00 1.00 1.00 0.79 0.89 0.79
Lanes: 0.19 0.81 0.00 0.00 1.60 0.40 0.00 0.00 0.00 1.00 2.00 1.00
Final Sat.: 280 1161 0 0 2801 700 0 0 0 1510 3375 1510

Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.00 0.00 0.34 0.34 0.00 0.00 0.00 0.05 0.48 0.10
Crit Moves: ****
Green/Cycle: 0.36 0.36 0.00 0.00 0.36 0.36 0.00 0.00 0.00 0.50 0.50 0.50
Volume/Cap: 0.37 0.37 0.00 0.00 0.94 0.94 0.00 0.00 0.00 0.09 0.94 0.19
Delay/Veh: 21.8 21.8 0.0 0.0 41.6 41.6 0.0 0.0 0.0 11.7 32.1 12.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 21.8 21.8 0.0 0.0 41.6 41.6 0.0 0.0 0.0 11.7 32.1 12.3
LOS by Move: C C A A D D A A A B C B
DesignQueue: 4 4 0 0 22 22 0 0 0 2 24 4

Capacity Analysis Module:
Vol/Sat: 0.08 0.08 0.00 0.00 0.28 0.28 0.00 0.00 0.00 0.04 0.40 0.08
Crit Moves: ****
Green/Cycle: 0.33 0.33 0.00 0.00 0.33 0.33 0.00 0.00 0.00 0.47 0.47 0.47
Volume/Cap: 0.24 0.24 0.00 0.00 0.85 0.85 0.00 0.00 0.00 0.08 0.85 0.17
Delay/Veh: 14.9 14.9 0.0 0.0 24.8 24.8 0.0 0.0 0.0 8.8 18.5 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: 14.9 14.9 0.0 0.0 24.8 24.8 0.0 0.0 0.0 8.8 18.5 9.2
LOS by Move: B B A A C C A A A A B A
DesignQueue: 3 3 0 0 12 12 0 0 0 1 14 2

Note: Queue reported is the number of cars per lane.

Note: Queue reported is the number of cars per lane.

Ione Casino
Cumulative + Alt D - Fri - Mitigation Measures
PM Peak Hour

Ione Casino
Cumulative + Alt D - Sat - Mitigation Measures
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #100 SR 49 / Project Service Access

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[21.2]

Street Name: SR 49 Project Service Access

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 1! 0 0

Volume Module:

Base Vol: 0 794 0 0 518 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: 0 794 0 0 518 0 0 0 0 0 0 0 0 0 0
Added Vol: 0 124 83 26 137 0 0 0 0 91 0 28
PasserByVol: 0 -11 11 10 91 0 0 0 0 10 0 11
Initial Fut: 0 907 94 36 746 0 0 0 0 101 0 39
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 0 1031 107 41 848 0 0 0 0 115 0 44
Reduct Vol: 0 0 0 0 0 0 0 0 0 115 0 0
FinalVolume: 0 1031 107 41 848 0 0 0 0 0 0 44

Critical Gap Module:

Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3

Capacity Module:

Cnflct Vol: xxxx xxxx xxxxx 1138 xxxx xxxxx xxxx xxxx xxxxx 2014 2014 1084
Potent Cap.: xxxx xxxx xxxxx 622 xxxx xxxxx xxxx xxxx xxxxx 65 59 266
Move Cap.: xxxx xxxx xxxxx 622 xxxx xxxxx xxxx xxxx xxxxx 62 56 266
Volume/Cap: xxxx xxxx xxxxx 0.07 xxxx xxxxx xxxx xxxx xxxxx 0.00 0.00 0.17

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx 0.2 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 11.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * B *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 266 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.6 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 21.2 xxxxx
Shared LOS: *
ApproachDel: xxxxxx xxxxxx xxxxxx 21.2
ApproachLOS: *

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #100 SR 49 / Project Service Access

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[19.5]

Street Name: SR 49 Project Service Access

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 1! 0 0

Volume Module:

Base Vol: 0 578 0 0 521 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: 0 578 0 0 521 0 0 0 0 0 0 0 0 0 0
Added Vol: 0 205 136 42 205 0 0 0 0 136 0 42
PasserByVol: 0 -17 17 16 136 0 0 0 0 16 0 17
Initial Fut: 0 766 153 58 862 0 0 0 0 152 0 59
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume: 0 870 174 66 980 0 0 0 0 173 0 67
Reduct Vol: 0 0 0 0 0 0 0 0 0 173 0 0
FinalVolume: 0 870 174 66 980 0 0 0 0 0 0 67

Critical Gap Module:

Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3

Capacity Module:

Cnflct Vol: xxxx xxxx xxxxx 1044 xxxx xxxxx xxxx xxxx xxxxx 2069 2069 957
Potent Cap.: xxxx xxxx xxxxx 674 xxxx xxxxx xxxx xxxx xxxxx 60 55 315
Move Cap.: xxxx xxxx xxxxx 674 xxxx xxxxx xxxx xxxx xxxxx 56 50 315
Volume/Cap: xxxx xxxx xxxxx 0.10 xxxx xxxxx xxxx xxxx xxxxx 0.00 0.00 0.21

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx 0.3 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 10.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * B *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 315 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.8 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 19.5 xxxxx
Shared LOS: *
ApproachDel: xxxxxx xxxxxx xxxxxx 19.5
ApproachLOS: *

Note: Queue reported is the number of cars per lane.



APPENDIX A

Traffic Counts

All Traffic Data

(916) 771-8700
F(916) 786-2879

AMADOR COUNTY

File Name : 1F
Site Code : 00000000
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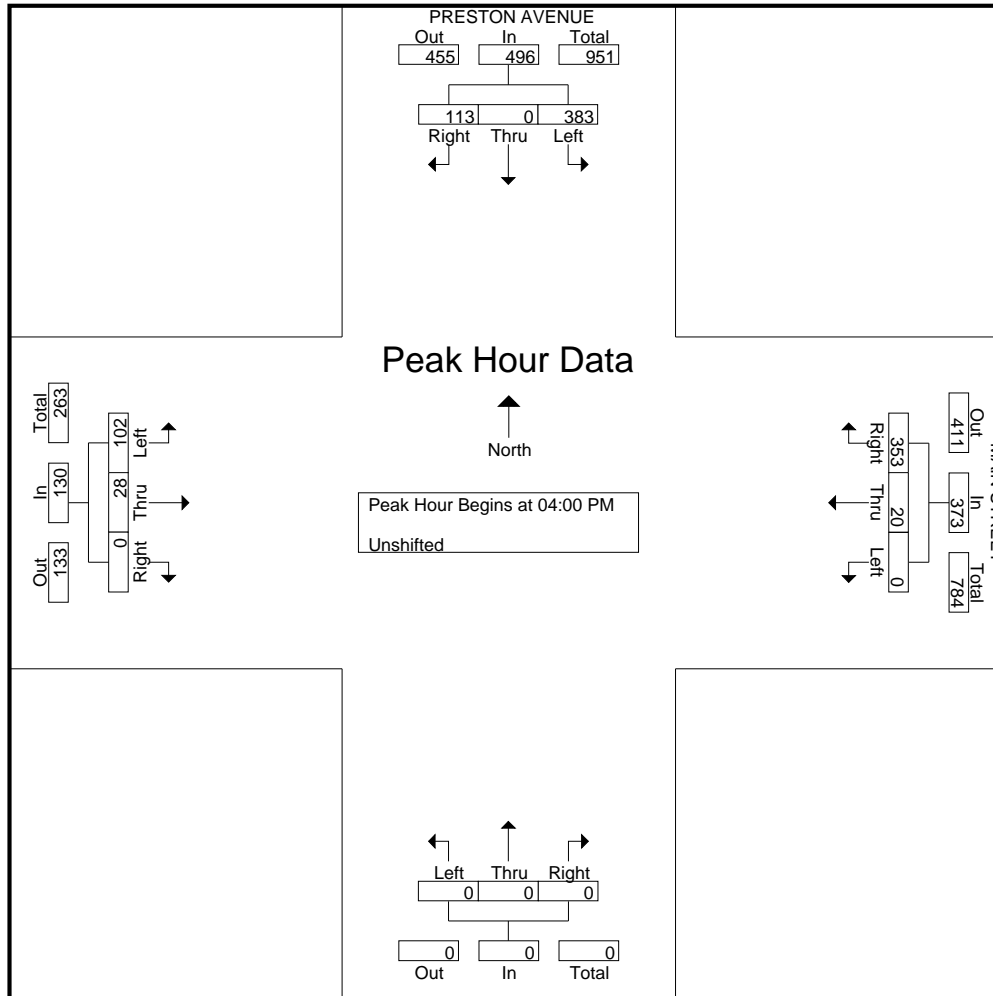
Start Time	PRESTON AVENUE Southbound				MAIN STREET Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	97	0	21	118	0	3	83	86	0	0	0	0	29	8	0	37	241
04:15 PM	101	0	46	147	0	5	104	109	0	0	0	0	26	9	0	35	291
04:30 PM	104	0	24	128	0	8	81	89	0	0	0	0	22	4	0	26	243
04:45 PM	81	0	22	103	0	4	85	89	0	0	0	0	25	7	0	32	224
Total	383	0	113	496	0	20	353	373	0	0	0	0	102	28	0	130	999
05:00 PM	82	0	22	104	0	5	84	89	0	0	0	0	16	8	0	24	217
05:15 PM	93	0	22	115	0	2	80	82	0	0	0	0	19	3	0	22	219
05:30 PM	65	0	8	73	0	2	81	83	0	0	0	0	17	4	0	21	177
05:45 PM	69	0	18	87	0	2	75	77	0	0	0	0	8	3	0	11	175
Total	309	0	70	379	0	11	320	331	0	0	0	0	60	18	0	78	788
Grand Total	692	0	183	875	0	31	673	704	0	0	0	0	162	46	0	208	1787
Apprch %	79.1	0	20.9		0	4.4	95.6		0	0	0		77.9	22.1	0		
Total %	38.7	0	10.2	49	0	1.7	37.7	39.4	0	0	0	0	9.1	2.6	0	11.6	

Start Time	PRESTON AVENUE Southbound				MAIN STREET Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	97	0	21	118	0	3	83	86	0	0	0	0	29	8	0	37	241
04:15 PM	101	0	46	147	0	5	104	109	0	0	0	0	26	9	0	35	291
04:30 PM	104	0	24	128	0	8	81	89	0	0	0	0	22	4	0	26	243
04:45 PM	81	0	22	103	0	4	85	89	0	0	0	0	25	7	0	32	224
Total Volume	383	0	113	496	0	20	353	373	0	0	0	0	102	28	0	130	999
% App. Total	77.2	0	22.8		0	5.4	94.6		0	0	0		78.5	21.5	0		
PHF	.921	.000	.614	.844	.000	.625	.849	.856	.000	.000	.000	.000	.879	.778	.000	.878	.858

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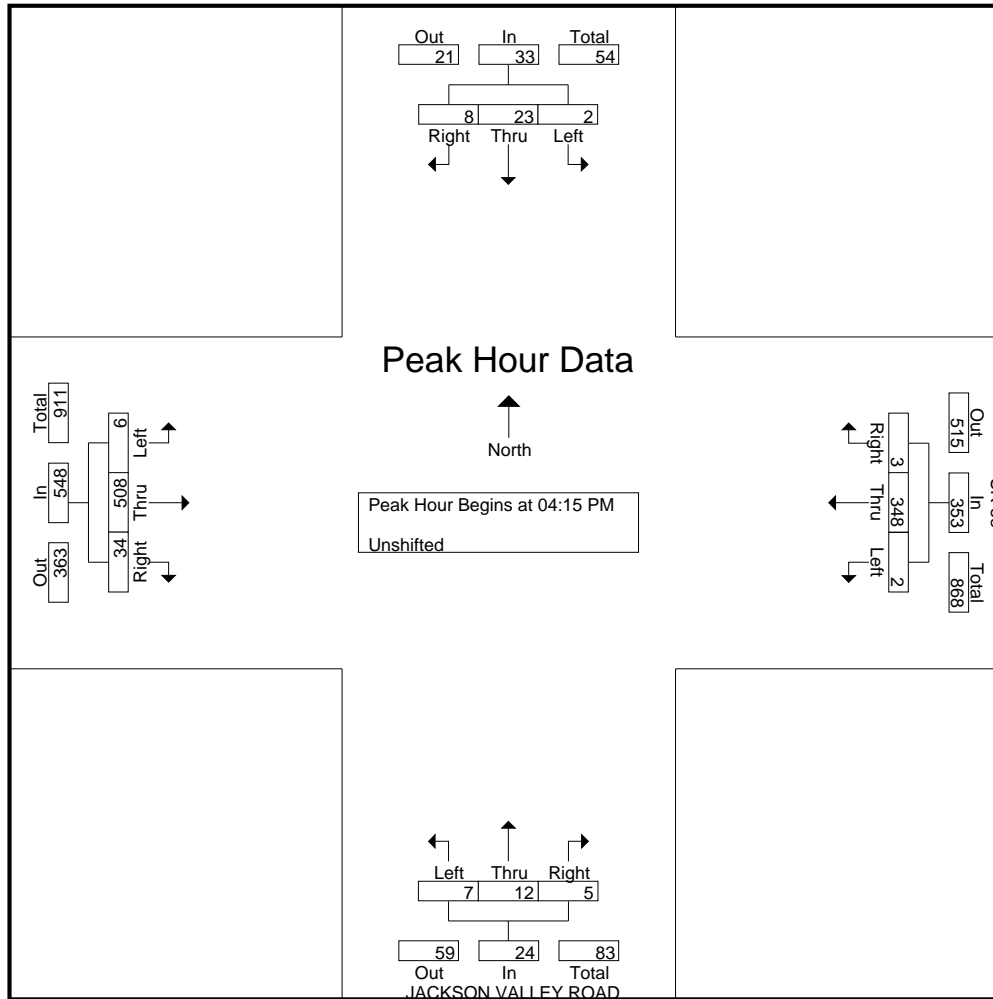
Start Time	Southbound				SR 88 Westbound				JACKSON VALLEY ROAD Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	7	2	10	1	79	1	81	5	1	1	7	2	109	6	117	215
04:15 PM	1	6	3	10	1	83	0	84	3	4	2	9	1	126	8	135	238
04:30 PM	0	4	0	4	0	97	1	98	2	2	1	5	2	135	9	146	253
04:45 PM	1	5	3	9	1	80	1	82	0	1	1	2	1	112	8	121	214
Total	3	22	8	33	3	339	3	345	10	8	5	23	6	482	31	519	920
05:00 PM	0	8	2	10	0	88	1	89	2	5	1	8	2	135	9	146	253
05:15 PM	1	2	5	8	0	93	1	94	1	0	2	3	1	118	6	125	230
05:30 PM	0	3	1	4	1	67	0	68	5	2	7	14	1	146	10	157	243
05:45 PM	0	4	2	6	0	74	1	75	3	2	1	6	1	127	0	128	215
Total	1	17	10	28	1	322	3	326	11	9	11	31	5	526	25	556	941
Grand Total	4	39	18	61	4	661	6	671	21	17	16	54	11	1008	56	1075	1861
Apprch %	6.6	63.9	29.5		0.6	98.5	0.9		38.9	31.5	29.6		1	93.8	5.2		
Total %	0.2	2.1	1	3.3	0.2	35.5	0.3	36.1	1.1	0.9	0.9	2.9	0.6	54.2	3	57.8	

Start Time	Southbound				SR 88 Westbound				JACKSON VALLEY ROAD Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	6	3	10	1	83	0	84	3	4	2	9	1	126	8	135	238
04:30 PM	0	4	0	4	0	97	1	98	2	2	1	5	2	135	9	146	253
04:45 PM	1	5	3	9	1	80	1	82	0	1	1	2	1	112	8	121	214
05:00 PM	0	8	2	10	0	88	1	89	2	5	1	8	2	135	9	146	253
Total Volume	2	23	8	33	2	348	3	353	7	12	5	24	6	508	34	548	958
% App. Total	6.1	69.7	24.2		0.6	98.6	0.8		29.2	50	20.8		1.1	92.7	6.2		
PHF	.500	.719	.667	.825	.500	.897	.750	.901	.583	.600	.625	.667	.750	.941	.944	.938	.947

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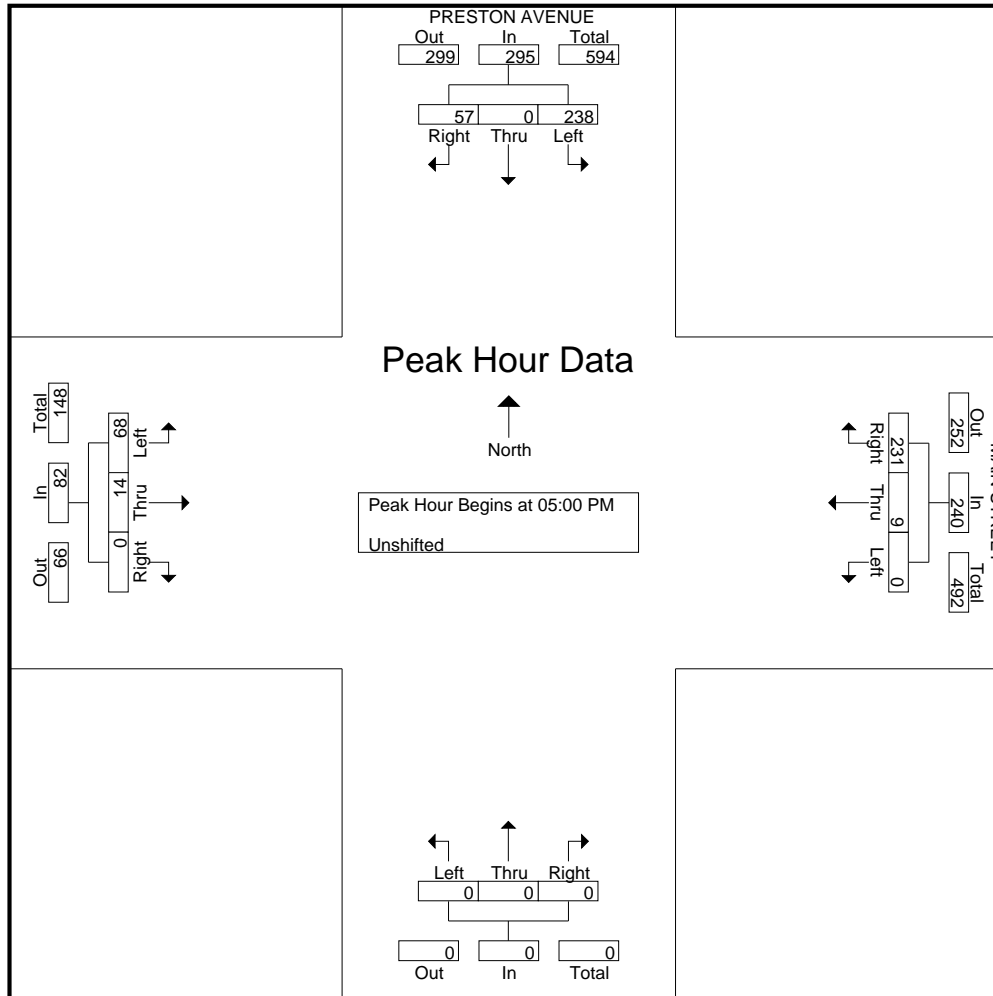
Start Time	PRESTON AVENUE Southbound				MAIN STREET Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	72	0	9	81	0	2	68	70	0	0	0	0	10	1	0	11	162
04:15 PM	80	0	6	86	0	0	67	67	0	0	0	0	7	3	0	10	163
04:30 PM	51	0	9	60	0	3	59	62	0	0	0	0	8	2	0	10	132
04:45 PM	67	0	20	87	0	3	57	60	0	0	0	0	9	1	0	10	157
Total	270	0	44	314	0	8	251	259	0	0	0	0	34	7	0	41	614
05:00 PM	59	0	15	74	0	2	53	55	0	0	0	0	12	3	0	15	144
05:15 PM	57	0	15	72	0	1	53	54	0	0	0	0	18	2	0	20	146
05:30 PM	53	0	13	66	0	3	64	67	0	0	0	0	16	5	0	21	154
05:45 PM	69	0	14	83	0	3	61	64	0	0	0	0	22	4	0	26	173
Total	238	0	57	295	0	9	231	240	0	0	0	0	68	14	0	82	617
Grand Total	508	0	101	609	0	17	482	499	0	0	0	0	102	21	0	123	1231
Apprch %	83.4	0	16.6		0	3.4	96.6		0	0	0		82.9	17.1	0		
Total %	41.3	0	8.2	49.5	0	1.4	39.2	40.5	0	0	0	0	8.3	1.7	0	10	

Start Time	PRESTON AVENUE Southbound				MAIN STREET Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	59	0	15	74	0	2	53	55	0	0	0	0	12	3	0	15	144
05:15 PM	57	0	15	72	0	1	53	54	0	0	0	0	18	2	0	20	146
05:30 PM	53	0	13	66	0	3	64	67	0	0	0	0	16	5	0	21	154
05:45 PM	69	0	14	83	0	3	61	64	0	0	0	0	22	4	0	26	173
Total Volume	238	0	57	295	0	9	231	240	0	0	0	0	68	14	0	82	617
% App. Total	80.7	0	19.3		0	3.8	96.2		0	0	0		82.9	17.1	0		
PHF	.862	.000	.950	.889	.000	.750	.902	.896	.000	.000	.000	.000	.773	.700	.000	.788	.892

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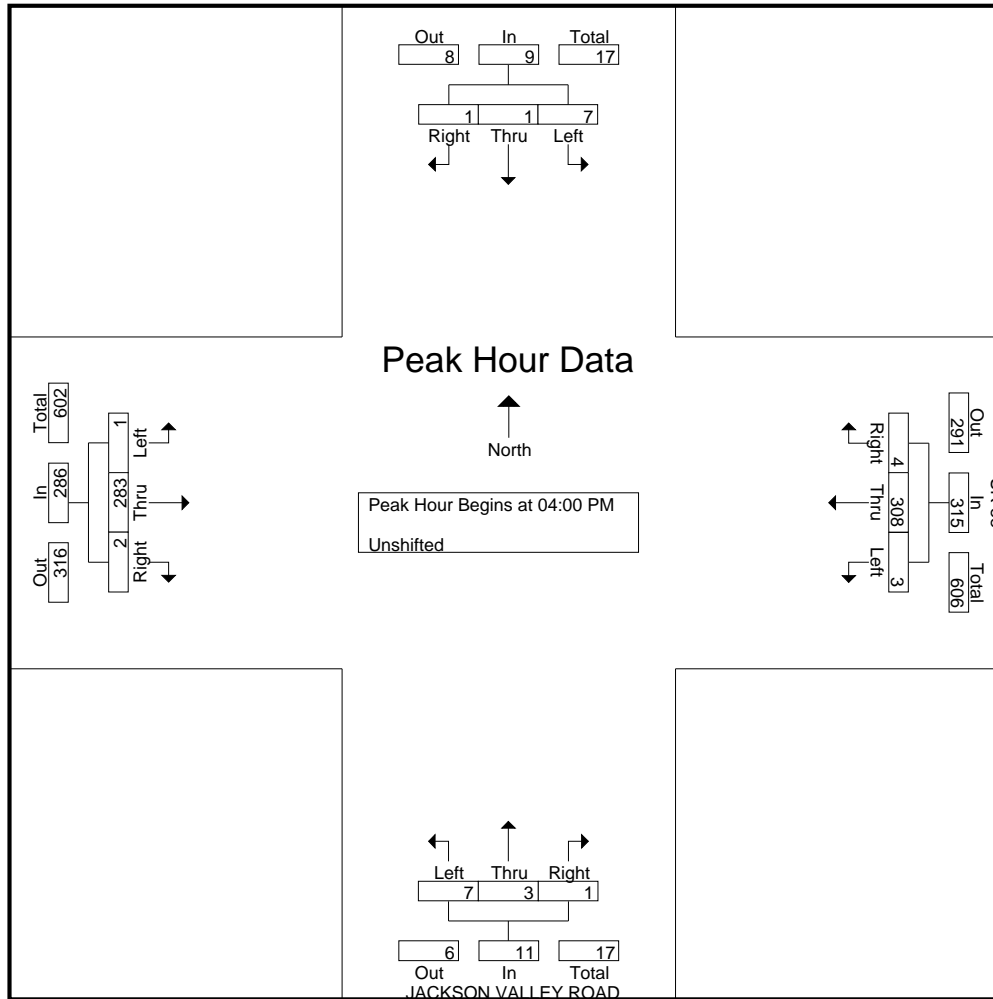
Start Time	Southbound				SR 88 Westbound				JACKSON VALLEY ROAD Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	0	0	1	1	74	0	75	2	0	0	2	0	71	0	71	149
04:15 PM	2	0	0	2	1	93	0	94	1	0	0	1	1	77	0	78	175
04:30 PM	3	0	0	3	1	66	1	68	4	3	1	8	0	75	1	76	155
04:45 PM	1	1	1	3	0	75	3	78	0	0	0	0	0	60	1	61	142
Total	7	1	1	9	3	308	4	315	7	3	1	11	1	283	2	286	621
05:00 PM	5	0	1	6	1	72	3	76	1	2	1	4	0	60	2	62	148
05:15 PM	0	1	2	3	0	62	3	65	2	0	1	3	0	56	0	56	127
05:30 PM	1	0	1	2	4	62	2	68	2	4	1	7	1	71	1	73	150
05:45 PM	2	1	0	3	0	69	4	73	0	1	0	1	2	68	0	70	147
Total	8	2	4	14	5	265	12	282	5	7	3	15	3	255	3	261	572
Grand Total	15	3	5	23	8	573	16	597	12	10	4	26	4	538	5	547	1193
Apprch %	65.2	13	21.7		1.3	96	2.7		46.2	38.5	15.4		0.7	98.4	0.9		
Total %	1.3	0.3	0.4	1.9	0.7	48	1.3	50	1	0.8	0.3	2.2	0.3	45.1	0.4	45.9	

Start Time	Southbound				SR 88 Westbound				JACKSON VALLEY ROAD Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	0	0	1	1	74	0	75	2	0	0	2	0	71	0	71	149
04:15 PM	2	0	0	2	1	93	0	94	1	0	0	1	1	77	0	78	175
04:30 PM	3	0	0	3	1	66	1	68	4	3	1	8	0	75	1	76	155
04:45 PM	1	1	1	3	0	75	3	78	0	0	0	0	0	60	1	61	142
Total Volume	7	1	1	9	3	308	4	315	7	3	1	11	1	283	2	286	621
% App. Total	77.8	11.1	11.1		1	97.8	1.3		63.6	27.3	9.1		0.3	99	0.7		
PHF	.583	.250	.250	.750	.750	.828	.333	.838	.438	.250	.250	.344	.250	.919	.500	.917	.887

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Start Time	SR 49 Southbound				RANDOLPH DR. Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	5	62	5	72	0	0	1	1	2	101	1	104	4	0	4	8	185
04:15 PM	8	50	3	61	0	0	6	6	1	103	1	105	3	0	0	3	175
04:30 PM	6	74	7	87	1	1	4	6	2	85	1	88	4	0	2	6	187
04:45 PM	2	62	4	68	0	1	5	6	3	77	0	80	3	0	2	5	159
Total	21	248	19	288	1	2	16	19	8	366	3	377	14	0	8	22	706
05:00 PM	7	59	0	66	1	0	4	5	2	79	3	84	4	0	2	6	161
05:15 PM	3	65	3	71	2	1	0	3	2	92	0	94	1	0	2	3	171
05:30 PM	4	65	2	71	0	0	6	6	2	73	1	76	1	0	1	2	155
05:45 PM	1	56	3	60	0	0	2	2	3	81	2	86	6	0	3	9	157
Total	15	245	8	268	3	1	12	16	9	325	6	340	12	0	8	20	644
Grand Total	36	493	27	556	4	3	28	35	17	691	9	717	26	0	16	42	1350
Apprch %	6.5	88.7	4.9		11.4	8.6	80		2.4	96.4	1.3		61.9	0	38.1		
Total %	2.7	36.5	2	41.2	0.3	0.2	2.1	2.6	1.3	51.2	0.7	53.1	1.9	0	1.2	3.1	

Start Time	SR 49 Southbound				RANDOLPH DR. Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	5	62	5	72	0	0	1	1	2	101	1	104	4	0	4	8	185
04:15 PM	8	50	3	61	0	0	6	6	1	103	1	105	3	0	0	3	175
04:30 PM	6	74	7	87	1	1	4	6	2	85	1	88	4	0	2	6	187
04:45 PM	2	62	4	68	0	1	5	6	3	77	0	80	3	0	2	5	159
Total Volume	21	248	19	288	1	2	16	19	8	366	3	377	14	0	8	22	706
% App. Total	7.3	86.1	6.6		5.3	10.5	84.2		2.1	97.1	0.8		63.6	0	36.4		
PHF	.656	.838	.679	.828	.250	.500	.667	.792	.667	.888	.750	.898	.875	.000	.500	.688	.944

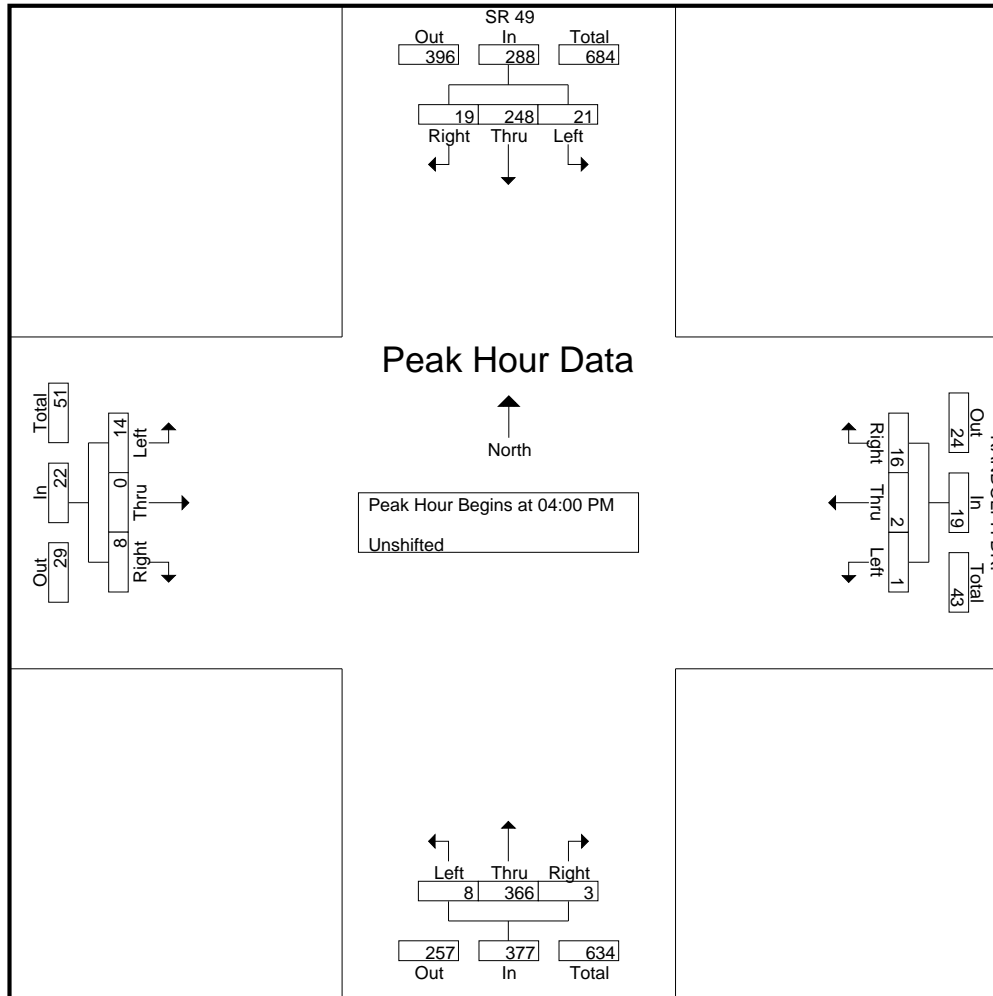
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

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SAN JOAQUIN COUNTY

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Start Time	SR 88 Southbound				TULLY ROAD Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	140	5	147	6	4	7	17	13	153	11	177	11	5	15	31	372
04:15 PM	4	114	9	127	18	8	9	35	18	144	12	174	8	7	22	37	373
04:30 PM	3	114	7	124	11	7	8	26	12	138	5	155	7	13	15	35	340
04:45 PM	3	117	9	129	12	9	5	26	16	142	11	169	6	9	16	31	355
Total	12	485	30	527	47	28	29	104	59	577	39	675	32	34	68	134	1440
05:00 PM	8	122	10	140	11	6	2	19	15	138	8	161	13	3	16	32	352
05:15 PM	4	128	5	137	6	9	5	20	19	138	14	171	7	9	19	35	363
05:30 PM	2	115	4	121	7	3	7	17	13	114	8	135	5	10	15	30	303
05:45 PM	6	91	6	103	12	8	10	30	12	121	6	139	10	10	12	32	304
Total	20	456	25	501	36	26	24	86	59	511	36	606	35	32	62	129	1322
Grand Total	32	941	55	1028	83	54	53	190	118	1088	75	1281	67	66	130	263	2762
Apprch %	3.1	91.5	5.4		43.7	28.4	27.9		9.2	84.9	5.9		25.5	25.1	49.4		
Total %	1.2	34.1	2	37.2	3	2	1.9	6.9	4.3	39.4	2.7	46.4	2.4	2.4	4.7	9.5	

Start Time	SR 88 Southbound				TULLY ROAD Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	140	5	147	6	4	7	17	13	153	11	177	11	5	15	31	372
04:15 PM	4	114	9	127	18	8	9	35	18	144	12	174	8	7	22	37	373
04:30 PM	3	114	7	124	11	7	8	26	12	138	5	155	7	13	15	35	340
04:45 PM	3	117	9	129	12	9	5	26	16	142	11	169	6	9	16	31	355
Total Volume	12	485	30	527	47	28	29	104	59	577	39	675	32	34	68	134	1440
% App. Total	2.3	92	5.7		45.2	26.9	27.9		8.7	85.5	5.8		23.9	25.4	50.7		
PHF	.750	.866	.833	.896	.653	.778	.806	.743	.819	.943	.813	.953	.727	.654	.773	.905	.965

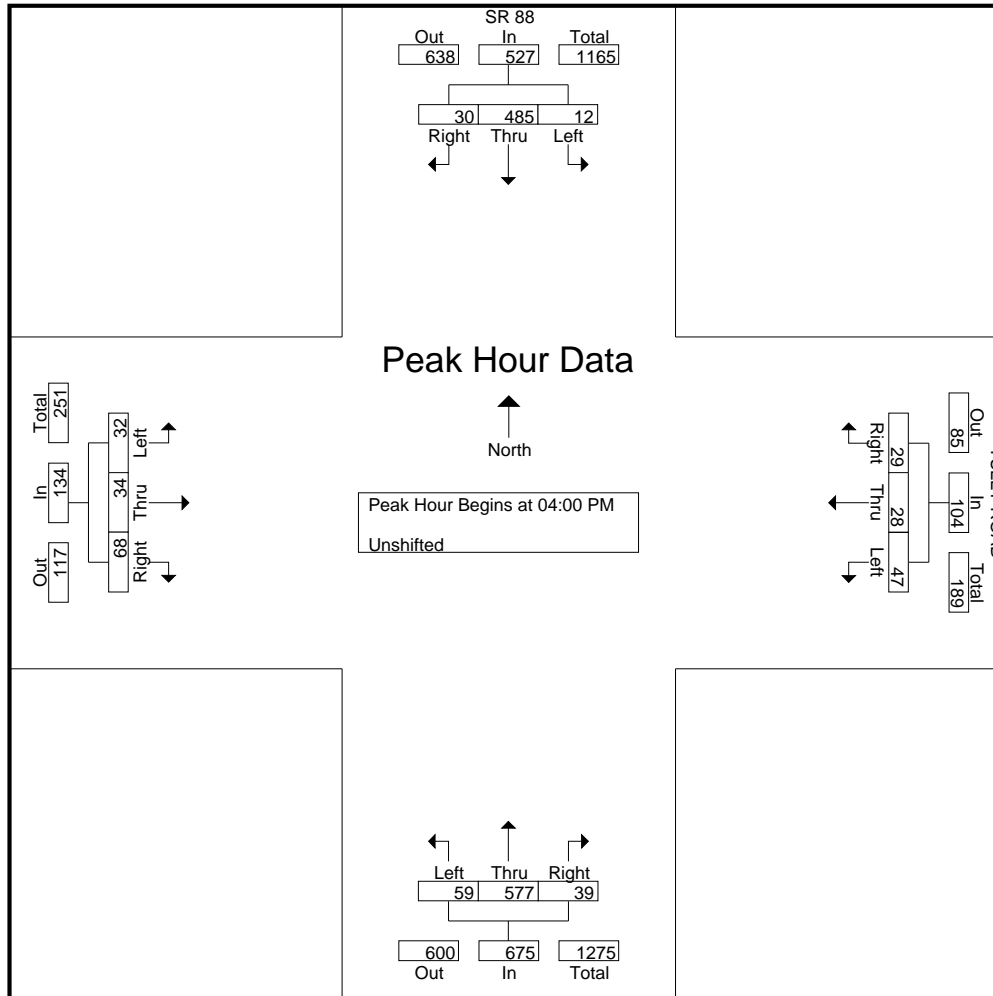
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

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SAN JOAQUIN COUNTY

File Name : 4F
Site Code : 00000000
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Start Time	SR 88 Southbound				TULLY ROAD Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	5	148	9	162	10	9	11	30	12	209	13	234	9	8	11	28	454
04:15 PM	6	152	10	168	11	11	12	34	14	211	14	239	10	12	8	30	471
04:30 PM	7	149	8	164	19	8	5	32	10	207	16	233	13	7	21	41	470
04:45 PM	3	134	8	145	14	9	9	32	14	207	7	228	17	10	21	48	453
Total	21	583	35	639	54	37	37	128	50	834	50	934	49	37	61	147	1848
05:00 PM	4	115	4	123	7	9	12	28	15	199	18	232	16	12	22	50	433
05:15 PM	6	130	12	148	12	10	11	33	11	219	10	240	10	9	20	39	460
05:30 PM	5	126	13	144	17	9	10	36	19	188	18	225	7	6	15	28	433
05:45 PM	6	117	8	131	14	9	9	32	15	168	31	214	5	8	12	25	402
Total	21	488	37	546	50	37	42	129	60	774	77	911	38	35	69	142	1728
Grand Total	42	1071	72	1185	104	74	79	257	110	1608	127	1845	87	72	130	289	3576
Apprch %	3.5	90.4	6.1		40.5	28.8	30.7		6	87.2	6.9		30.1	24.9	45		
Total %	1.2	29.9	2	33.1	2.9	2.1	2.2	7.2	3.1	45	3.6	51.6	2.4	2	3.6	8.1	

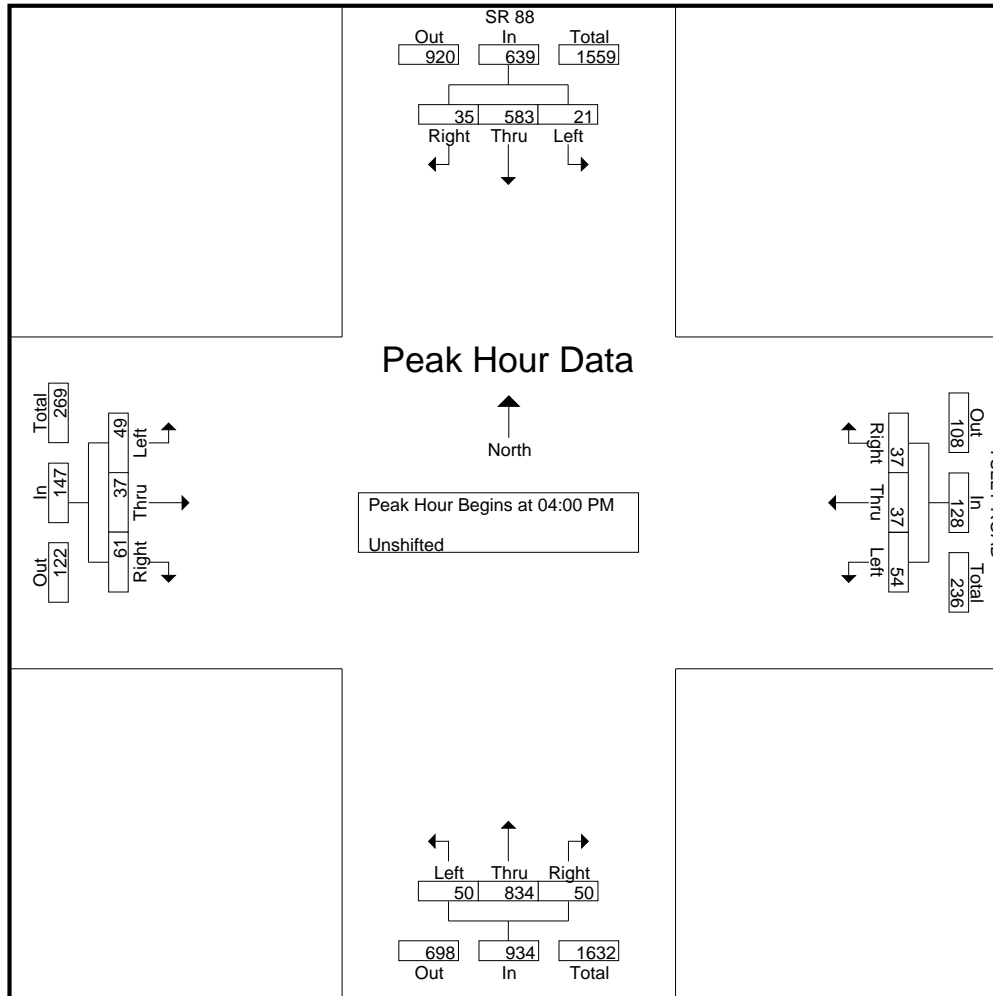
Start Time	SR 88 Southbound				TULLY ROAD Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	5	148	9	162	10	9	11	30	12	209	13	234	9	8	11	28	454
04:15 PM	6	152	10	168	11	11	12	34	14	211	14	239	10	12	8	30	471
04:30 PM	7	149	8	164	19	8	5	32	10	207	16	233	13	7	21	41	470
04:45 PM	3	134	8	145	14	9	9	32	14	207	7	228	17	10	21	48	453
Total Volume	21	583	35	639	54	37	37	128	50	834	50	934	49	37	61	147	1848
% App. Total	3.3	91.2	5.5		42.2	28.9	28.9		5.4	89.3	5.4		33.3	25.2	41.5		
PHF	.750	.959	.875	.951	.711	.841	.771	.941	.893	.988	.781	.977	.721	.771	.726	.766	.981

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:00 PM

All Traffic Data

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F(916) 786-2879

File Name : 4F
Site Code : 00000000
Start Date : 8/8/2008
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All Traffic Data

(916) 771-8700
F(916) 786-2879

SAN JOAQUIN COUNTY

File Name : 3S
Site Code : 00000000
Start Date : 8/9/2008
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Groups Printed- Unshifted

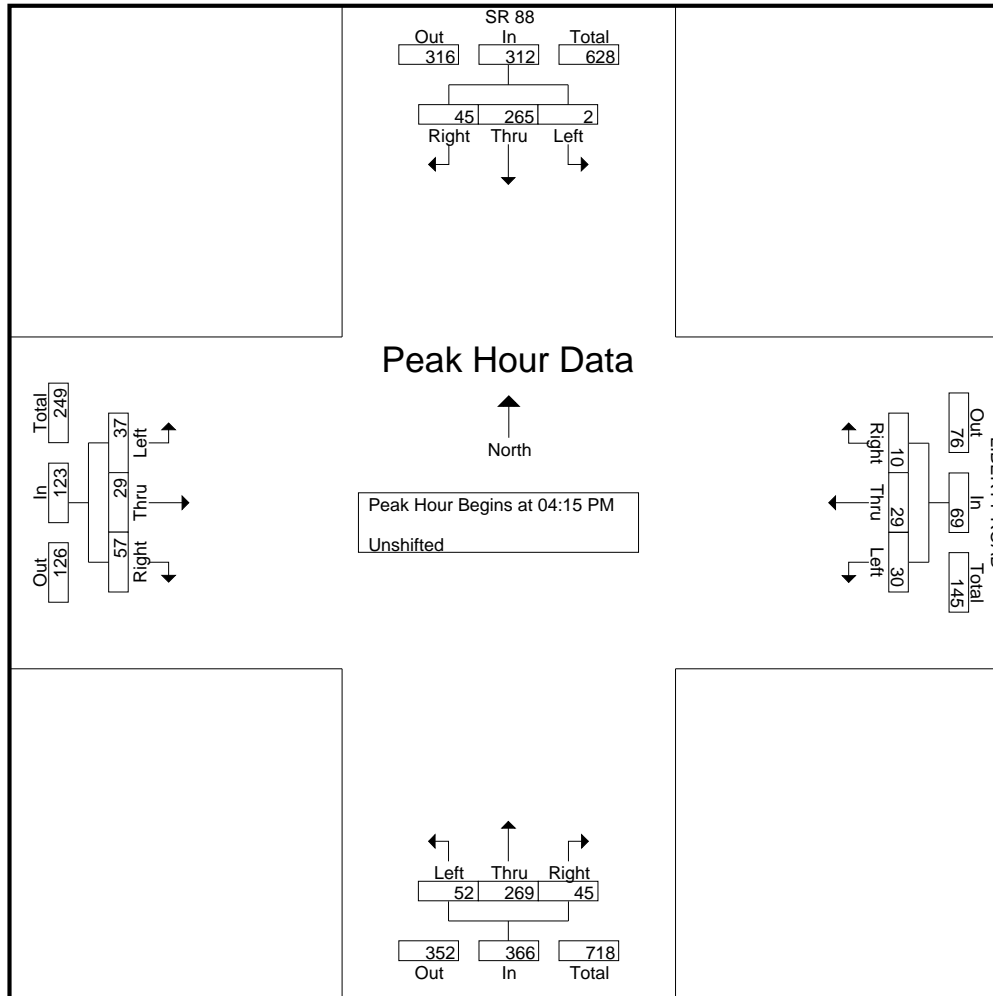
Start Time	SR 88 Southbound				LIBERTY ROAD Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	76	7	84	5	5	5	15	12	70	8	90	5	7	9	21	210
04:15 PM	1	69	8	78	14	7	1	22	14	71	9	94	9	7	16	32	226
04:30 PM	1	75	18	94	1	7	2	10	12	52	10	74	13	8	17	38	216
04:45 PM	0	58	8	66	9	7	5	21	11	75	12	98	7	6	13	26	211
Total	3	278	41	322	29	26	13	68	49	268	39	356	34	28	55	117	863
05:00 PM	0	63	11	74	6	8	2	16	15	71	14	100	8	8	11	27	217
05:15 PM	4	57	13	74	5	5	0	10	6	66	15	87	12	4	10	26	197
05:30 PM	0	76	21	97	3	12	1	16	16	68	12	96	12	6	10	28	237
05:45 PM	0	56	12	68	4	8	5	17	12	78	8	98	10	8	9	27	210
Total	4	252	57	313	18	33	8	59	49	283	49	381	42	26	40	108	861
Grand Total	7	530	98	635	47	59	21	127	98	551	88	737	76	54	95	225	1724
Apprch %	1.1	83.5	15.4		37	46.5	16.5		13.3	74.8	11.9		33.8	24	42.2		
Total %	0.4	30.7	5.7	36.8	2.7	3.4	1.2	7.4	5.7	32	5.1	42.7	4.4	3.1	5.5	13.1	

Start Time	SR 88 Southbound				LIBERTY ROAD Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	69	8	78	14	7	1	22	14	71	9	94	9	7	16	32	226
04:30 PM	1	75	18	94	1	7	2	10	12	52	10	74	13	8	17	38	216
04:45 PM	0	58	8	66	9	7	5	21	11	75	12	98	7	6	13	26	211
05:00 PM	0	63	11	74	6	8	2	16	15	71	14	100	8	8	11	27	217
Total Volume	2	265	45	312	30	29	10	69	52	269	45	366	37	29	57	123	870
% App. Total	0.6	84.9	14.4		43.5	42	14.5		14.2	73.5	12.3		30.1	23.6	46.3		
PHF	.500	.883	.625	.830	.536	.906	.500	.784	.867	.897	.804	.915	.712	.906	.838	.809	.962

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SAN JOAQUIN COUNTY

File Name : 3F
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Groups Printed- Unshifted

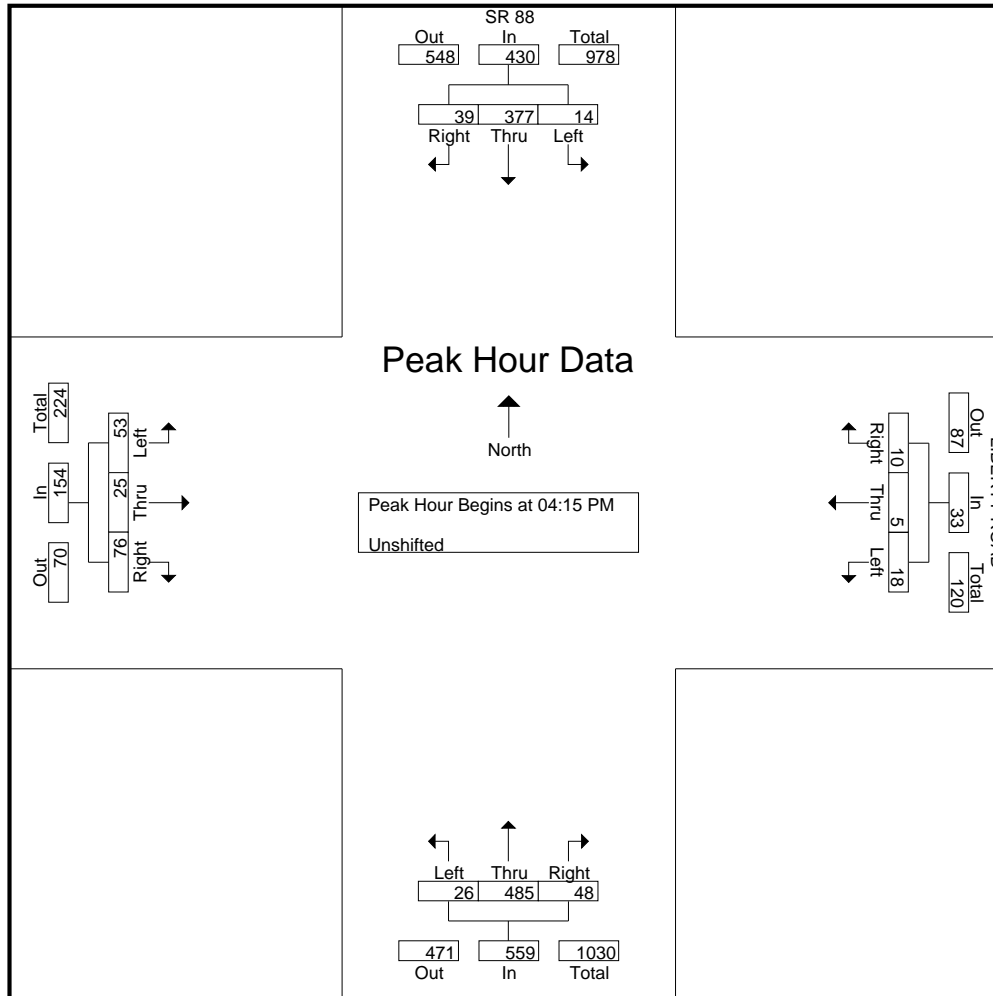
Start Time	SR 88 Southbound				LIBERTY ROAD Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	98	9	110	4	1	3	8	8	121	9	138	9	4	15	28	284
04:15 PM	4	99	11	114	5	2	2	9	6	116	11	133	11	5	18	34	290
04:30 PM	0	105	12	117	6	2	5	13	7	128	12	147	12	6	18	36	313
04:45 PM	6	75	7	88	4	1	2	7	8	124	8	140	14	8	24	46	281
Total	13	377	39	429	19	6	12	37	29	489	40	558	46	23	75	144	1168
05:00 PM	4	98	9	111	3	0	1	4	5	117	17	139	16	6	16	38	292
05:15 PM	6	51	10	67	3	1	0	4	9	118	21	148	9	3	21	33	252
05:30 PM	1	94	9	104	4	6	1	11	12	124	17	153	13	6	15	34	302
05:45 PM	1	53	16	70	5	2	6	13	10	114	22	146	17	5	17	39	268
Total	12	296	44	352	15	9	8	32	36	473	77	586	55	20	69	144	1114
Grand Total	25	673	83	781	34	15	20	69	65	962	117	1144	101	43	144	288	2282
Apprch %	3.2	86.2	10.6		49.3	21.7	29		5.7	84.1	10.2		35.1	14.9	50		
Total %	1.1	29.5	3.6	34.2	1.5	0.7	0.9	3	2.8	42.2	5.1	50.1	4.4	1.9	6.3	12.6	

Start Time	SR 88 Southbound				LIBERTY ROAD Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	4	99	11	114	5	2	2	9	6	116	11	133	11	5	18	34	290
04:30 PM	0	105	12	117	6	2	5	13	7	128	12	147	12	6	18	36	313
04:45 PM	6	75	7	88	4	1	2	7	8	124	8	140	14	8	24	46	281
05:00 PM	4	98	9	111	3	0	1	4	5	117	17	139	16	6	16	38	292
Total Volume	14	377	39	430	18	5	10	33	26	485	48	559	53	25	76	154	1176
% App. Total	3.3	87.7	9.1		54.5	15.2	30.3		4.7	86.8	8.6		34.4	16.2	49.4		
PHF	.583	.898	.813	.919	.750	.625	.500	.635	.813	.947	.706	.951	.828	.781	.792	.837	.939

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 3F
Site Code : 00000000
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(916) 771-8700
F(916) 786-2879

AMADOR COUNTY

File Name : 5S
Site Code : 00000000
Start Date : 9/6/2008
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Groups Printed- Unshifted

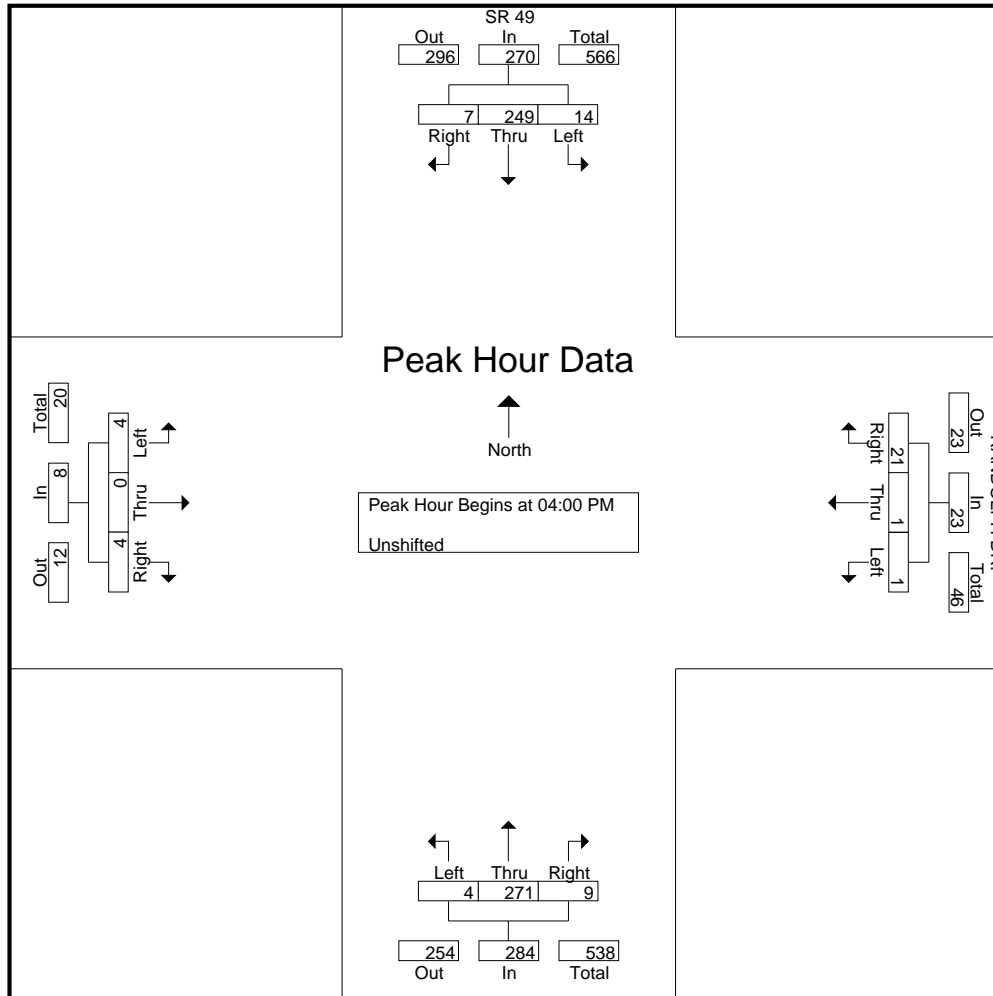
Start Time	SR 49 Southbound				RANDOLPH DR. Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	5	64	3	72	1	0	3	4	2	82	1	85	2	0	3	5	166
04:15 PM	3	71	1	75	0	0	3	3	0	67	0	67	0	0	0	0	145
04:30 PM	1	58	2	61	0	1	8	9	2	52	5	59	2	0	1	3	132
04:45 PM	5	56	1	62	0	0	7	7	0	70	3	73	0	0	0	0	142
Total	14	249	7	270	1	1	21	23	4	271	9	284	4	0	4	8	585
05:00 PM	5	56	0	61	2	1	3	6	0	48	0	48	0	0	0	0	115
05:15 PM	3	78	0	81	1	0	6	7	2	61	0	63	1	0	1	2	153
05:30 PM	2	52	1	55	0	0	8	8	2	61	2	65	1	0	2	3	131
05:45 PM	2	48	0	50	0	0	3	3	0	61	0	61	1	0	2	3	117
Total	12	234	1	247	3	1	20	24	4	231	2	237	3	0	5	8	516
Grand Total	26	483	8	517	4	2	41	47	8	502	11	521	7	0	9	16	1101
Apprch %	5	93.4	1.5		8.5	4.3	87.2		1.5	96.4	2.1		43.8	0	56.2		
Total %	2.4	43.9	0.7	47	0.4	0.2	3.7	4.3	0.7	45.6	1	47.3	0.6	0	0.8	1.5	

Start Time	SR 49 Southbound				RANDOLPH DR. Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	5	64	3	72	1	0	3	4	2	82	1	85	2	0	3	5	166
04:15 PM	3	71	1	75	0	0	3	3	0	67	0	67	0	0	0	0	145
04:30 PM	1	58	2	61	0	1	8	9	2	52	5	59	2	0	1	3	132
04:45 PM	5	56	1	62	0	0	7	7	0	70	3	73	0	0	0	0	142
Total Volume	14	249	7	270	1	1	21	23	4	271	9	284	4	0	4	8	585
% App. Total	5.2	92.2	2.6		4.3	4.3	91.3		1.4	95.4	3.2		50	0	50		
PHF	.700	.877	.583	.900	.250	.250	.656	.639	.500	.826	.450	.835	.500	.000	.333	.400	.881

All Traffic Data

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Site Code : 00000000
Start Date : 9/6/2008
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All Traffic Data

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F(916) 786-2879

COUNTY OF SACRAMENTO

File Name : 37S

Site Code : 00000000

Start Date : 8/2/2008

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Groups Printed- Unshifted

Start Time	EXCELSIOR ROAD Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	7	12	15	34	3	55	1	59	4	8	5	17	33	56	11	100	210
04:15 PM	1	10	19	30	7	72	0	79	2	10	6	18	22	71	3	96	223
04:30 PM	0	15	16	31	6	63	3	72	4	7	9	20	19	67	4	90	213
04:45 PM	0	7	12	19	7	71	4	82	4	21	6	31	25	56	4	85	217
Total	8	44	62	114	23	261	8	292	14	46	26	86	99	250	22	371	863
05:00 PM	3	10	11	24	6	64	0	70	5	14	2	21	18	49	8	75	190
05:15 PM	3	9	20	32	4	67	1	72	9	9	0	18	15	46	9	70	192
05:30 PM	0	11	16	27	4	56	4	64	6	7	3	16	17	53	2	72	179
05:45 PM	2	9	10	21	4	51	2	57	9	9	3	21	9	52	7	68	167
Total	8	39	57	104	18	238	7	263	29	39	8	76	59	200	26	285	728
Grand Total	16	83	119	218	41	499	15	555	43	85	34	162	158	450	48	656	1591
Apprch %	7.3	38.1	54.6		7.4	89.9	2.7		26.5	52.5	21		24.1	68.6	7.3		
Total %	1	5.2	7.5	13.7	2.6	31.4	0.9	34.9	2.7	5.3	2.1	10.2	9.9	28.3	3	41.2	

Start Time	EXCELSIOR ROAD Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	7	12	15	34	3	55	1	59	4	8	5	17	33	56	11	100	210
04:15 PM	1	10	19	30	7	72	0	79	2	10	6	18	22	71	3	96	223
04:30 PM	0	15	16	31	6	63	3	72	4	7	9	20	19	67	4	90	213
04:45 PM	0	7	12	19	7	71	4	82	4	21	6	31	25	56	4	85	217
Total Volume	8	44	62	114	23	261	8	292	14	46	26	86	99	250	22	371	863
% App. Total	7	38.6	54.4		7.9	89.4	2.7		16.3	53.5	30.2		26.7	67.4	5.9		
PHF	.286	.733	.816	.838	.821	.906	.500	.890	.875	.548	.722	.694	.750	.880	.500	.928	.967

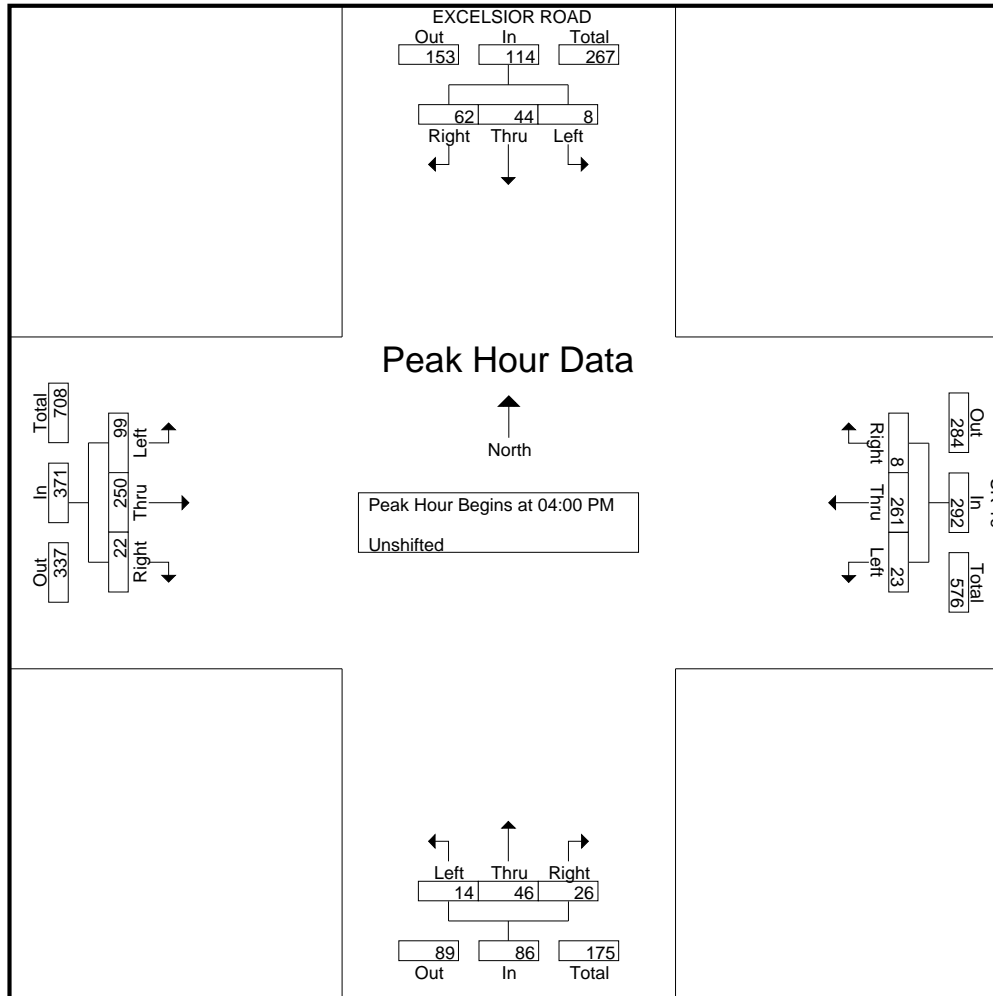
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

All Traffic Data

(916) 771-8700
F(916) 786-2879

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COUNTY OF SACRAMENTO

File Name : 37F

Site Code : 00000000

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Groups Printed- Unshifted

Start Time	EXCELSIOR ROAD Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	44	16	62	8	69	3	80	6	10	19	35	13	136	13	162	339
04:15 PM	1	42	14	57	12	67	2	81	12	11	19	42	19	138	18	175	355
04:30 PM	3	51	9	63	5	64	3	72	2	13	4	19	18	114	12	144	298
04:45 PM	2	52	11	65	11	60	6	77	8	12	11	31	18	140	23	181	354
Total	8	189	50	247	36	260	14	310	28	46	53	127	68	528	66	662	1346
05:00 PM	4	58	13	75	9	50	4	63	5	14	11	30	20	124	11	155	323
05:15 PM	1	57	12	70	16	67	0	83	10	15	13	38	21	130	22	173	364
05:30 PM	0	45	11	56	11	73	1	85	3	9	7	19	29	120	20	169	329
05:45 PM	2	30	13	45	7	61	3	71	5	16	9	30	18	104	20	142	288
Total	7	190	49	246	43	251	8	302	23	54	40	117	88	478	73	639	1304
Grand Total	15	379	99	493	79	511	22	612	51	100	93	244	156	1006	139	1301	2650
Apprch %	3	76.9	20.1		12.9	83.5	3.6		20.9	41	38.1		12	77.3	10.7		
Total %	0.6	14.3	3.7	18.6	3	19.3	0.8	23.1	1.9	3.8	3.5	9.2	5.9	38	5.2	49.1	

Start Time	EXCELSIOR ROAD Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	2	52	11	65	11	60	6	77	8	12	11	31	18	140	23	181	354
05:00 PM	4	58	13	75	9	50	4	63	5	14	11	30	20	124	11	155	323
05:15 PM	1	57	12	70	16	67	0	83	10	15	13	38	21	130	22	173	364
05:30 PM	0	45	11	56	11	73	1	85	3	9	7	19	29	120	20	169	329
Total Volume	7	212	47	266	47	250	11	308	26	50	42	118	88	514	76	678	1370
% App. Total	2.6	79.7	17.7		15.3	81.2	3.6		22	42.4	35.6		13	75.8	11.2		
PHF	.438	.914	.904	.887	.734	.856	.458	.906	.650	.833	.808	.776	.759	.918	.826	.936	.941

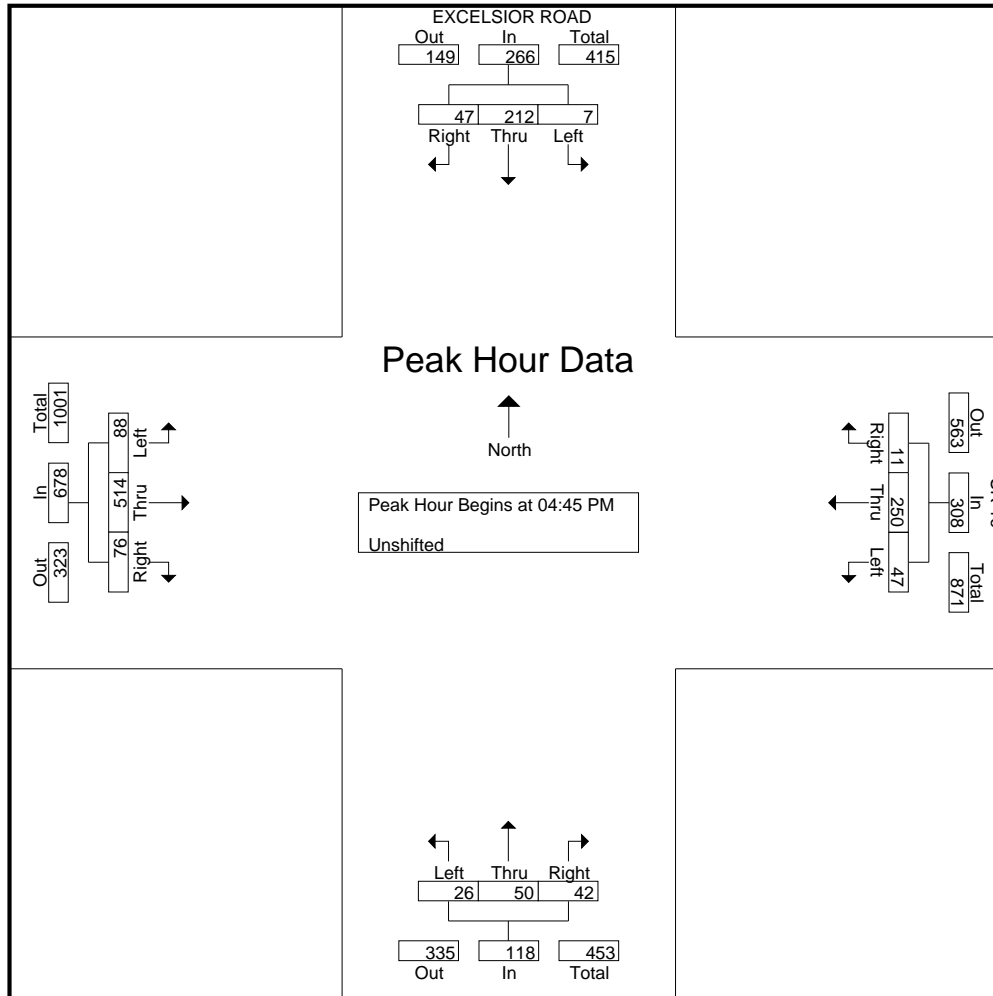
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

All Traffic Data

(916) 771-8700
F(916) 786-2879

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Site Code : 00000000
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All Traffic Data

(916) 771-8700
F(916) 786-2879

COUNTY OF SACRAMENTO

File Name : 36S
Site Code : 00000000
Start Date : 8/2/2008
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Groups Printed- Unshifted

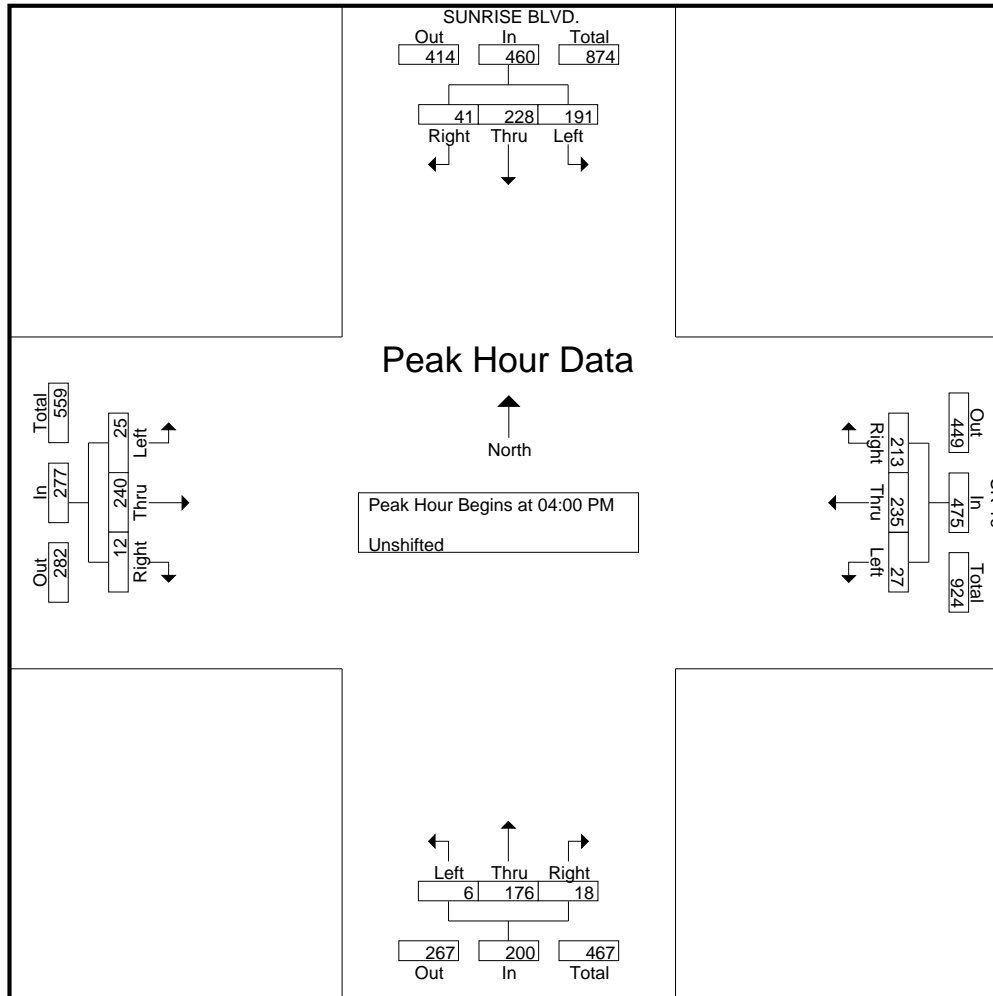
Start Time	SUNRISE BLVD. Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	49	64	7	120	8	55	35	98	1	41	3	45	8	50	4	62	325
04:15 PM	41	47	9	97	7	56	84	147	1	50	2	53	5	67	3	75	372
04:30 PM	53	61	14	128	4	58	42	104	2	42	8	52	8	69	4	81	365
04:45 PM	48	56	11	115	8	66	52	126	2	43	5	50	4	54	1	59	350
Total	191	228	41	460	27	235	213	475	6	176	18	200	25	240	12	277	1412
05:00 PM	36	58	14	108	3	56	57	116	0	32	3	35	9	51	2	62	321
05:15 PM	46	50	3	99	6	70	43	119	3	28	2	33	4	38	0	42	293
05:30 PM	30	44	11	85	2	42	44	88	0	29	6	35	7	50	2	59	267
05:45 PM	44	44	4	92	4	43	32	79	3	45	4	52	6	51	0	57	280
Total	156	196	32	384	15	211	176	402	6	134	15	155	26	190	4	220	1161
Grand Total	347	424	73	844	42	446	389	877	12	310	33	355	51	430	16	497	2573
Apprch %	41.1	50.2	8.6		4.8	50.9	44.4		3.4	87.3	9.3		10.3	86.5	3.2		
Total %	13.5	16.5	2.8	32.8	1.6	17.3	15.1	34.1	0.5	12	1.3	13.8	2	16.7	0.6	19.3	

Start Time	SUNRISE BLVD. Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	49	64	7	120	8	55	35	98	1	41	3	45	8	50	4	62	325
04:15 PM	41	47	9	97	7	56	84	147	1	50	2	53	5	67	3	75	372
04:30 PM	53	61	14	128	4	58	42	104	2	42	8	52	8	69	4	81	365
04:45 PM	48	56	11	115	8	66	52	126	2	43	5	50	4	54	1	59	350
Total Volume	191	228	41	460	27	235	213	475	6	176	18	200	25	240	12	277	1412
% App. Total	41.5	49.6	8.9		5.7	49.5	44.8		3	88	9		9	86.6	4.3		
PHF	.901	.891	.732	.898	.844	.890	.634	.808	.750	.880	.563	.943	.781	.870	.750	.855	.949

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 36S
Site Code : 00000000
Start Date : 8/2/2008
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All Traffic Data

(916) 771-8700

F(916) 786-2879

COUNTY OF SACRAMENTO

File Name : 36F

Site Code : 00000000

Start Date : 8/1/2008

Page No : 1

Groups Printed- Unshifted

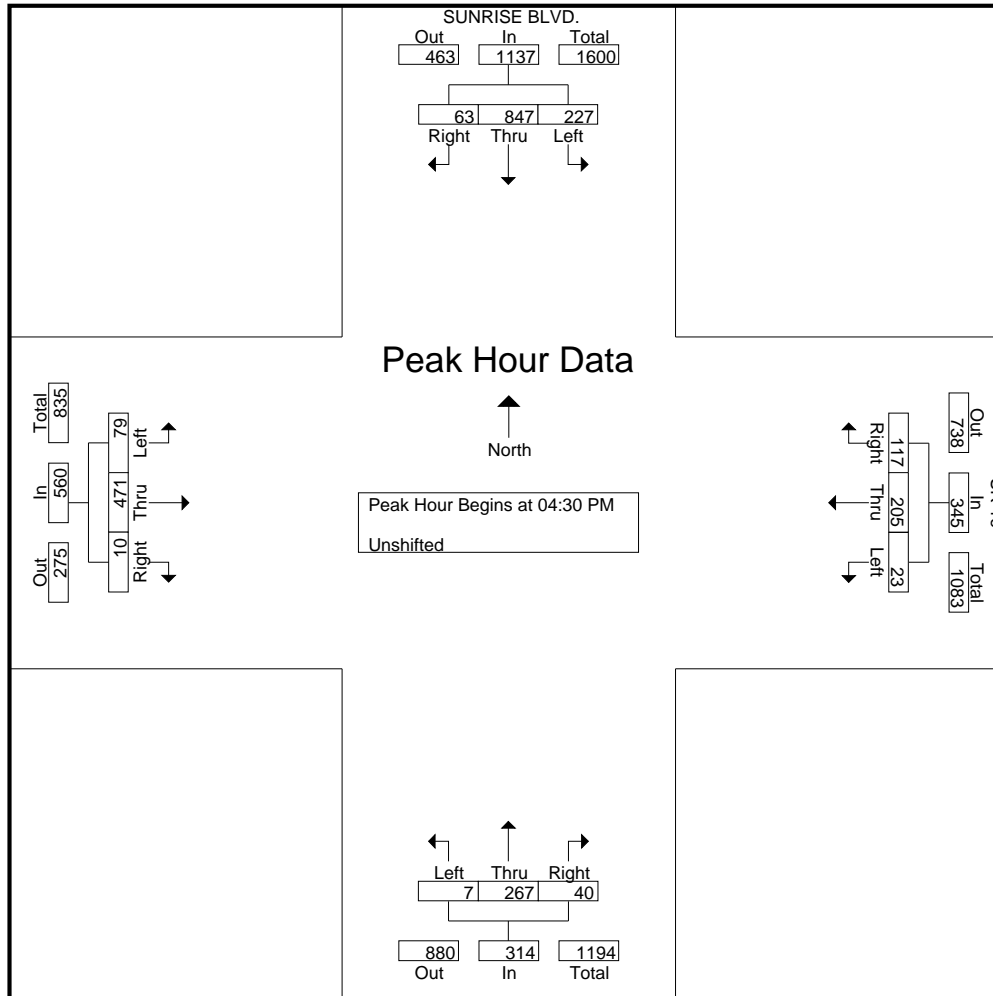
Start Time	SUNRISE BLVD. Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	70	183	15	268	3	61	40	104	1	74	13	88	20	106	7	133	593
04:15 PM	76	160	19	255	4	66	38	108	1	64	10	75	22	141	3	166	604
04:30 PM	54	202	18	274	5	56	30	91	3	67	17	87	18	103	4	125	577
04:45 PM	55	216	10	281	5	47	32	84	1	58	3	62	24	121	2	147	574
Total	255	761	62	1078	17	230	140	387	6	263	43	312	84	471	16	571	2348
05:00 PM	71	214	9	294	8	52	27	87	0	67	11	78	17	115	0	132	591
05:15 PM	47	215	26	288	5	50	28	83	3	75	9	87	20	132	4	156	614
05:30 PM	65	189	10	264	10	66	24	100	3	53	6	62	13	110	1	124	550
05:45 PM	54	128	18	200	3	57	32	92	1	45	10	56	5	107	12	124	472
Total	237	746	63	1046	26	225	111	362	7	240	36	283	55	464	17	536	2227
Grand Total	492	1507	125	2124	43	455	251	749	13	503	79	595	139	935	33	1107	4575
Apprch %	23.2	71	5.9		5.7	60.7	33.5		2.2	84.5	13.3		12.6	84.5	3		
Total %	10.8	32.9	2.7	46.4	0.9	9.9	5.5	16.4	0.3	11	1.7	13	3	20.4	0.7	24.2	

Start Time	SUNRISE BLVD. Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	54	202	18	274	5	56	30	91	3	67	17	87	18	103	4	125	577
04:45 PM	55	216	10	281	5	47	32	84	1	58	3	62	24	121	2	147	574
05:00 PM	71	214	9	294	8	52	27	87	0	67	11	78	17	115	0	132	591
05:15 PM	47	215	26	288	5	50	28	83	3	75	9	87	20	132	4	156	614
Total Volume	227	847	63	1137	23	205	117	345	7	267	40	314	79	471	10	560	2356
% App. Total	20	74.5	5.5		6.7	59.4	33.9		2.2	85	12.7		14.1	84.1	1.8		
PHF	.799	.980	.606	.967	.719	.915	.914	.948	.583	.890	.588	.902	.823	.892	.625	.897	.959

All Traffic Data

(916) 771-8700
F(916) 786-2879

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Site Code : 00000000
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All Traffic Data

(916) 771-8700

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COUNTY OF SACRAMENTO

File Name : 35S

Site Code : 00000000

Start Date : 8/2/2008

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Groups Printed- Unshifted

Start Time	GRANT LINE ROAD Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	4	26	4	34	19	98	6	123	0	24	7	31	5	128	2	135	323
04:15 PM	7	22	5	34	13	137	8	158	0	25	11	36	1	105	1	107	335
04:30 PM	5	19	4	28	16	113	6	135	0	35	14	49	0	122	3	125	337
04:45 PM	10	24	3	37	13	112	7	132	0	20	12	32	3	115	0	118	319
Total	26	91	16	133	61	460	27	548	0	104	44	148	9	470	6	485	1314
05:00 PM	7	18	6	31	18	107	5	130	0	31	8	39	3	85	1	89	289
05:15 PM	2	20	3	25	18	111	6	135	1	25	16	42	1	75	1	77	279
05:30 PM	3	19	1	23	13	94	9	116	0	33	9	42	5	85	0	90	271
05:45 PM	5	23	2	30	11	83	3	97	0	14	7	21	5	93	1	99	247
Total	17	80	12	109	60	395	23	478	1	103	40	144	14	338	3	355	1086
Grand Total	43	171	28	242	121	855	50	1026	1	207	84	292	23	808	9	840	2400
Apprch %	17.8	70.7	11.6		11.8	83.3	4.9		0.3	70.9	28.8		2.7	96.2	1.1		
Total %	1.8	7.1	1.2	10.1	5	35.6	2.1	42.8	0	8.6	3.5	12.2	1	33.7	0.4	35	

Start Time	GRANT LINE ROAD Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	4	26	4	34	19	98	6	123	0	24	7	31	5	128	2	135	323
04:15 PM	7	22	5	34	13	137	8	158	0	25	11	36	1	105	1	107	335
04:30 PM	5	19	4	28	16	113	6	135	0	35	14	49	0	122	3	125	337
04:45 PM	10	24	3	37	13	112	7	132	0	20	12	32	3	115	0	118	319
Total Volume	26	91	16	133	61	460	27	548	0	104	44	148	9	470	6	485	1314
% App. Total	19.5	68.4	12		11.1	83.9	4.9		0	70.3	29.7		1.9	96.9	1.2		
PHF	.650	.875	.800	.899	.803	.839	.844	.867	.000	.743	.786	.755	.450	.918	.500	.898	.975

All Traffic Data

(916) 771-8700

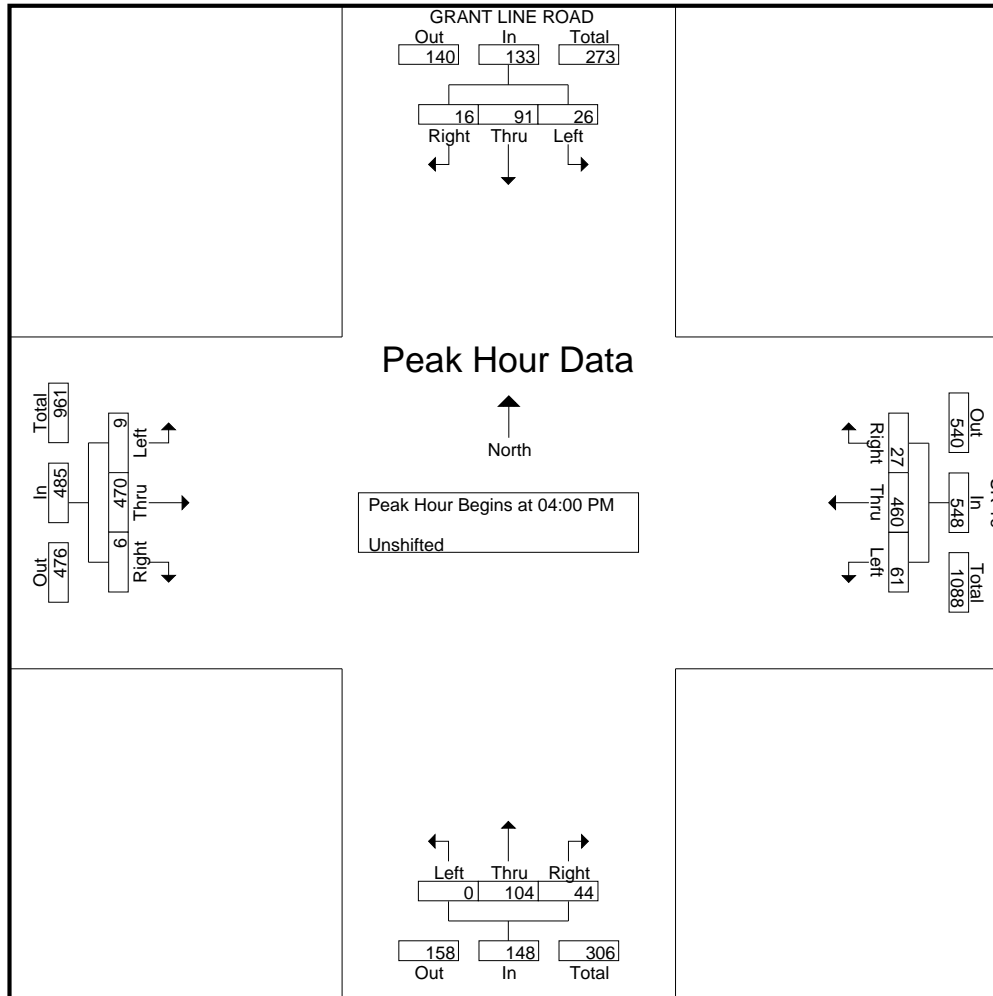
F(916) 786-2879

File Name : 35S

Site Code : 00000000

Start Date : 8/2/2008

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All Traffic Data

(916) 771-8700
F(916) 786-2879

COUNTY OF SACRAMENTO

File Name : 35F
Site Code : 00000000
Start Date : 8/1/2008
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Groups Printed- Unshifted

Start Time	GRANT LINE ROAD Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	6	56	7	69	14	95	11	120	0	55	19	74	12	198	0	210	473
04:15 PM	13	82	5	100	14	101	10	125	0	52	13	65	8	202	1	211	501
04:30 PM	9	51	2	62	16	91	4	111	0	53	13	66	13	165	0	178	417
04:45 PM	12	67	9	88	15	72	7	94	2	52	11	65	6	167	0	173	420
Total	40	256	23	319	59	359	32	450	2	212	56	270	39	732	1	772	1811
05:00 PM	17	70	5	92	12	79	5	96	0	53	21	74	10	187	4	201	463
05:15 PM	10	62	4	76	9	81	6	96	0	43	12	55	11	180	0	191	418
05:30 PM	12	77	11	100	18	83	5	106	0	71	15	86	2	178	0	180	472
05:45 PM	10	37	4	51	13	89	6	108	0	48	17	65	7	164	0	171	395
Total	49	246	24	319	52	332	22	406	0	215	65	280	30	709	4	743	1748
Grand Total	89	502	47	638	111	691	54	856	2	427	121	550	69	1441	5	1515	3559
Apprch %	13.9	78.7	7.4		13	80.7	6.3		0.4	77.6	22		4.6	95.1	0.3		
Total %	2.5	14.1	1.3	17.9	3.1	19.4	1.5	24.1	0.1	12	3.4	15.5	1.9	40.5	0.1	42.6	

Start Time	GRANT LINE ROAD Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	6	56	7	69	14	95	11	120	0	55	19	74	12	198	0	210	473
04:15 PM	13	82	5	100	14	101	10	125	0	52	13	65	8	202	1	211	501
04:30 PM	9	51	2	62	16	91	4	111	0	53	13	66	13	165	0	178	417
04:45 PM	12	67	9	88	15	72	7	94	2	52	11	65	6	167	0	173	420
Total Volume	40	256	23	319	59	359	32	450	2	212	56	270	39	732	1	772	1811
% App. Total	12.5	80.3	7.2		13.1	79.8	7.1		0.7	78.5	20.7		5.1	94.8	0.1		
PHF	.769	.780	.639	.798	.922	.889	.727	.900	.250	.964	.737	.912	.750	.906	.250	.915	.904

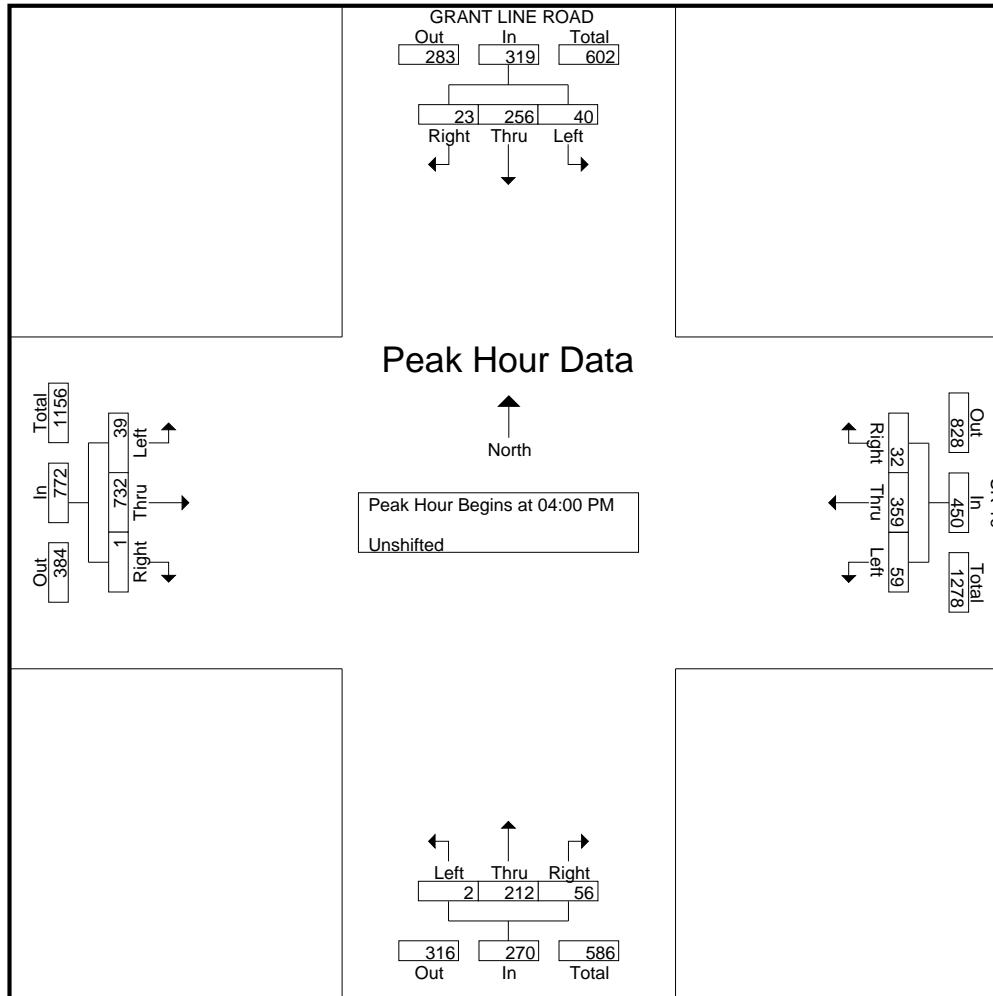
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 35F
Site Code : 00000000
Start Date : 8/1/2008
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All Traffic Data

(916) 771-8700
F(916) 786-2879

COUNTY OF SACRAMENTO

File Name : 34S
Site Code : 00000000
Start Date : 8/2/2008
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Groups Printed- Unshifted

Start Time	SLOUGHHOUSE ROAD Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	7	112	0	119	4	0	10	14	0	122	1	123	256
04:15 PM	0	0	0	0	4	141	0	145	12	0	8	20	0	120	2	122	287
04:30 PM	0	0	0	0	15	123	0	138	5	0	5	10	0	128	1	129	277
04:45 PM	0	0	0	0	3	120	0	123	6	0	11	17	0	122	1	123	263
Total	0	0	0	0	29	496	0	525	27	0	34	61	0	492	5	497	1083
05:00 PM	0	0	0	0	9	113	0	122	2	0	4	6	0	94	3	97	225
05:15 PM	0	0	0	0	4	130	0	134	1	0	3	4	0	81	0	81	219
05:30 PM	0	0	0	0	4	100	0	104	3	0	8	11	0	92	0	92	207
05:45 PM	0	0	0	0	7	101	0	108	2	0	4	6	0	109	0	109	223
Total	0	0	0	0	24	444	0	468	8	0	19	27	0	376	3	379	874
Grand Total	0	0	0	0	53	940	0	993	35	0	53	88	0	868	8	876	1957
Apprch %	0	0	0		5.3	94.7	0		39.8	0	60.2		0	99.1	0.9		
Total %	0	0	0		2.7	48	0	50.7	1.8	0	2.7	4.5	0	44.4	0.4	44.8	

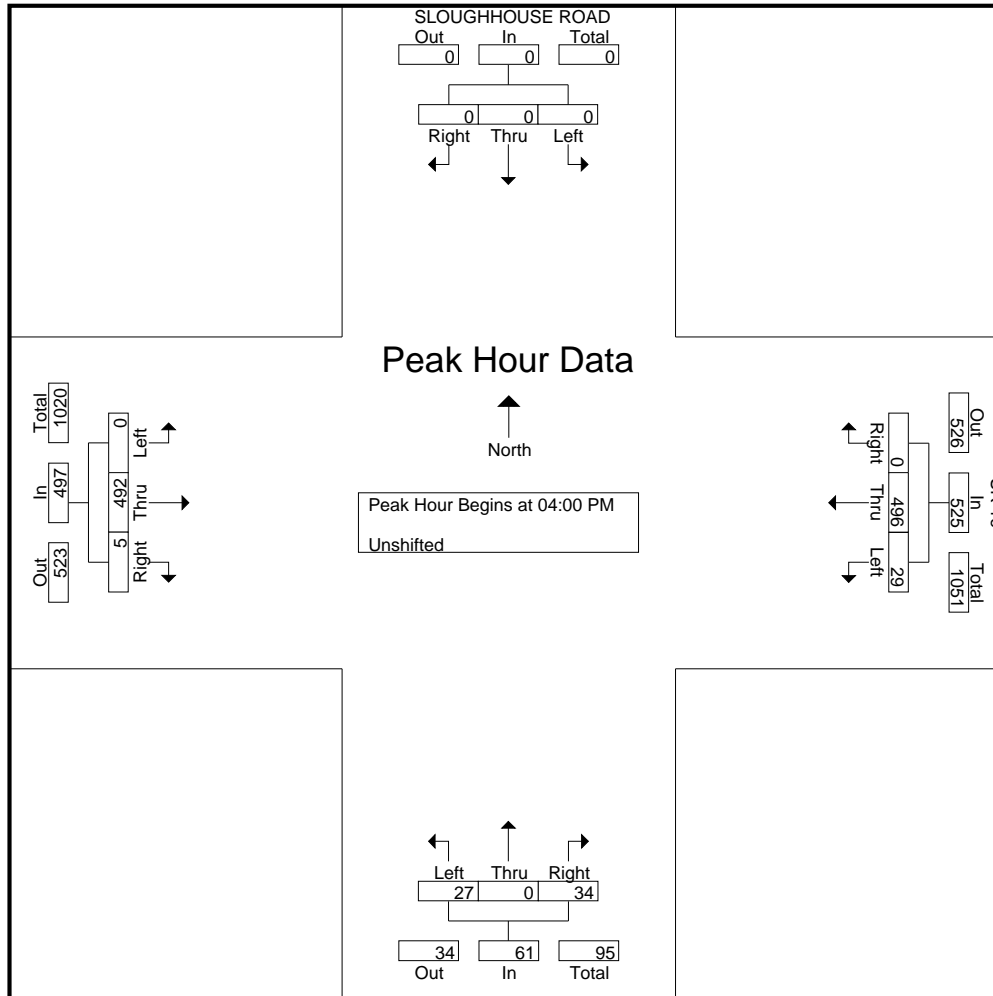
Start Time	SLOUGHHOUSE ROAD Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	7	112	0	119	4	0	10	14	0	122	1	123	256
04:15 PM	0	0	0	0	4	141	0	145	12	0	8	20	0	120	2	122	287
04:30 PM	0	0	0	0	15	123	0	138	5	0	5	10	0	128	1	129	277
04:45 PM	0	0	0	0	3	120	0	123	6	0	11	17	0	122	1	123	263
Total Volume	0	0	0	0	29	496	0	525	27	0	34	61	0	492	5	497	1083
% App. Total	0	0	0		5.5	94.5	0		44.3	0	55.7		0	99	1		
PHF	.000	.000	.000	.000	.483	.879	.000	.905	.563	.000	.773	.763	.000	.961	.625	.963	.943

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:00 PM

All Traffic Data

(916) 771-8700
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All Traffic Data

(916) 771-8700
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COUNTY OF SACRAMENTO

File Name : 34F
Site Code : 00000000
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Groups Printed- Unshifted

Start Time	Southbound				SR 16 Westbound				SLOUGHHOUSE ROAD Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	2	116	0	118	1	0	6	7	0	222	1	223	348
04:15 PM	0	0	0	0	6	122	0	128	1	0	6	7	0	220	1	221	356
04:30 PM	0	0	0	0	4	108	0	112	2	0	3	5	0	184	2	186	303
04:45 PM	0	0	0	0	2	93	0	95	0	0	7	7	0	183	2	185	287
Total	0	0	0	0	14	439	0	453	4	0	22	26	0	809	6	815	1294
05:00 PM	0	0	0	0	7	97	0	104	1	0	7	8	0	225	0	225	337
05:15 PM	0	0	0	0	8	92	0	100	0	0	6	6	0	200	0	200	306
05:30 PM	0	0	0	0	12	103	0	115	2	0	11	13	0	200	2	202	330
05:45 PM	0	0	0	0	4	104	0	108	3	0	8	11	0	189	2	191	310
Total	0	0	0	0	31	396	0	427	6	0	32	38	0	814	4	818	1283
Grand Total	0	0	0	0	45	835	0	880	10	0	54	64	0	1623	10	1633	2577
Apprch %	0	0	0	0	5.1	94.9	0		15.6	0	84.4		0	99.4	0.6		
Total %	0	0	0	0	1.7	32.4	0	34.1	0.4	0	2.1	2.5	0	63	0.4	63.4	

Start Time	Southbound				SR 16 Westbound				SLOUGHHOUSE ROAD Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	2	116	0	118	1	0	6	7	0	222	1	223	348
04:15 PM	0	0	0	0	6	122	0	128	1	0	6	7	0	220	1	221	356
04:30 PM	0	0	0	0	4	108	0	112	2	0	3	5	0	184	2	186	303
04:45 PM	0	0	0	0	2	93	0	95	0	0	7	7	0	183	2	185	287
Total Volume	0	0	0	0	14	439	0	453	4	0	22	26	0	809	6	815	1294
% App. Total	0	0	0	0	3.1	96.9	0		15.4	0	84.6		0	99.3	0.7		
PHF	.000	.000	.000	.000	.583	.900	.000	.885	.500	.000	.786	.929	.000	.911	.750	.914	.909

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:00 PM

All Traffic Data

(916) 771-8700

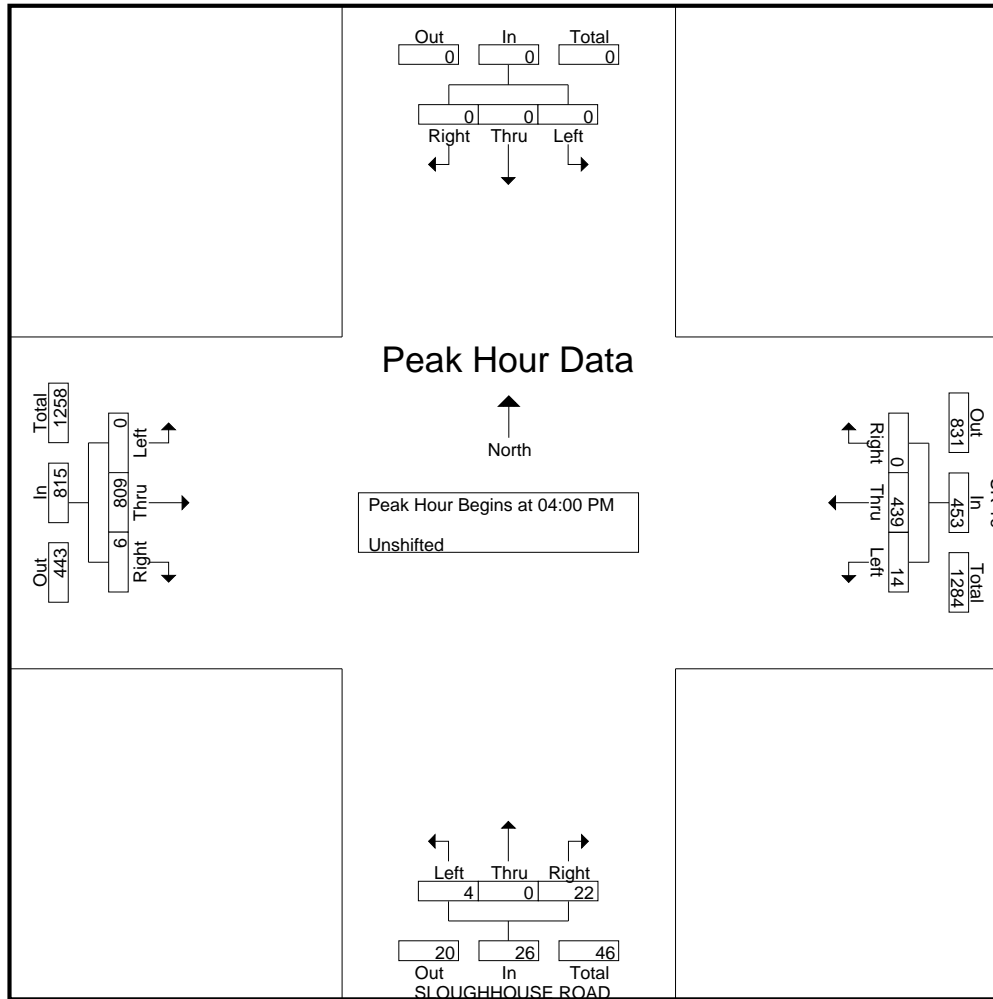
F(916) 786-2879

File Name : 34F

Site Code : 00000000

Start Date : 8/1/2008

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All Traffic Data

(916) 771-8700
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COUNTY OF SACRAMENTO

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Start Time	Southbound				SR 16 Westbound				DILLARD ROAD Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	10	113	0	123	12	0	5	17	0	108	16	124	264
04:15 PM	0	0	0	0	18	129	0	147	17	0	14	31	0	116	17	133	311
04:30 PM	0	0	0	0	12	111	0	123	20	0	21	41	0	129	15	144	308
04:45 PM	0	0	0	0	18	112	0	130	7	0	15	22	0	109	28	137	289
Total	0	0	0	0	58	465	0	523	56	0	55	111	0	462	76	538	1172
05:00 PM	0	0	0	0	9	121	0	130	17	0	13	30	0	88	15	103	263
05:15 PM	0	0	0	0	12	119	0	131	16	0	9	25	0	76	10	86	242
05:30 PM	0	0	0	0	16	80	0	96	16	0	15	31	0	90	15	105	232
05:45 PM	0	0	0	0	15	86	0	101	17	0	13	30	0	101	17	118	249
Total	0	0	0	0	52	406	0	458	66	0	50	116	0	355	57	412	986
Grand Total	0	0	0	0	110	871	0	981	122	0	105	227	0	817	133	950	2158
Apprch %	0	0	0	0	11.2	88.8	0	98.1	53.7	0	46.3	22.7	0	86	14	95.0	
Total %	0	0	0	0	5.1	40.4	0	45.5	5.7	0	4.9	10.5	0	37.9	6.2	44	

Start Time	Southbound				SR 16 Westbound				DILLARD ROAD Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	10	113	0	123	12	0	5	17	0	108	16	124	264
04:15 PM	0	0	0	0	18	129	0	147	17	0	14	31	0	116	17	133	311
04:30 PM	0	0	0	0	12	111	0	123	20	0	21	41	0	129	15	144	308
04:45 PM	0	0	0	0	18	112	0	130	7	0	15	22	0	109	28	137	289
Total Volume	0	0	0	0	58	465	0	523	56	0	55	111	0	462	76	538	1172
% App. Total	0	0	0	0	11.1	88.9	0	98.1	50.5	0	49.5	22.7	0	85.9	14.1	95.0	
PHF	.000	.000	.000	.000	.806	.901	.000	.889	.700	.000	.655	.677	.000	.895	.679	.934	.942

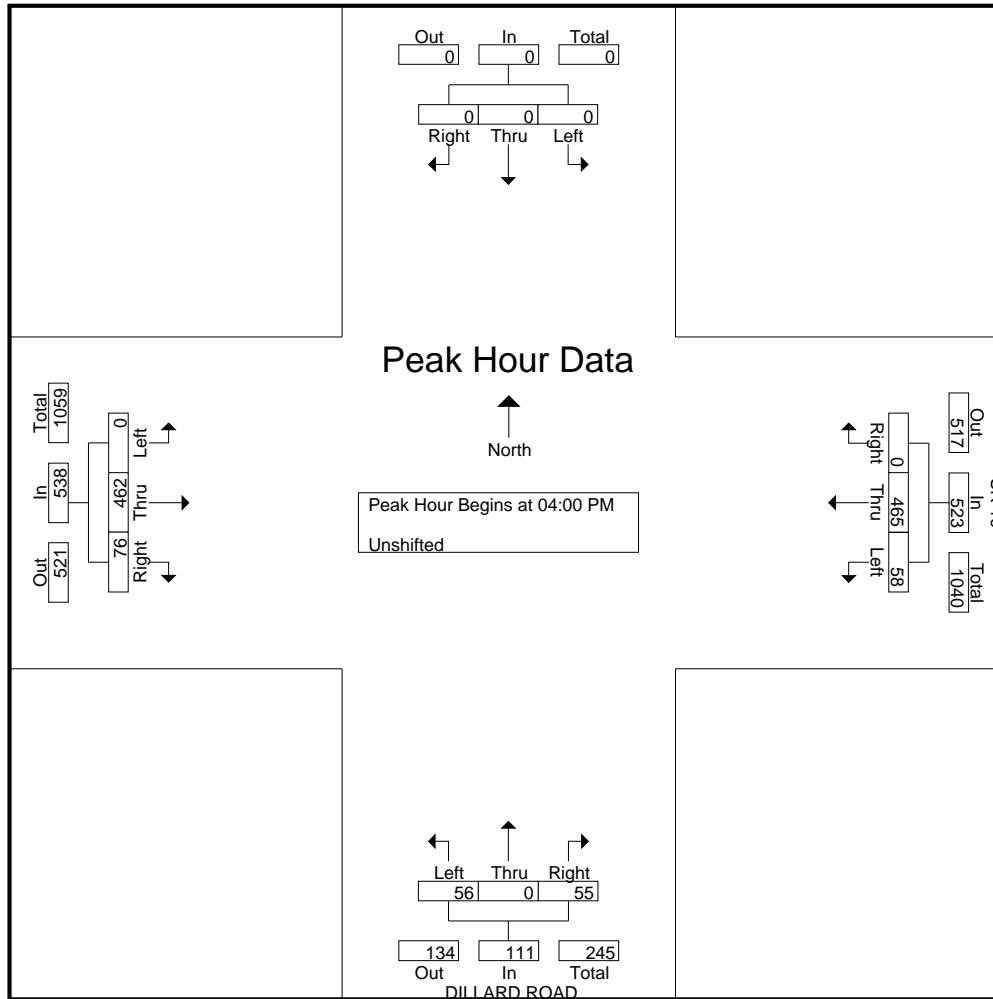
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

All Traffic Data

(916) 771-8700
F(916) 786-2879

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(916) 771-8700

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COUNTY OF SACRAMENTO

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Groups Printed- Unshifted

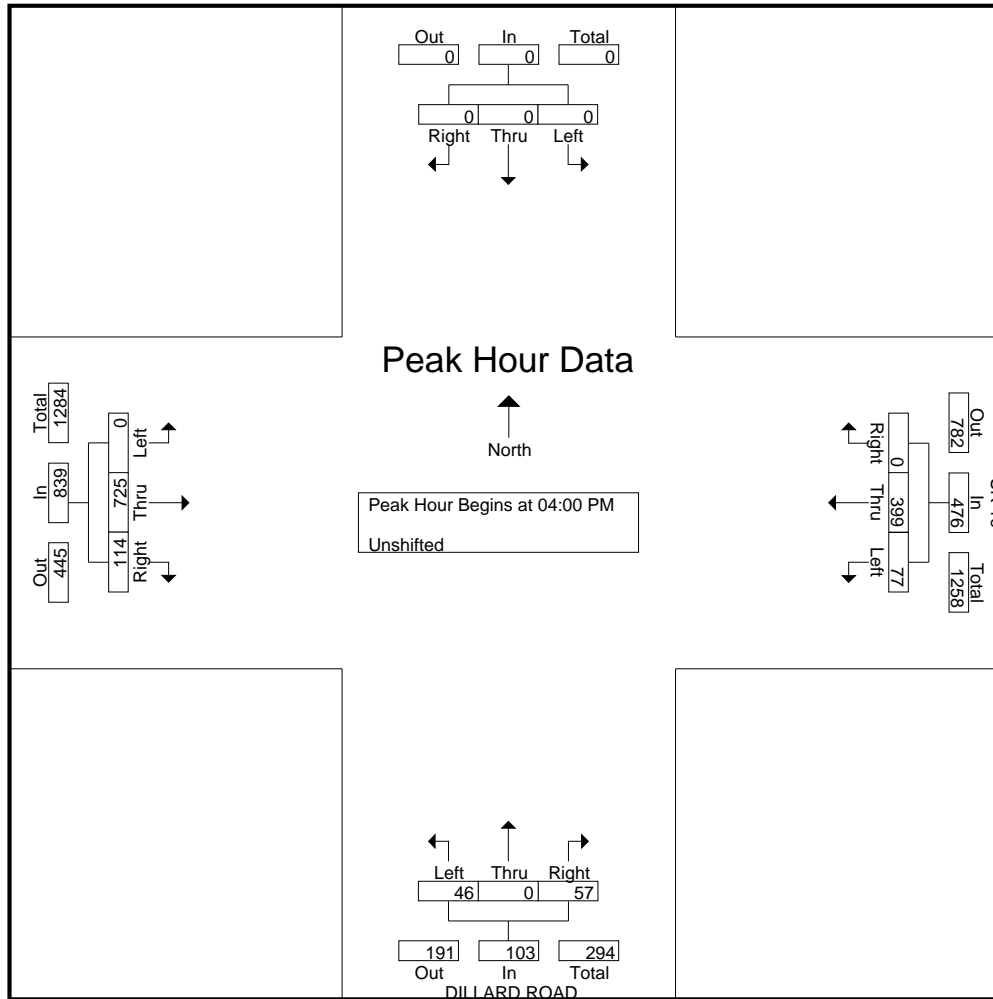
Start Time	Southbound				SR 16 Westbound				DILLARD ROAD Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	26	114	0	140	17	0	13	30	0	199	29	228	398
04:15 PM	0	0	0	0	11	98	0	109	5	0	15	20	0	190	37	227	356
04:30 PM	0	0	0	0	24	91	0	115	15	0	11	26	0	171	21	192	333
04:45 PM	0	0	0	0	16	96	0	112	9	0	18	27	0	165	27	192	331
Total	0	0	0	0	77	399	0	476	46	0	57	103	0	725	114	839	1418
05:00 PM	0	0	0	0	8	81	0	89	7	0	14	21	0	205	31	236	346
05:15 PM	0	0	0	0	19	111	0	130	8	0	20	28	0	180	28	208	366
05:30 PM	0	0	0	0	18	89	0	107	11	0	15	26	0	194	25	219	352
05:45 PM	0	0	0	0	13	86	0	99	17	0	21	38	0	174	24	198	335
Total	0	0	0	0	58	367	0	425	43	0	70	113	0	753	108	861	1399
Grand Total	0	0	0	0	135	766	0	901	89	0	127	216	0	1478	222	1700	2817
Apprch %	0	0	0	0	15	85	0		41.2	0	58.8		0	86.9	13.1		
Total %	0	0	0	0	4.8	27.2	0	32	3.2	0	4.5	7.7	0	52.5	7.9	60.3	

Start Time	Southbound				SR 16 Westbound				DILLARD ROAD Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	26	114	0	140	17	0	13	30	0	199	29	228	398
04:15 PM	0	0	0	0	11	98	0	109	5	0	15	20	0	190	37	227	356
04:30 PM	0	0	0	0	24	91	0	115	15	0	11	26	0	171	21	192	333
04:45 PM	0	0	0	0	16	96	0	112	9	0	18	27	0	165	27	192	331
Total Volume	0	0	0	0	77	399	0	476	46	0	57	103	0	725	114	839	1418
% App. Total	0	0	0	0	16.2	83.8	0		44.7	0	55.3		0	86.4	13.6		
PHF	.000	.000	.000	.000	.740	.875	.000	.850	.676	.000	.792	.858	.000	.911	.770	.920	.891

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 33F
Site Code : 00000000
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All Traffic Data

(916) 771-8700

F(916) 786-2879

COUNTY OF SACRAMENTO

File Name : 32S

Site Code : 00000000

Start Date : 8/2/2008

Page No : 1

Groups Printed- Unshifted

Start Time	LATROBE ROAD Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	3	3	0	114	8	122	0	0	0	0	0	119	0	119	244
04:15 PM	0	0	3	3	0	140	4	144	2	0	0	2	6	122	0	128	277
04:30 PM	1	1	5	7	0	123	2	125	0	2	2	4	9	139	2	150	286
04:45 PM	4	0	4	8	2	112	4	118	0	0	0	0	4	124	1	129	255
Total	5	1	15	21	2	489	18	509	2	2	2	6	19	504	3	526	1062
05:00 PM	0	0	1	1	1	125	3	129	2	0	3	5	5	101	0	106	241
05:15 PM	0	0	2	2	0	122	10	132	3	0	0	3	0	84	2	86	223
05:30 PM	0	0	1	1	1	92	0	93	0	0	0	0	5	104	0	109	203
05:45 PM	0	0	4	4	1	101	1	103	1	0	0	1	3	110	2	115	223
Total	0	0	8	8	3	440	14	457	6	0	3	9	13	399	4	416	890
Grand Total	5	1	23	29	5	929	32	966	8	2	5	15	32	903	7	942	1952
Apprch %	17.2	3.4	79.3		0.5	96.2	3.3		53.3	13.3	33.3		3.4	95.9	0.7		
Total %	0.3	0.1	1.2	1.5	0.3	47.6	1.6	49.5	0.4	0.1	0.3	0.8	1.6	46.3	0.4	48.3	

Start Time	LATROBE ROAD Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	3	3	0	114	8	122	0	0	0	0	0	119	0	119	244
04:15 PM	0	0	3	3	0	140	4	144	2	0	0	2	6	122	0	128	277
04:30 PM	1	1	5	7	0	123	2	125	0	2	2	4	9	139	2	150	286
04:45 PM	4	0	4	8	2	112	4	118	0	0	0	0	4	124	1	129	255
Total Volume	5	1	15	21	2	489	18	509	2	2	2	6	19	504	3	526	1062
% App. Total	23.8	4.8	71.4		0.4	96.1	3.5		33.3	33.3	33.3		3.6	95.8	0.6		
PHF	.313	.250	.750	.656	.250	.873	.563	.884	.250	.250	.250	.375	.528	.906	.375	.877	.928

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

All Traffic Data

(916) 771-8700

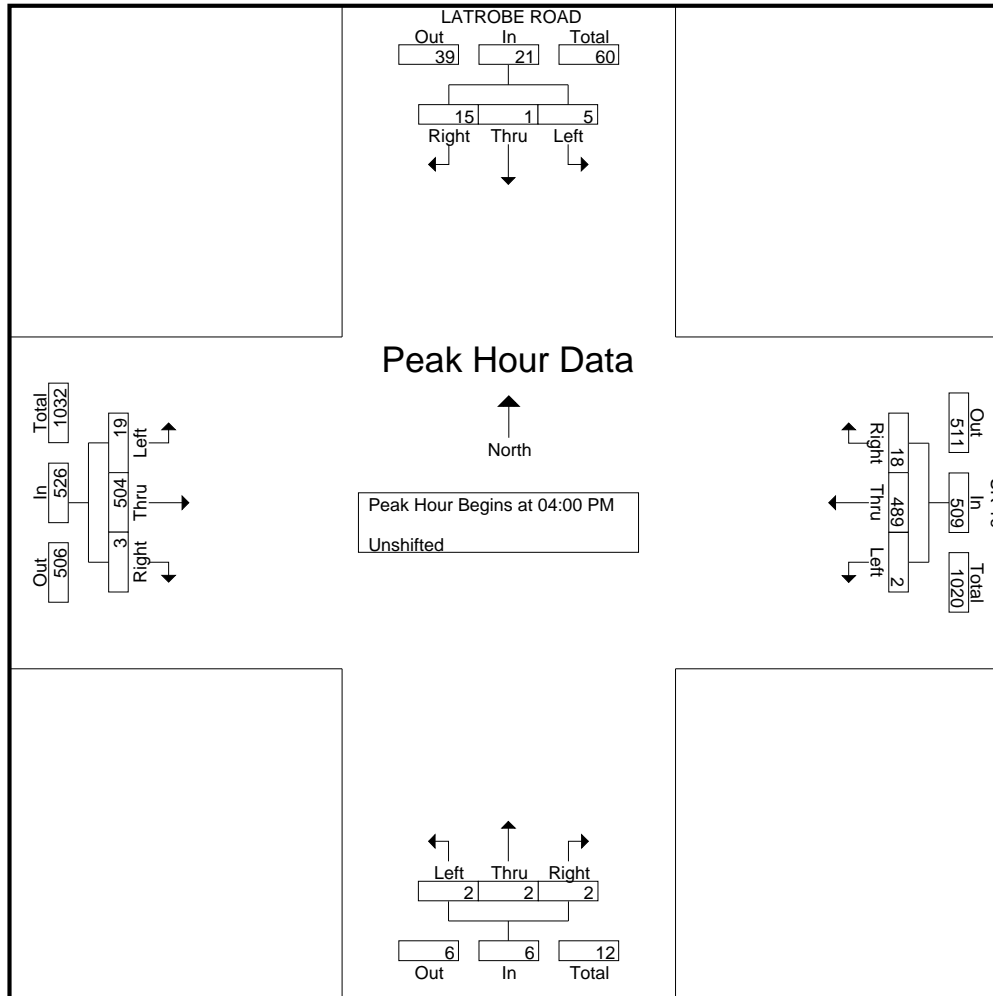
F(916) 786-2879

File Name : 32S

Site Code : 00000000

Start Date : 8/2/2008

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All Traffic Data

(916) 771-8700

F(916) 786-2879

COUNTY OF SACRAMENTO

File Name : 32F

Site Code : 00000000

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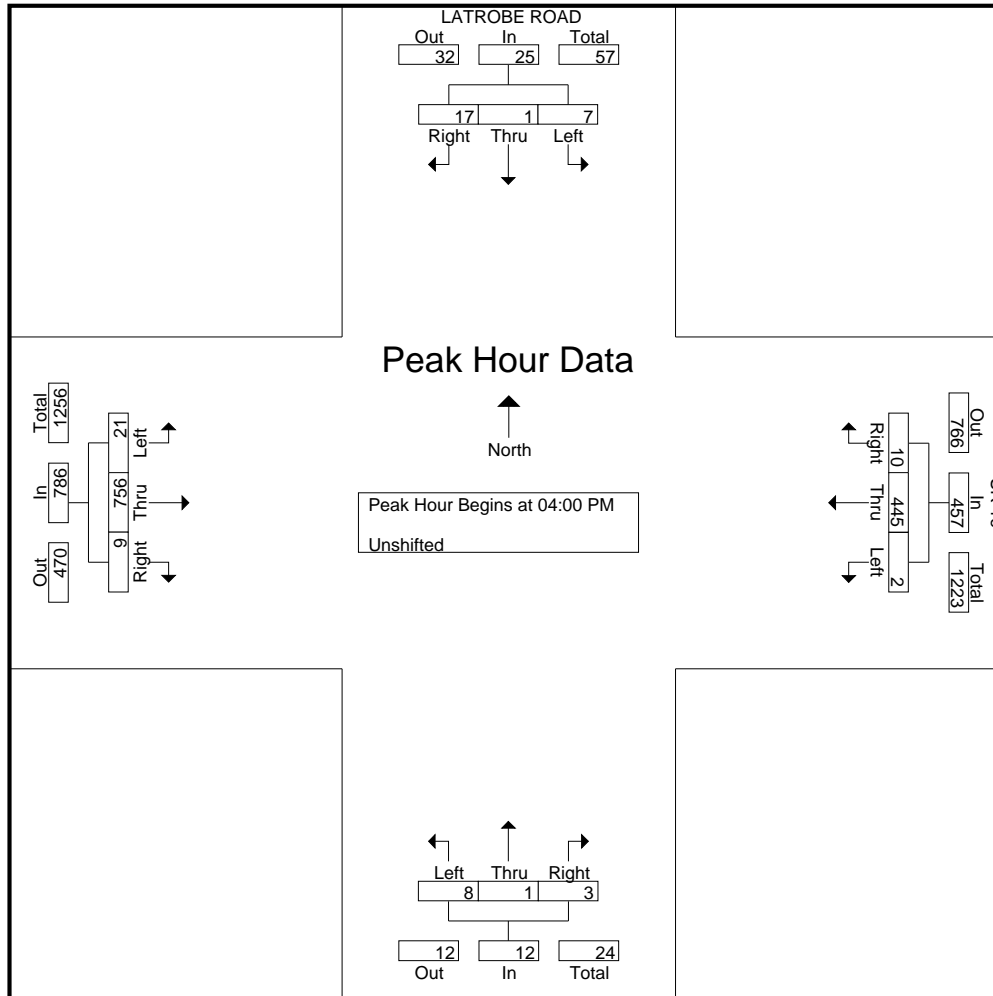
Start Time	LATROBE ROAD Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	0	0	3	1	137	4	142	0	0	0	0	7	196	5	208	353
04:15 PM	1	0	6	7	1	107	4	112	1	0	1	2	3	182	2	187	308
04:30 PM	1	1	8	10	0	102	1	103	4	0	2	6	2	197	1	200	319
04:45 PM	2	0	3	5	0	99	1	100	3	1	0	4	9	181	1	191	300
Total	7	1	17	25	2	445	10	457	8	1	3	12	21	756	9	786	1280
05:00 PM	0	0	4	4	0	81	2	83	0	0	0	0	7	188	2	197	284
05:15 PM	1	1	5	7	1	118	3	122	2	0	1	3	10	198	3	211	343
05:30 PM	0	0	8	8	0	91	1	92	0	0	1	1	4	197	3	204	305
05:45 PM	1	1	9	11	0	84	3	87	2	0	1	3	9	200	6	215	316
Total	2	2	26	30	1	374	9	384	4	0	3	7	30	783	14	827	1248
Grand Total	9	3	43	55	3	819	19	841	12	1	6	19	51	1539	23	1613	2528
Apprch %	16.4	5.5	78.2		0.4	97.4	2.3		63.2	5.3	31.6		3.2	95.4	1.4		
Total %	0.4	0.1	1.7	2.2	0.1	32.4	0.8	33.3	0.5	0	0.2	0.8	2	60.9	0.9	63.8	

Start Time	LATROBE ROAD Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	0	0	3	1	137	4	142	0	0	0	0	7	196	5	208	353
04:15 PM	1	0	6	7	1	107	4	112	1	0	1	2	3	182	2	187	308
04:30 PM	1	1	8	10	0	102	1	103	4	0	2	6	2	197	1	200	319
04:45 PM	2	0	3	5	0	99	1	100	3	1	0	4	9	181	1	191	300
Total Volume	7	1	17	25	2	445	10	457	8	1	3	12	21	756	9	786	1280
% App. Total	28	4	68		0.4	97.4	2.2		66.7	8.3	25		2.7	96.2	1.1		
PHF	.583	.250	.531	.625	.500	.812	.625	.805	.500	.250	.375	.500	.583	.959	.450	.945	.907

All Traffic Data

(916) 771-8700
F(916) 786-2879

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Site Code : 00000000
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(916) 771-8700

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COUNTY OF SACRAMENTO

File Name : 31S

Site Code : 00000000

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Start Time	STONEHOUSE ROAD Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	18	0	1	19	0	119	11	130	0	0	0	0	5	111	0	116	265
04:15 PM	26	0	1	27	0	142	12	154	0	0	0	0	6	109	0	115	296
04:30 PM	11	0	1	12	0	121	7	128	0	0	0	0	2	138	0	140	280
04:45 PM	12	0	2	14	0	115	13	128	0	0	0	0	2	122	0	124	266
Total	67	0	5	72	0	497	43	540	0	0	0	0	15	480	0	495	1107
05:00 PM	20	0	1	21	0	125	14	139	0	0	0	0	1	115	0	116	276
05:15 PM	13	0	1	14	0	130	11	141	0	0	0	0	8	72	0	80	235
05:30 PM	14	0	3	17	0	92	10	102	0	0	0	0	1	97	0	98	217
05:45 PM	15	0	0	15	0	101	17	118	0	0	0	0	2	102	0	104	237
Total	62	0	5	67	0	448	52	500	0	0	0	0	12	386	0	398	965
Grand Total	129	0	10	139	0	945	95	1040	0	0	0	0	27	866	0	893	2072
Apprch %	92.8	0	7.2		0	90.9	9.1		0	0	0		3	97	0		
Total %	6.2	0	0.5	6.7	0	45.6	4.6	50.2	0	0	0	0	1.3	41.8	0	43.1	

Start Time	STONEHOUSE ROAD Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	26	0	1	27	0	142	12	154	0	0	0	0	6	109	0	115	296
04:30 PM	11	0	1	12	0	121	7	128	0	0	0	0	2	138	0	140	280
04:45 PM	12	0	2	14	0	115	13	128	0	0	0	0	2	122	0	124	266
05:00 PM	20	0	1	21	0	125	14	139	0	0	0	0	1	115	0	116	276
Total Volume	69	0	5	74	0	503	46	549	0	0	0	0	11	484	0	495	1118
% App. Total	93.2	0	6.8		0	91.6	8.4		0	0	0		2.2	97.8	0		
PHF	.663	.000	.625	.685	.000	.886	.821	.891	.000	.000	.000	.000	.458	.877	.000	.884	.944

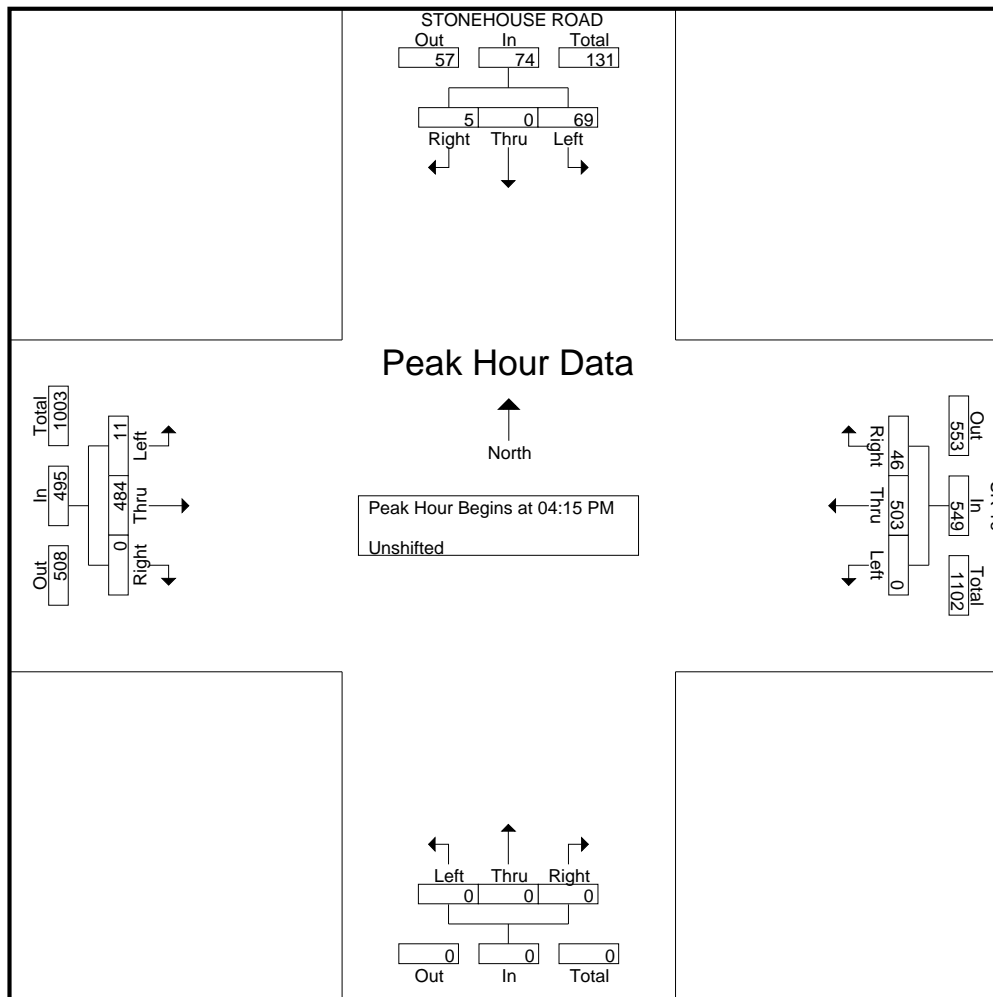
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

All Traffic Data

(916) 771-8700
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COUNTY OF SACRAMENTO

File Name : 31F

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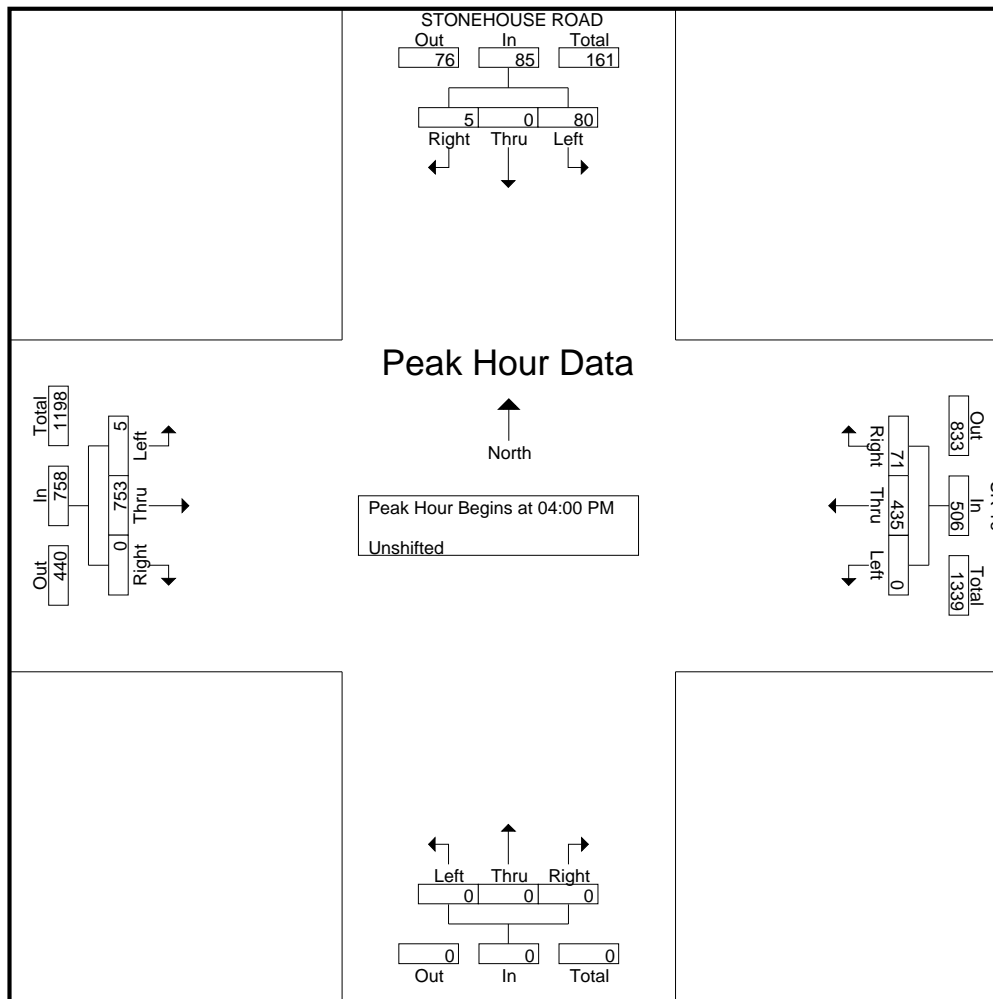
Start Time	STONEHOUSE ROAD Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	18	0	2	20	0	135	13	148	0	0	0	0	2	193	0	195	363
04:15 PM	19	0	3	22	0	106	19	125	0	0	0	0	2	179	0	181	328
04:30 PM	16	0	0	16	0	109	23	132	0	0	0	0	1	195	0	196	344
04:45 PM	27	0	0	27	0	85	16	101	0	0	0	0	0	186	0	186	314
Total	80	0	5	85	0	435	71	506	0	0	0	0	5	753	0	758	1349
05:00 PM	19	0	3	22	0	79	14	93	0	0	0	0	1	180	0	181	296
05:15 PM	21	0	2	23	0	120	15	135	0	0	0	0	4	194	0	198	356
05:30 PM	34	0	3	37	0	81	10	91	0	0	0	0	2	196	0	198	326
05:45 PM	22	0	1	23	0	84	10	94	0	0	0	0	0	202	0	202	319
Total	96	0	9	105	0	364	49	413	0	0	0	0	7	772	0	779	1297
Grand Total	176	0	14	190	0	799	120	919	0	0	0	0	12	1525	0	1537	2646
Apprch %	92.6	0	7.4		0	86.9	13.1		0	0	0		0.8	99.2	0		
Total %	6.7	0	0.5	7.2	0	30.2	4.5	34.7	0	0	0	0	0.5	57.6	0	58.1	

Start Time	STONEHOUSE ROAD Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	18	0	2	20	0	135	13	148	0	0	0	0	2	193	0	195	363
04:15 PM	19	0	3	22	0	106	19	125	0	0	0	0	2	179	0	181	328
04:30 PM	16	0	0	16	0	109	23	132	0	0	0	0	1	195	0	196	344
04:45 PM	27	0	0	27	0	85	16	101	0	0	0	0	0	186	0	186	314
Total Volume	80	0	5	85	0	435	71	506	0	0	0	0	5	753	0	758	1349
% App. Total	94.1	0	5.9		0	86	14		0	0	0		0.7	99.3	0		
PHF	.741	.000	.417	.787	.000	.806	.772	.855	.000	.000	.000	.000	.625	.965	.000	.967	.929

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COUNTY OF SACRAMENTO

File Name : 30S

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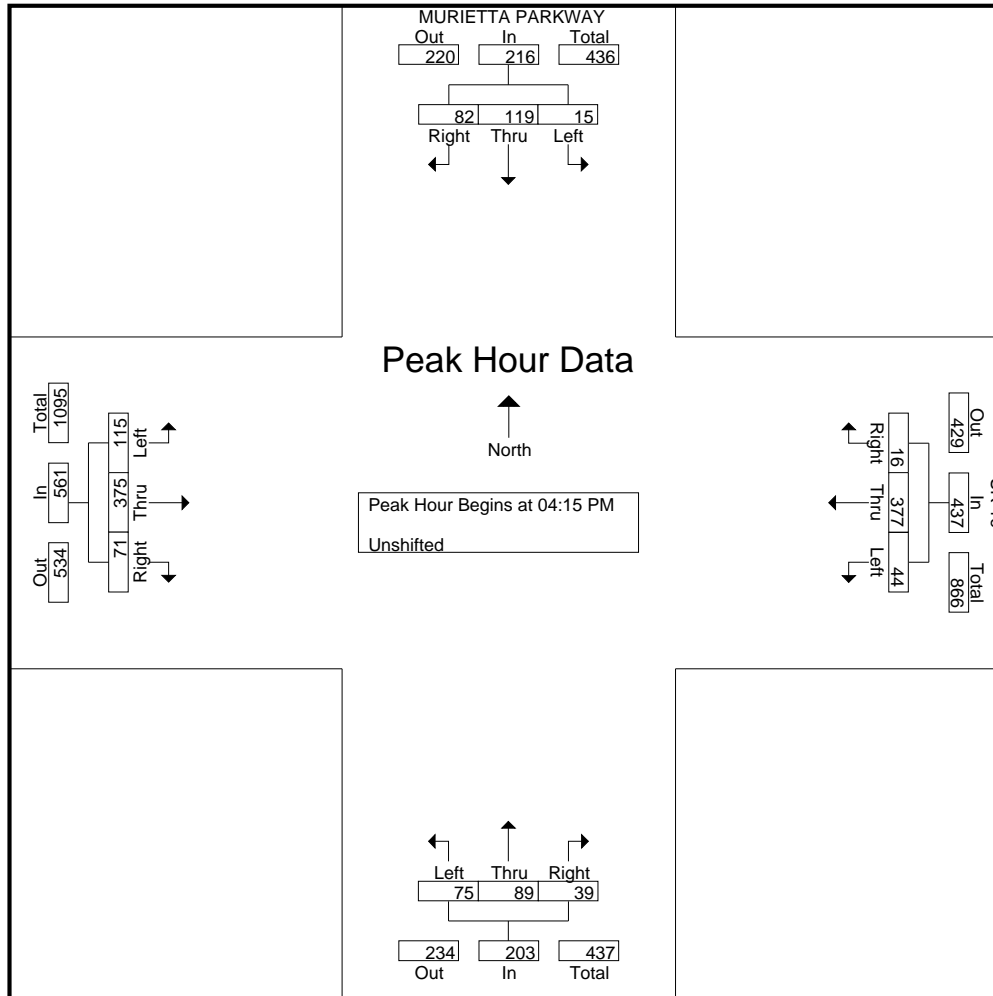
Start Time	MURIETTA PARKWAY Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	5	21	24	50	11	79	3	93	24	15	8	47	24	91	11	126	316
04:15 PM	6	25	27	58	12	96	4	112	27	17	9	53	24	96	12	132	355
04:30 PM	4	25	16	45	8	96	0	104	12	23	10	45	38	103	4	145	339
04:45 PM	4	47	17	68	12	89	5	106	16	29	10	55	26	94	27	147	376
Total	19	118	84	221	43	360	12	415	79	84	37	200	112	384	54	550	1386
05:00 PM	1	22	22	45	12	96	7	115	20	20	10	50	27	82	28	137	347
05:15 PM	4	12	23	39	5	105	6	116	11	14	12	37	24	51	9	84	276
05:30 PM	3	12	16	31	8	70	7	85	12	5	4	21	39	67	4	110	247
05:45 PM	6	16	31	53	12	65	3	80	20	54	21	95	35	74	8	117	345
Total	14	62	92	168	37	336	23	396	63	93	47	203	125	274	49	448	1215
Grand Total	33	180	176	389	80	696	35	811	142	177	84	403	237	658	103	998	2601
Apprch %	8.5	46.3	45.2		9.9	85.8	4.3		35.2	43.9	20.8		23.7	65.9	10.3		
Total %	1.3	6.9	6.8	15	3.1	26.8	1.3	31.2	5.5	6.8	3.2	15.5	9.1	25.3	4	38.4	

Start Time	MURIETTA PARKWAY Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	6	25	27	58	12	96	4	112	27	17	9	53	24	96	12	132	355
04:30 PM	4	25	16	45	8	96	0	104	12	23	10	45	38	103	4	145	339
04:45 PM	4	47	17	68	12	89	5	106	16	29	10	55	26	94	27	147	376
05:00 PM	1	22	22	45	12	96	7	115	20	20	10	50	27	82	28	137	347
Total Volume	15	119	82	216	44	377	16	437	75	89	39	203	115	375	71	561	1417
% App. Total	6.9	55.1	38		10.1	86.3	3.7		36.9	43.8	19.2		20.5	66.8	12.7		
PHF	.625	.633	.759	.794	.917	.982	.571	.950	.694	.767	.975	.923	.757	.910	.634	.954	.942

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(916) 771-8700
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File Name : 30F

Site Code : 00000000

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Groups Printed- Unshifted

Start Time	MURIETTA PARKWAY Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	5	26	16	47	14	86	8	108	40	29	21	90	45	130	33	208	453
04:15 PM	11	24	15	50	12	73	10	95	34	37	17	88	38	128	29	195	428
04:30 PM	8	20	36	64	7	55	16	78	28	27	19	74	42	126	42	210	426
04:45 PM	9	31	14	54	11	70	8	89	21	23	19	63	49	129	39	217	423
Total	33	101	81	215	44	284	42	370	123	116	76	315	174	513	143	830	1730
05:00 PM	7	27	26	60	6	59	7	72	19	41	30	90	50	136	25	211	433
05:15 PM	10	22	28	60	7	82	8	97	31	28	31	90	61	130	21	212	459
05:30 PM	6	19	15	40	16	54	8	78	10	38	15	63	70	130	20	220	401
05:45 PM	4	21	18	43	5	62	4	71	21	21	17	59	64	119	44	227	400
Total	27	89	87	203	34	257	27	318	81	128	93	302	245	515	110	870	1693
Grand Total	60	190	168	418	78	541	69	688	204	244	169	617	419	1028	253	1700	3423
Apprch %	14.4	45.5	40.2		11.3	78.6	10		33.1	39.5	27.4		24.6	60.5	14.9		
Total %	1.8	5.6	4.9	12.2	2.3	15.8	2	20.1	6	7.1	4.9	18	12.2	30	7.4	49.7	

Start Time	MURIETTA PARKWAY Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	8	20	36	64	7	55	16	78	28	27	19	74	42	126	42	210	426
04:45 PM	9	31	14	54	11	70	8	89	21	23	19	63	49	129	39	217	423
05:00 PM	7	27	26	60	6	59	7	72	19	41	30	90	50	136	25	211	433
05:15 PM	10	22	28	60	7	82	8	97	31	28	31	90	61	130	21	212	459
Total Volume	34	100	104	238	31	266	39	336	99	119	99	317	202	521	127	850	1741
% App. Total	14.3	42	43.7		9.2	79.2	11.6		31.2	37.5	31.2		23.8	61.3	14.9		
PHF	.850	.806	.722	.930	.705	.811	.609	.866	.798	.726	.798	.881	.828	.958	.756	.979	.948

All Traffic Data

(916) 771-8700

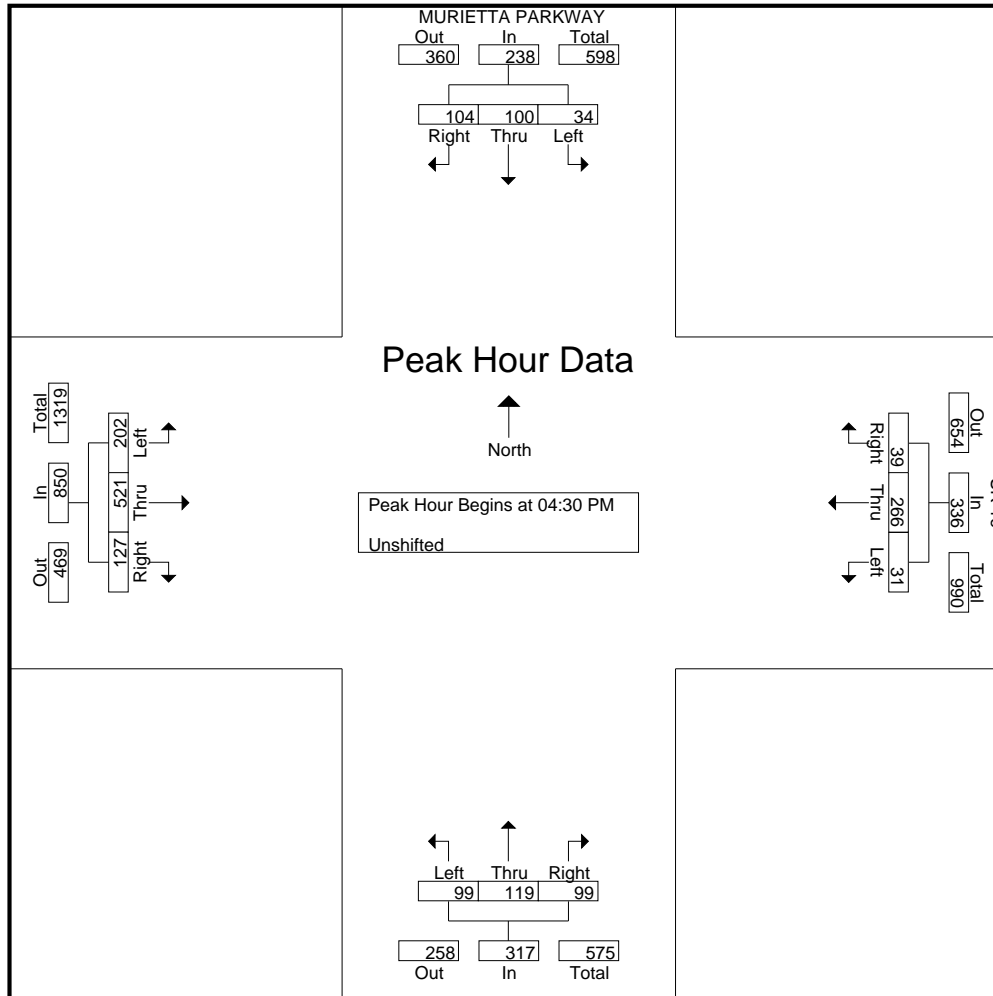
F(916) 786-2879

File Name : 30F

Site Code : 00000000

Start Date : 8/1/2008

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All Traffic Data

(916) 771-8700

F(916) 786-2879

COUNTY OF SACRAMENTO

File Name : 29S

Site Code : 00000000

Start Date : 8/2/2008

Page No : 1

Groups Printed- Unshifted

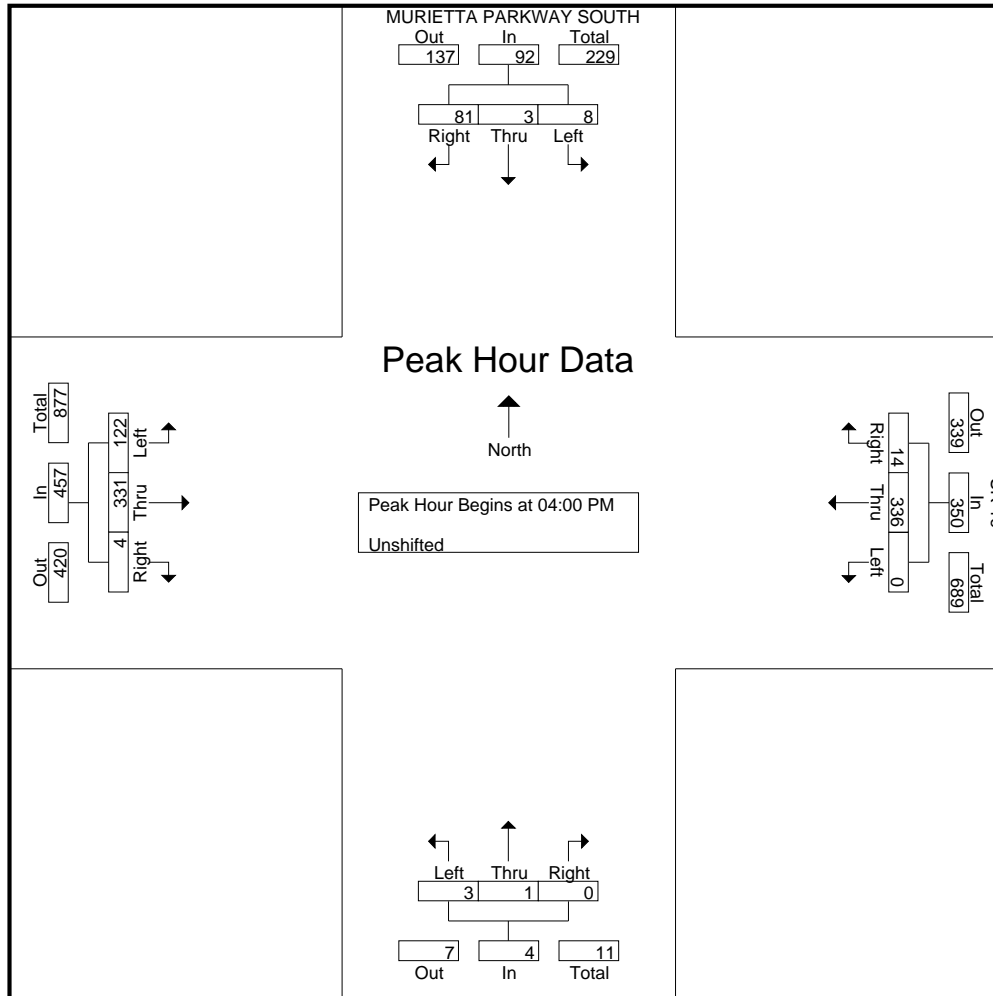
Start Time	MURIETTA PARKWAY SOUTH Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	2	17	21	0	94	5	99	1	0	0	1	31	82	0	113	234
04:15 PM	1	0	17	18	0	76	5	81	1	0	0	1	31	73	1	105	205
04:30 PM	3	1	21	25	0	89	3	92	0	1	0	1	30	86	2	118	236
04:45 PM	2	0	26	28	0	77	1	78	1	0	0	1	30	90	1	121	228
Total	8	3	81	92	0	336	14	350	3	1	0	4	122	331	4	457	903
05:00 PM	3	0	15	18	0	99	1	100	0	0	0	0	22	77	0	99	217
05:15 PM	1	0	30	31	0	87	0	87	0	0	0	0	34	48	0	82	200
05:30 PM	0	0	9	9	0	73	1	74	1	1	0	2	27	59	0	86	171
05:45 PM	0	0	29	29	0	55	1	56	0	0	0	0	29	66	0	95	180
Total	4	0	83	87	0	314	3	317	1	1	0	2	112	250	0	362	768
Grand Total	12	3	164	179	0	650	17	667	4	2	0	6	234	581	4	819	1671
Apprch %	6.7	1.7	91.6		0	97.5	2.5		66.7	33.3	0		28.6	70.9	0.5		
Total %	0.7	0.2	9.8	10.7	0	38.9	1	39.9	0.2	0.1	0	0.4	14	34.8	0.2	49	

Start Time	MURIETTA PARKWAY SOUTH Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	2	17	21	0	94	5	99	1	0	0	1	31	82	0	113	234
04:15 PM	1	0	17	18	0	76	5	81	1	0	0	1	31	73	1	105	205
04:30 PM	3	1	21	25	0	89	3	92	0	1	0	1	30	86	2	118	236
04:45 PM	2	0	26	28	0	77	1	78	1	0	0	1	30	90	1	121	228
Total Volume	8	3	81	92	0	336	14	350	3	1	0	4	122	331	4	457	903
% App. Total	8.7	3.3	88		0	96	4		75	25	0		26.7	72.4	0.9		
PHF	.667	.375	.779	.821	.000	.894	.700	.884	.750	.250	.000	1.000	.984	.919	.500	.944	.957

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 29S
Site Code : 00000000
Start Date : 8/2/2008
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All Traffic Data

(916) 771-8700

F(916) 786-2879

COUNTY OF SACRAMENTO

File Name : 29F

Site Code : 00000000

Start Date : 8/1/2008

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Groups Printed- Unshifted

Start Time	MURIETTA PARWAY SOUTH Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	1	23	25	0	86	5	91	2	1	0	3	34	122	3	159	278
04:15 PM	1	0	28	29	0	66	3	69	0	2	1	3	41	117	1	159	260
04:30 PM	3	0	24	27	0	66	4	70	2	0	1	3	37	104	3	144	244
04:45 PM	4	0	18	22	0	64	8	72	0	0	1	1	34	129	2	165	260
Total	9	1	93	103	0	282	20	302	4	3	3	10	146	472	9	627	1042
05:00 PM	1	0	18	19	0	47	2	49	3	0	1	4	46	122	0	168	240
05:15 PM	2	0	13	15	0	84	6	90	2	0	0	2	44	128	0	172	279
05:30 PM	3	0	19	22	0	61	0	61	0	0	0	0	31	120	0	151	234
05:45 PM	2	1	25	28	1	45	0	46	1	0	0	1	34	106	1	141	216
Total	8	1	75	84	1	237	8	246	6	0	1	7	155	476	1	632	969
Grand Total	17	2	168	187	1	519	28	548	10	3	4	17	301	948	10	1259	2011
Apprch %	9.1	1.1	89.8		0.2	94.7	5.1		58.8	17.6	23.5		23.9	75.3	0.8		
Total %	0.8	0.1	8.4	9.3	0	25.8	1.4	27.3	0.5	0.1	0.2	0.8	15	47.1	0.5	62.6	

Start Time	MURIETTA PARWAY SOUTH Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	1	23	25	0	86	5	91	2	1	0	3	34	122	3	159	278
04:15 PM	1	0	28	29	0	66	3	69	0	2	1	3	41	117	1	159	260
04:30 PM	3	0	24	27	0	66	4	70	2	0	1	3	37	104	3	144	244
04:45 PM	4	0	18	22	0	64	8	72	0	0	1	1	34	129	2	165	260
Total Volume	9	1	93	103	0	282	20	302	4	3	3	10	146	472	9	627	1042
% App. Total	8.7	1	90.3		0	93.4	6.6		40	30	30		23.3	75.3	1.4		
PHF	.563	.250	.830	.888	.000	.820	.625	.830	.500	.375	.750	.833	.890	.915	.750	.950	.937

All Traffic Data

(916) 771-8700

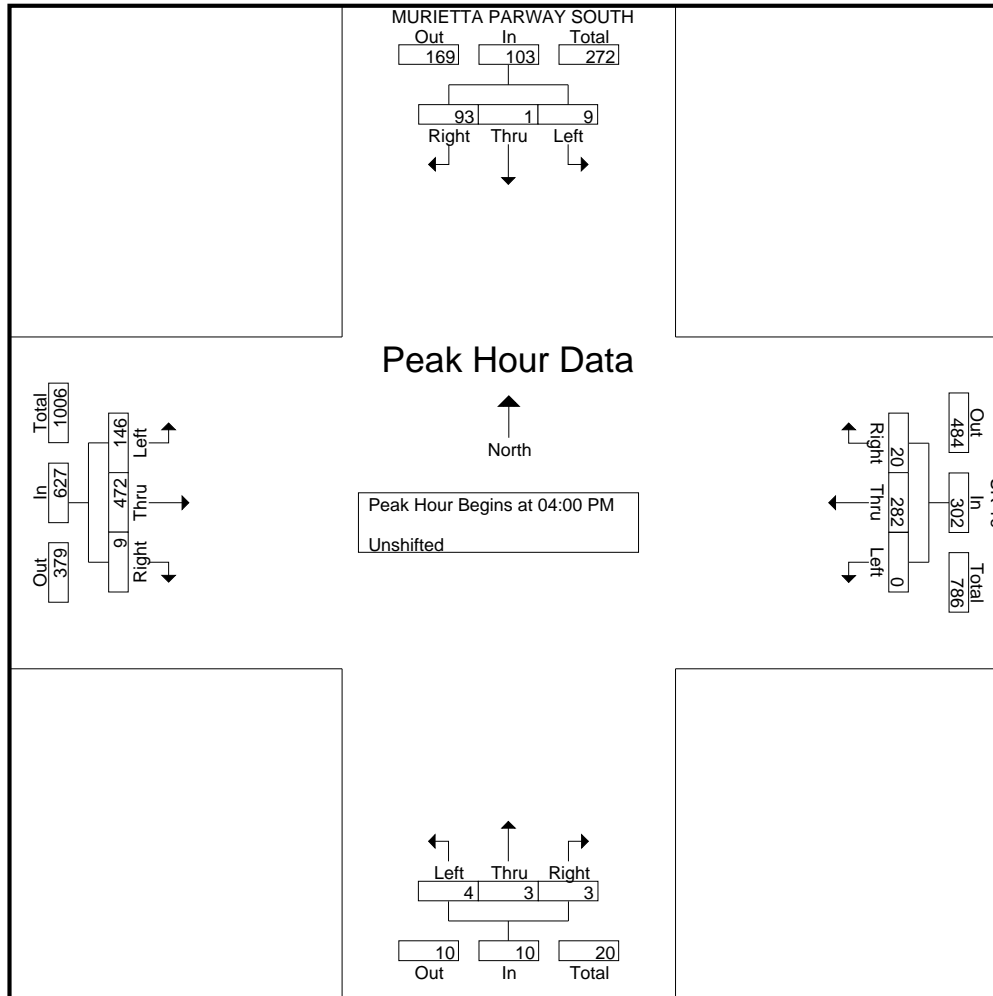
F(916) 786-2879

File Name : 29F

Site Code : 00000000

Start Date : 8/1/2008

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All Traffic Data

(916) 771-8700

F(916) 786-2879

COUNTY OF SACRAMENTO

File Name : 28S

Site Code : 00000000

Start Date : 8/9/2008

Page No : 1

Groups Printed- Unshifted

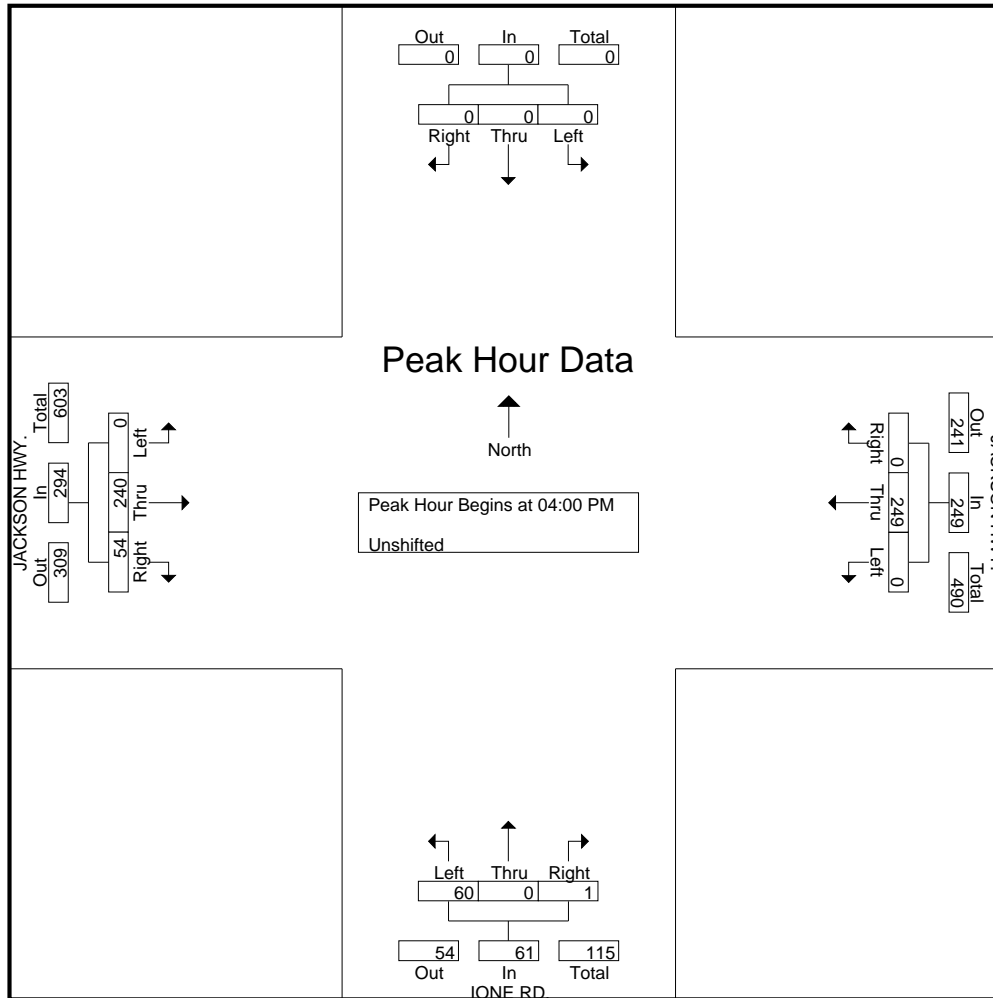
Start Time	Southbound				JACKSON HWY. Westbound				IONE RD. Northbound				JACKSON HWY. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	51	0	51	12	0	1	13	0	59	19	78	142
04:15 PM	0	0	0	0	0	62	0	62	16	0	0	16	0	65	11	76	154
04:30 PM	0	0	0	0	0	71	0	71	17	0	0	17	0	56	10	66	154
04:45 PM	0	0	0	0	0	65	0	65	15	0	0	15	0	60	14	74	154
Total	0	0	0	0	0	249	0	249	60	0	1	61	0	240	54	294	604
05:00 PM	0	0	0	0	0	60	0	60	10	0	1	11	0	54	5	59	130
05:15 PM	0	0	0	0	1	47	0	48	12	0	0	12	0	60	9	69	129
05:30 PM	0	0	0	0	0	61	0	61	4	0	0	4	0	34	9	43	108
05:45 PM	0	0	0	0	1	54	0	55	9	0	1	10	0	49	16	65	130
Total	0	0	0	0	2	222	0	224	35	0	2	37	0	197	39	236	497
Grand Total	0	0	0	0	2	471	0	473	95	0	3	98	0	437	93	530	1101
Apprch %	0	0	0	0	0.4	99.6	0		96.9	0	3.1		0	82.5	17.5		
Total %	0	0	0	0	0.2	42.8	0	43	8.6	0	0.3	8.9	0	39.7	8.4	48.1	

Start Time	Southbound				JACKSON HWY. Westbound				IONE RD. Northbound				JACKSON HWY. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	51	0	51	12	0	1	13	0	59	19	78	142
04:15 PM	0	0	0	0	0	62	0	62	16	0	0	16	0	65	11	76	154
04:30 PM	0	0	0	0	0	71	0	71	17	0	0	17	0	56	10	66	154
04:45 PM	0	0	0	0	0	65	0	65	15	0	0	15	0	60	14	74	154
Total Volume	0	0	0	0	0	249	0	249	60	0	1	61	0	240	54	294	604
% App. Total	0	0	0	0	0	100	0		98.4	0	1.6		0	81.6	18.4		
PHF	.000	.000	.000	.000	.000	.877	.000	.877	.882	.000	.250	.897	.000	.923	.711	.942	.981

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 28S
Site Code : 00000000
Start Date : 8/9/2008
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All Traffic Data

(916) 771-8700

F(916) 786-2879

COUNTY OF SACRAMENTO

File Name : 28F

Site Code : 00000000

Start Date : 8/8/2008

Page No : 1

Groups Printed- Unshifted

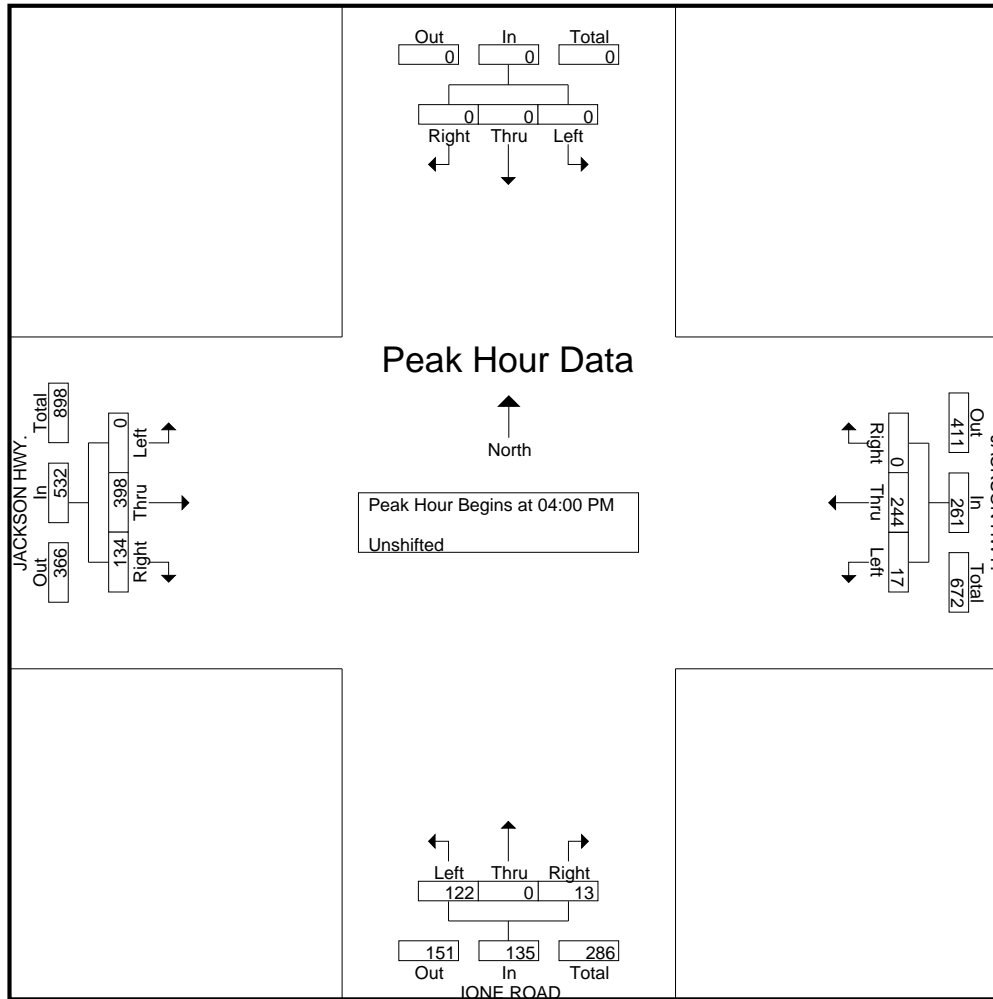
Start Time	Southbound				JACKSON HWY. Westbound				IONE ROAD Northbound				JACKSON HWY. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	6	49	0	55	39	0	2	41	0	83	33	116	212
04:15 PM	0	0	0	0	4	60	0	64	32	0	8	40	0	118	40	158	262
04:30 PM	0	0	0	0	5	67	0	72	28	0	3	31	0	110	32	142	245
04:45 PM	0	0	0	0	2	68	0	70	23	0	0	23	0	87	29	116	209
Total	0	0	0	0	17	244	0	261	122	0	13	135	0	398	134	532	928
05:00 PM	0	0	0	0	4	49	0	53	17	0	2	19	0	91	31	122	194
05:15 PM	0	0	0	0	3	61	0	64	20	0	0	20	0	96	49	145	229
05:30 PM	0	0	0	0	7	54	0	61	29	0	1	30	0	83	42	125	216
05:45 PM	0	0	0	0	6	43	0	49	22	0	4	26	0	99	38	137	212
Total	0	0	0	0	20	207	0	227	88	0	7	95	0	369	160	529	851
Grand Total	0	0	0	0	37	451	0	488	210	0	20	230	0	767	294	1061	1779
Apprch %	0	0	0	0	7.6	92.4	0		91.3	0	8.7		0	72.3	27.7		
Total %	0	0	0	0	2.1	25.4	0	27.4	11.8	0	1.1	12.9	0	43.1	16.5	59.6	

Start Time	Southbound				JACKSON HWY. Westbound				IONE ROAD Northbound				JACKSON HWY. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	6	49	0	55	39	0	2	41	0	83	33	116	212
04:15 PM	0	0	0	0	4	60	0	64	32	0	8	40	0	118	40	158	262
04:30 PM	0	0	0	0	5	67	0	72	28	0	3	31	0	110	32	142	245
04:45 PM	0	0	0	0	2	68	0	70	23	0	0	23	0	87	29	116	209
Total Volume	0	0	0	0	17	244	0	261	122	0	13	135	0	398	134	532	928
% App. Total	0	0	0	0	6.5	93.5	0		90.4	0	9.6		0	74.8	25.2		
PHF	.000	.000	.000	.000	.708	.897	.000	.906	.782	.000	.406	.823	.000	.843	.838	.842	.885

All Traffic Data

(916) 771-8700
F(916) 786-2879

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Site Code : 00000000
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All Traffic Data

(916) 771-8700
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EL DORADO COUNTY

File Name : 27S
Site Code : 00000000
Start Date : 9/6/2008
Page No : 1

Groups Printed- Unshifted

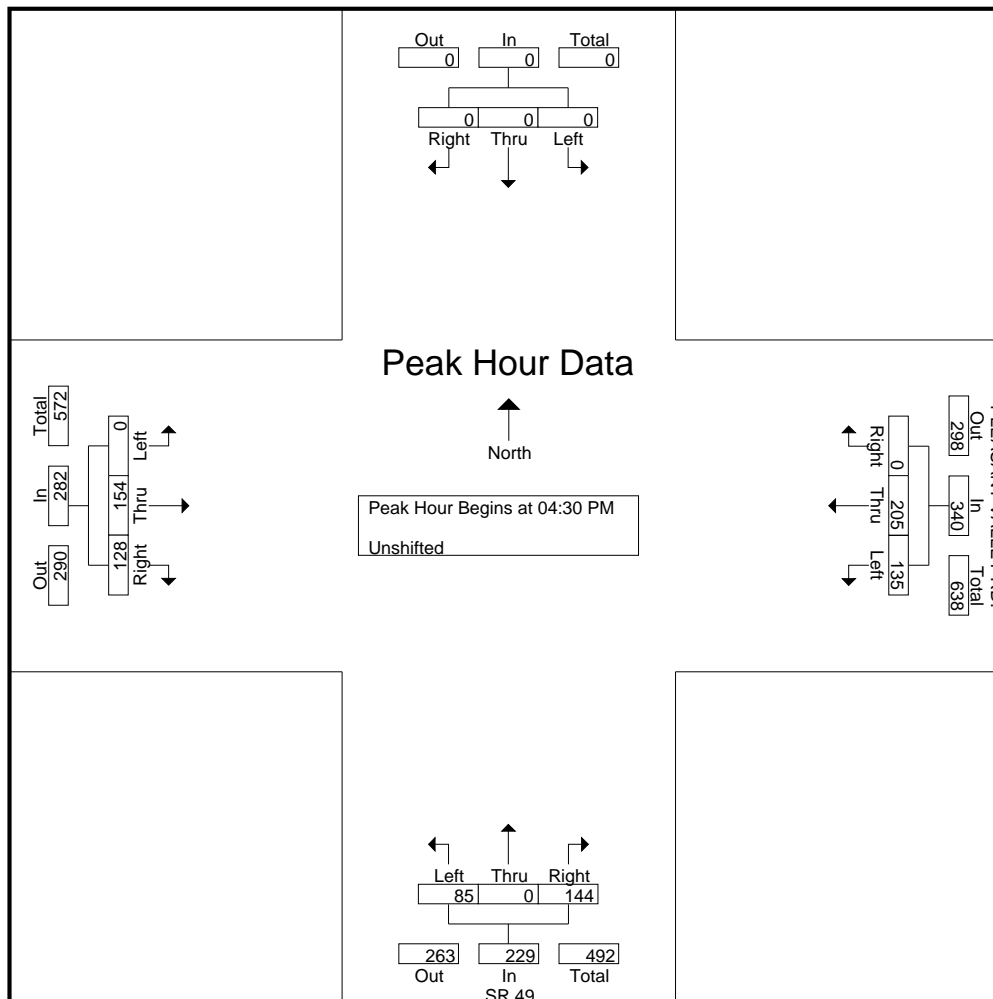
Start Time	Southbound				PLEASANT VALLEY RD. Westbound				SR 49 Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	34	39	0	73	20	0	39	59	0	46	23	69	201
04:15 PM	0	0	0	0	37	32	0	69	21	0	26	47	0	51	22	73	189
04:30 PM	0	0	0	0	26	49	0	75	19	0	30	49	0	37	25	62	186
04:45 PM	0	0	0	0	31	34	0	65	26	0	42	68	0	39	34	73	206
Total	0	0	0	0	128	154	0	282	86	0	137	223	0	173	104	277	782
05:00 PM	0	0	0	0	38	65	0	103	21	0	39	60	0	41	37	78	241
05:15 PM	0	0	0	0	40	57	0	97	19	0	33	52	0	37	32	69	218
05:30 PM	0	0	0	0	27	44	0	71	24	0	38	62	0	27	18	45	178
05:45 PM	0	0	0	0	25	19	0	44	30	0	36	66	0	28	29	57	167
Total	0	0	0	0	130	185	0	315	94	0	146	240	0	133	116	249	804
Grand Total	0	0	0	0	258	339	0	597	180	0	283	463	0	306	220	526	1586
Apprch %	0	0	0	0	43.2	56.8	0		38.9	0	61.1		0	58.2	41.8		
Total %	0	0	0	0	16.3	21.4	0	37.6	11.3	0	17.8	29.2	0	19.3	13.9	33.2	

Start Time	Southbound				PLEASANT VALLEY RD. Westbound				SR 49 Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	26	49	0	75	19	0	30	49	0	37	25	62	186
04:45 PM	0	0	0	0	31	34	0	65	26	0	42	68	0	39	34	73	206
05:00 PM	0	0	0	0	38	65	0	103	21	0	39	60	0	41	37	78	241
05:15 PM	0	0	0	0	40	57	0	97	19	0	33	52	0	37	32	69	218
Total Volume	0	0	0	0	135	205	0	340	85	0	144	229	0	154	128	282	851
% App. Total	0	0	0	0	39.7	60.3	0		37.1	0	62.9		0	54.6	45.4		
PHF	.000	.000	.000	.000	.844	.788	.000	.825	.817	.000	.857	.842	.000	.939	.865	.904	.883

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 27S
Site Code : 00000000
Start Date : 9/6/2008
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All Traffic Data

(916) 771-8700

F(916) 786-2879

EL DORADO COUNTY

File Name : 27F

Site Code : 00000000

Start Date : 9/5/2008

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Groups Printed- Unshifted

Start Time	Southbound				Westbound				SR 49 Northbound				PLEASANT VALLEY RD. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	49	54	0	103	23	0	42	65	0	88	49	137	305
04:15 PM	0	0	0	0	50	56	0	106	27	0	43	70	0	78	38	116	292
04:30 PM	0	0	0	0	54	70	0	124	22	0	50	72	0	73	48	121	317
04:45 PM	0	0	0	0	53	57	0	110	18	0	31	49	0	95	37	132	291
Total	0	0	0	0	206	237	0	443	90	0	166	256	0	334	172	506	1205
05:00 PM	0	0	0	0	56	53	0	109	26	0	43	69	0	88	56	144	322
05:15 PM	0	0	0	0	68	54	0	122	16	0	35	51	0	85	46	131	304
05:30 PM	0	0	0	0	77	57	0	134	28	0	36	64	0	73	58	131	329
05:45 PM	0	0	0	0	64	51	0	115	21	0	49	70	0	63	59	122	307
Total	0	0	0	0	265	215	0	480	91	0	163	254	0	309	219	528	1262
Grand Total	0	0	0	0	471	452	0	923	181	0	329	510	0	643	391	1034	2467
Apprch %	0	0	0	0	51	49	0	923	35.5	0	64.5	510	0	62.2	37.8	1034	2467
Total %	0	0	0	0	19.1	18.3	0	37.4	7.3	0	13.3	20.7	0	26.1	15.8	41.9	

Start Time	Southbound				Westbound				SR 49 Northbound				PLEASANT VALLEY RD. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	56	53	0	109	26	0	43	69	0	88	56	144	322
05:15 PM	0	0	0	0	68	54	0	122	16	0	35	51	0	85	46	131	304
05:30 PM	0	0	0	0	77	57	0	134	28	0	36	64	0	73	58	131	329
05:45 PM	0	0	0	0	64	51	0	115	21	0	49	70	0	63	59	122	307
Total Volume	0	0	0	0	265	215	0	480	91	0	163	254	0	309	219	528	1262
% App. Total	0	0	0	0	55.2	44.8	0	923	35.8	0	64.2	254	0	58.5	41.5	528	1262
PHF	.000	.000	.000	.000	.860	.943	.000	.896	.813	.000	.832	.907	.000	.878	.928	.917	.959

All Traffic Data

(916) 771-8700

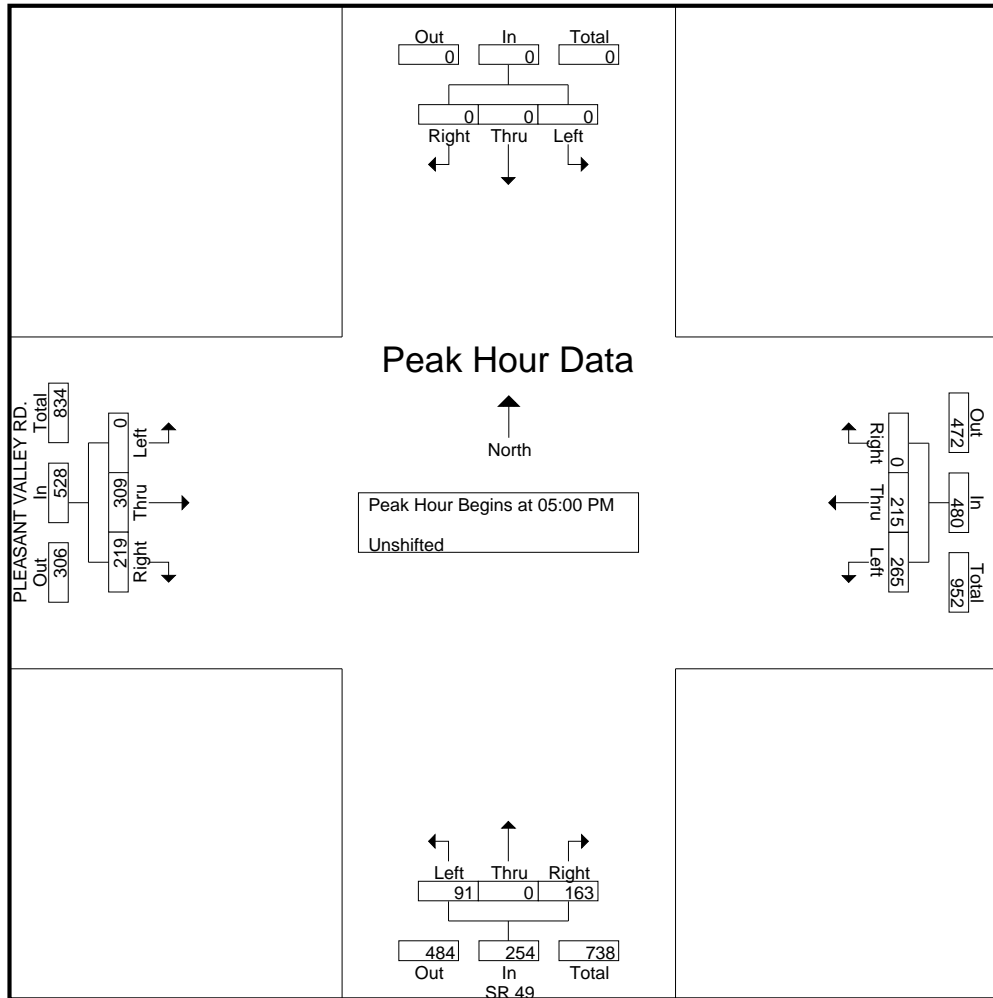
F(916) 786-2879

File Name : 27F

Site Code : 00000000

Start Date : 9/5/2008

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All Traffic Data

(916) 771-8700

F(916) 786-2879

SAN JOAQUIN COUNTY

File Name : 26S

Site Code : 00000000

Start Date : 8/9/2008

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Groups Printed- Unshifted

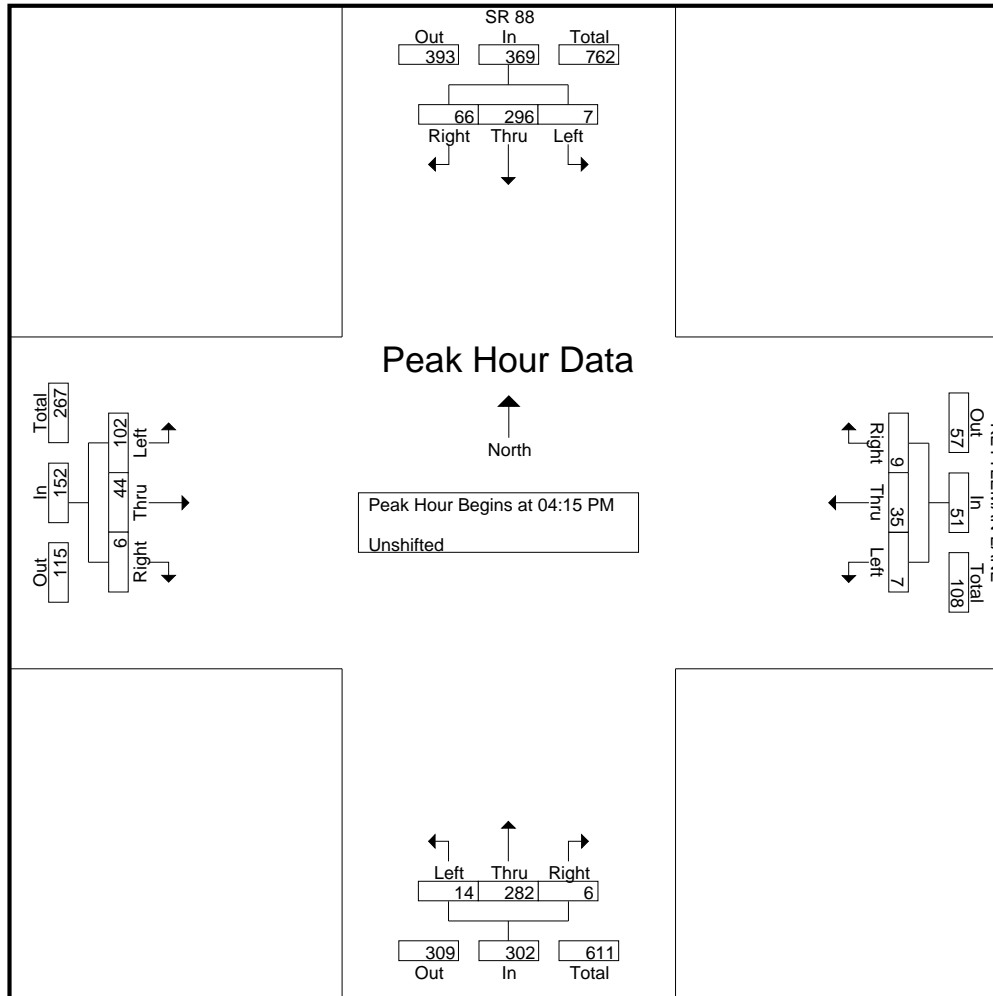
Start Time	SR 88 Southbound				KETTLEMAN LANE Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	73	12	85	2	15	2	19	2	79	1	82	31	10	3	44	230
04:15 PM	2	74	15	91	5	7	4	16	4	62	2	68	30	17	3	50	225
04:30 PM	1	70	23	94	0	9	0	9	3	74	2	79	26	6	1	33	215
04:45 PM	2	65	15	82	0	11	3	14	5	70	1	76	23	5	1	29	201
Total	5	282	65	352	7	42	9	58	14	285	6	305	110	38	8	156	871
05:00 PM	2	87	13	102	2	8	2	12	2	76	1	79	23	16	1	40	233
05:15 PM	1	73	16	90	2	4	3	9	2	63	1	66	31	10	7	48	213
05:30 PM	0	68	19	87	0	7	0	7	4	70	2	76	19	10	5	34	204
05:45 PM	1	78	16	95	1	17	0	18	1	64	0	65	20	9	5	34	212
Total	4	306	64	374	5	36	5	46	9	273	4	286	93	45	18	156	862
Grand Total	9	588	129	726	12	78	14	104	23	558	10	591	203	83	26	312	1733
Apprch %	1.2	81	17.8		11.5	75	13.5		3.9	94.4	1.7		65.1	26.6	8.3		
Total %	0.5	33.9	7.4	41.9	0.7	4.5	0.8	6	1.3	32.2	0.6	34.1	11.7	4.8	1.5	18	

Start Time	SR 88 Southbound				KETTLEMAN LANE Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	74	15	91	5	7	4	16	4	62	2	68	30	17	3	50	225
04:30 PM	1	70	23	94	0	9	0	9	3	74	2	79	26	6	1	33	215
04:45 PM	2	65	15	82	0	11	3	14	5	70	1	76	23	5	1	29	201
05:00 PM	2	87	13	102	2	8	2	12	2	76	1	79	23	16	1	40	233
Total Volume	7	296	66	369	7	35	9	51	14	282	6	302	102	44	6	152	874
% App. Total	1.9	80.2	17.9		13.7	68.6	17.6		4.6	93.4	2		67.1	28.9	3.9		
PHF	.875	.851	.717	.904	.350	.795	.563	.797	.700	.928	.750	.956	.850	.647	.500	.760	.938

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 26S
Site Code : 00000000
Start Date : 8/9/2008
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All Traffic Data

(916) 771-8700

F(916) 786-2879

SAN JOAQUIN COUNTY

File Name : 26F

Site Code : 00000000

Start Date : 8/8/2008

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Groups Printed- Unshifted

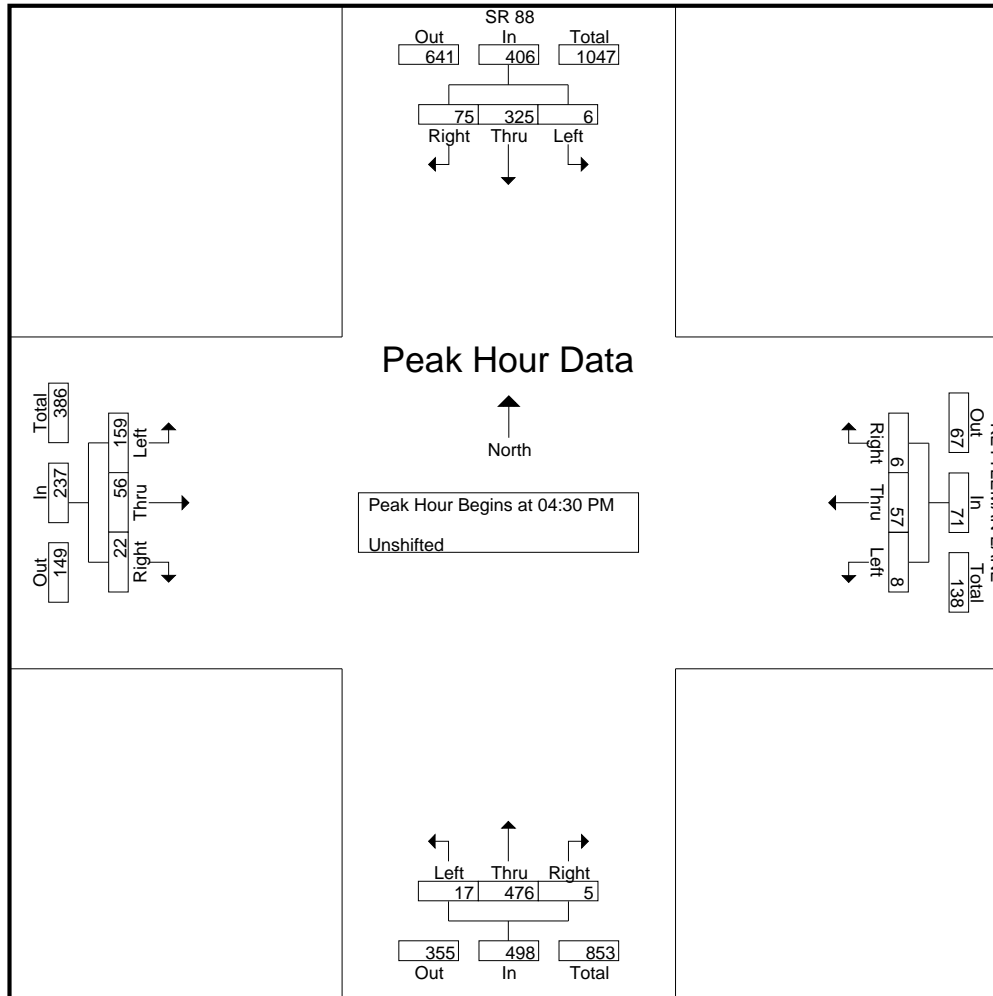
Start Time	SR 88 Southbound				KETTLEMAN LANE Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	74	17	92	4	12	1	17	5	104	2	111	50	19	3	72	292
04:15 PM	2	73	9	84	2	13	0	15	1	138	1	140	36	17	3	56	295
04:30 PM	1	91	18	110	3	14	0	17	5	127	2	134	35	15	3	53	314
04:45 PM	0	78	25	103	0	15	0	15	4	100	1	105	44	9	4	57	280
Total	4	316	69	389	9	54	1	64	15	469	6	490	165	60	13	238	1181
05:00 PM	1	77	14	92	4	23	5	32	5	118	2	125	48	16	8	72	321
05:15 PM	4	79	18	101	1	5	1	7	3	131	0	134	32	16	7	55	297
05:30 PM	1	83	12	96	3	11	2	16	5	103	4	112	29	19	8	56	280
05:45 PM	1	55	14	70	1	11	1	13	5	113	1	119	39	10	8	57	259
Total	7	294	58	359	9	50	9	68	18	465	7	490	148	61	31	240	1157
Grand Total	11	610	127	748	18	104	10	132	33	934	13	980	313	121	44	478	2338
Apprch %	1.5	81.6	17		13.6	78.8	7.6		3.4	95.3	1.3		65.5	25.3	9.2		
Total %	0.5	26.1	5.4	32	0.8	4.4	0.4	5.6	1.4	39.9	0.6	41.9	13.4	5.2	1.9	20.4	

Start Time	SR 88 Southbound				KETTLEMAN LANE Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	91	18	110	3	14	0	17	5	127	2	134	35	15	3	53	314
04:45 PM	0	78	25	103	0	15	0	15	4	100	1	105	44	9	4	57	280
05:00 PM	1	77	14	92	4	23	5	32	5	118	2	125	48	16	8	72	321
05:15 PM	4	79	18	101	1	5	1	7	3	131	0	134	32	16	7	55	297
Total Volume	6	325	75	406	8	57	6	71	17	476	5	498	159	56	22	237	1212
% App. Total	1.5	80	18.5		11.3	80.3	8.5		3.4	95.6	1		67.1	23.6	9.3		
PHF	.375	.893	.750	.923	.500	.620	.300	.555	.850	.908	.625	.929	.828	.875	.688	.823	.944

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 26F
Site Code : 00000000
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All Traffic Data

(916) 771-8700
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SAN JOAQUIN COUNTY

File Name : 25S
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Start Time	SR 88 Southbound				SR 12 WEST Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	96	57	154	1	1	0	2	6	115	0	121	76	0	5	81	358
04:15 PM	1	83	48	132	0	1	3	4	5	103	0	108	62	0	6	68	312
04:30 PM	0	91	43	134	0	0	1	1	7	98	0	105	58	1	3	62	302
04:45 PM	4	78	55	137	2	2	0	4	4	102	0	106	68	0	3	71	318
Total	6	348	203	557	3	4	4	11	22	418	0	440	264	1	17	282	1290
05:00 PM	0	94	43	137	0	1	1	2	8	110	0	118	67	1	5	73	330
05:15 PM	0	98	36	134	0	0	3	3	4	95	1	100	54	1	6	61	298
05:30 PM	1	71	49	121	0	1	0	1	6	89	0	95	49	0	5	54	271
05:45 PM	0	93	30	123	1	3	1	5	4	91	0	95	37	0	4	41	264
Total	1	356	158	515	1	5	5	11	22	385	1	408	207	2	20	229	1163
Grand Total	7	704	361	1072	4	9	9	22	44	803	1	848	471	3	37	511	2453
Apprch %	0.7	65.7	33.7		18.2	40.9	40.9		5.2	94.7	0.1		92.2	0.6	7.2		
Total %	0.3	28.7	14.7	43.7	0.2	0.4	0.4	0.9	1.8	32.7	0	34.6	19.2	0.1	1.5	20.8	

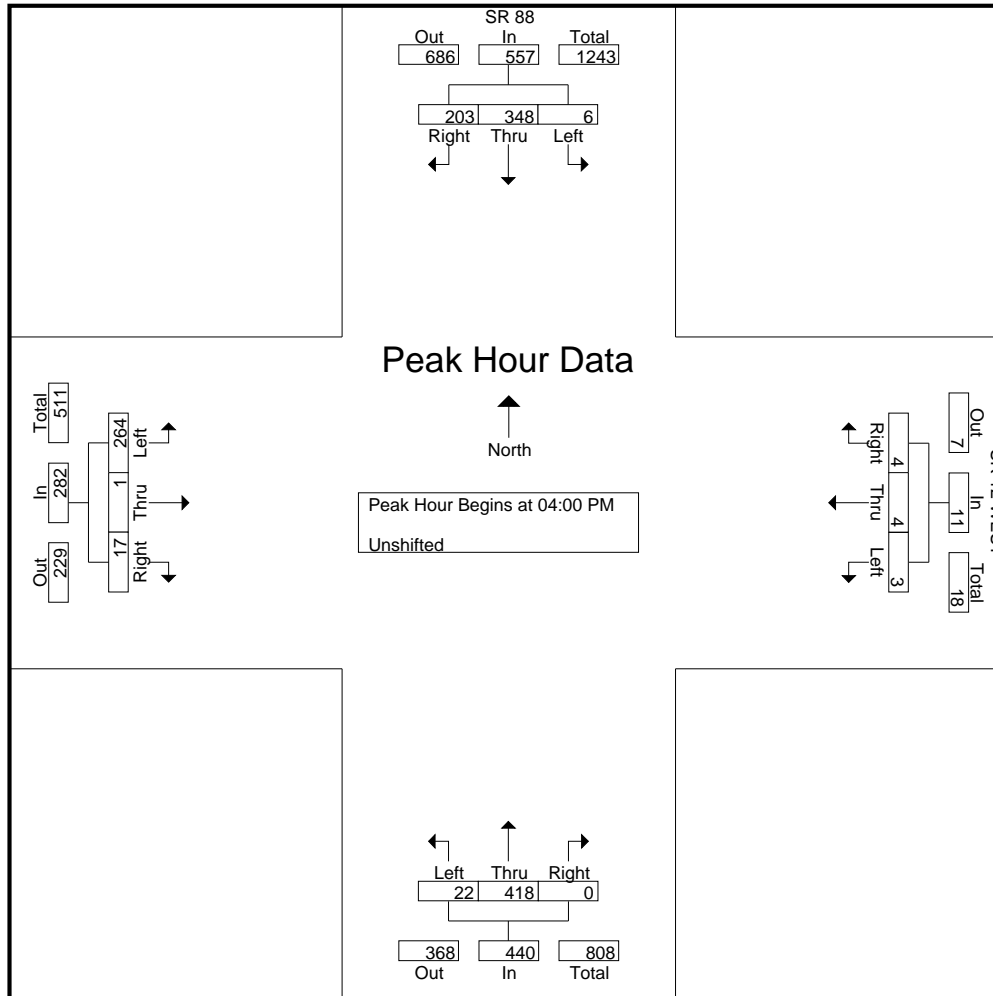
Start Time	SR 88 Southbound				SR 12 WEST Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	96	57	154	1	1	0	2	6	115	0	121	76	0	5	81	358
04:15 PM	1	83	48	132	0	1	3	4	5	103	0	108	62	0	6	68	312
04:30 PM	0	91	43	134	0	0	1	1	7	98	0	105	58	1	3	62	302
04:45 PM	4	78	55	137	2	2	0	4	4	102	0	106	68	0	3	71	318
Total Volume	6	348	203	557	3	4	4	11	22	418	0	440	264	1	17	282	1290
% App. Total	1.1	62.5	36.4		27.3	36.4	36.4		5	95	0		93.6	0.4	6		
PHF	.375	.906	.890	.904	.375	.500	.333	.688	.786	.909	.000	.909	.868	.250	.708	.870	.901

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:00 PM

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SAN JOAQUIN COUNTY

File Name : 25F

Site Code : 00000000

Start Date : 8/8/2008

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Groups Printed- Unshifted

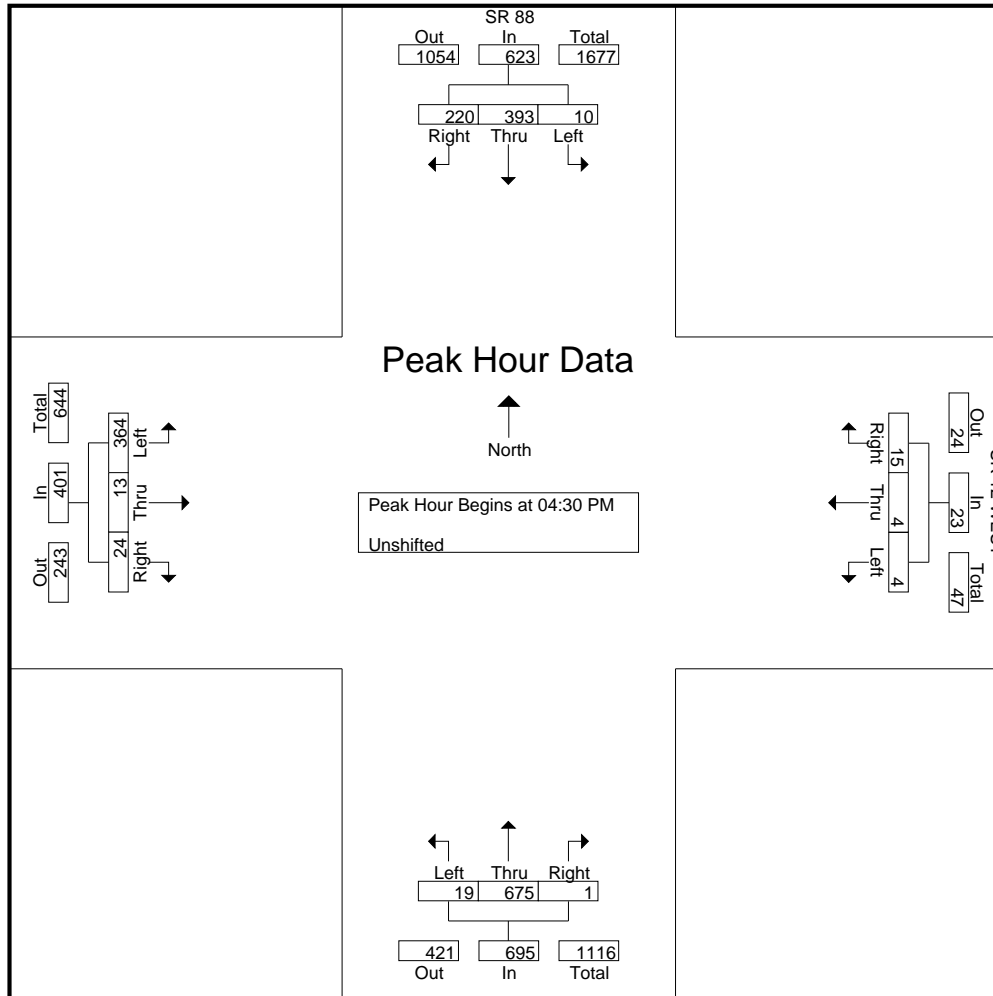
Start Time	SR 88 Southbound				SR 12 WEST Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	95	49	144	0	1	2	3	4	164	2	170	97	0	6	103	420
04:15 PM	3	88	66	157	1	0	2	3	4	158	0	162	105	1	4	110	432
04:30 PM	0	107	68	175	1	0	1	2	6	169	1	176	82	0	5	87	440
04:45 PM	7	95	59	161	0	0	8	8	2	165	0	167	92	11	7	110	446
Total	10	385	242	637	2	1	13	16	16	656	3	675	376	12	22	410	1738
05:00 PM	2	105	49	156	2	1	2	5	5	165	0	170	81	2	6	89	420
05:15 PM	1	86	44	131	1	3	4	8	6	176	0	182	109	0	6	115	436
05:30 PM	0	85	53	138	0	0	1	1	3	139	0	142	81	0	8	89	370
05:45 PM	1	82	33	116	1	0	0	1	3	155	0	158	97	0	5	102	377
Total	4	358	179	541	4	4	7	15	17	635	0	652	368	2	25	395	1603
Grand Total	14	743	421	1178	6	5	20	31	33	1291	3	1327	744	14	47	805	3341
Apprch %	1.2	63.1	35.7		19.4	16.1	64.5		2.5	97.3	0.2		92.4	1.7	5.8		
Total %	0.4	22.2	12.6	35.3	0.2	0.1	0.6	0.9	1	38.6	0.1	39.7	22.3	0.4	1.4	24.1	

Start Time	SR 88 Southbound				SR 12 WEST Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	107	68	175	1	0	1	2	6	169	1	176	82	0	5	87	440
04:45 PM	7	95	59	161	0	0	8	8	2	165	0	167	92	11	7	110	446
05:00 PM	2	105	49	156	2	1	2	5	5	165	0	170	81	2	6	89	420
05:15 PM	1	86	44	131	1	3	4	8	6	176	0	182	109	0	6	115	436
Total Volume	10	393	220	623	4	4	15	23	19	675	1	695	364	13	24	401	1742
% App. Total	1.6	63.1	35.3		17.4	17.4	65.2		2.7	97.1	0.1		90.8	3.2	6		
PHF	.357	.918	.809	.890	.500	.333	.469	.719	.792	.959	.250	.955	.835	.295	.857	.872	.976

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SAN JOAQUIN COUNTY

File Name : 24S

Site Code : 00000000

Start Date : 8/9/2008

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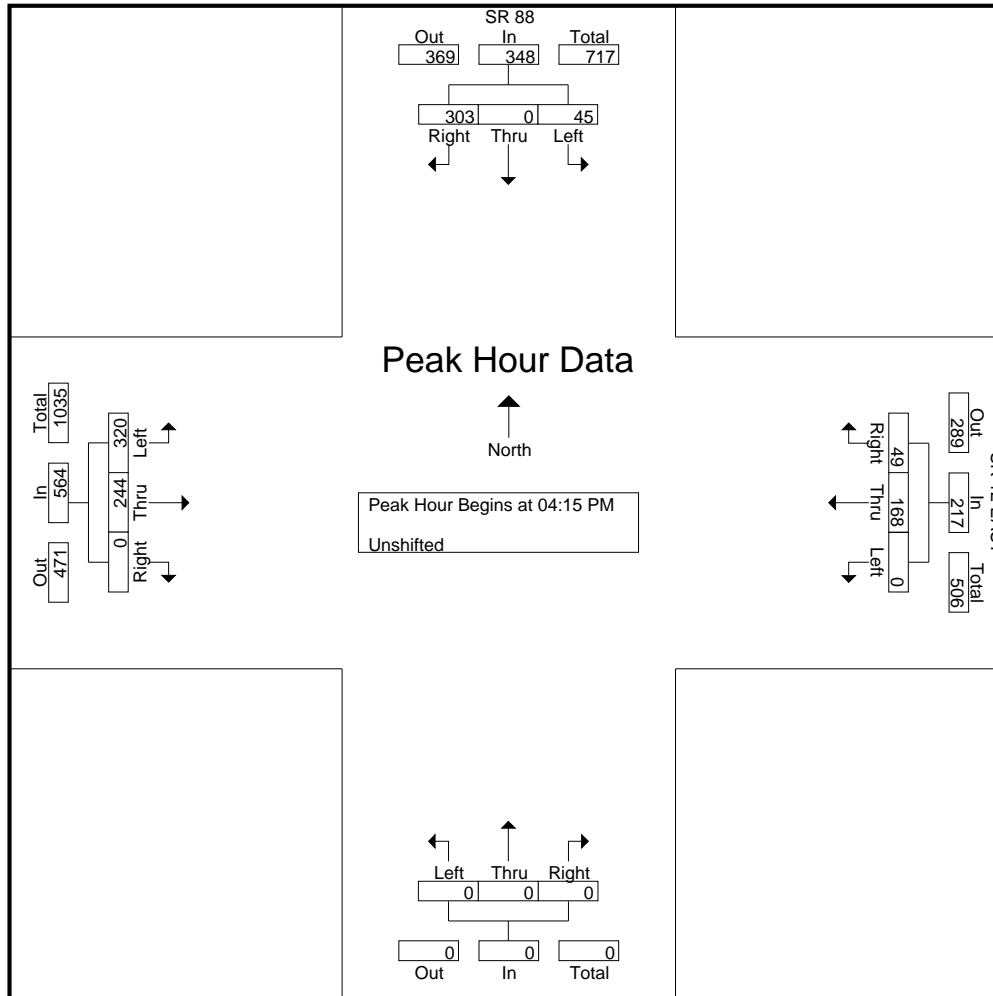
Start Time	SR 88 Southbound				SR 12 EAST Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	6	0	81	87	0	30	15	45	0	0	0	0	69	72	0	141	273
04:15 PM	9	0	87	96	0	35	15	50	0	0	0	0	84	72	0	156	302
04:30 PM	16	0	73	89	0	43	14	57	0	0	0	0	59	61	0	120	266
04:45 PM	9	0	72	81	0	39	12	51	0	0	0	0	85	64	0	149	281
Total	40	0	313	353	0	147	56	203	0	0	0	0	297	269	0	566	1122
05:00 PM	11	0	71	82	0	51	8	59	0	0	0	0	92	47	0	139	280
05:15 PM	13	0	62	75	0	49	7	56	0	0	0	0	78	45	0	123	254
05:30 PM	16	0	71	87	0	57	18	75	0	0	0	0	78	51	0	129	291
05:45 PM	8	0	62	70	0	36	14	50	0	0	0	0	85	59	0	144	264
Total	48	0	266	314	0	193	47	240	0	0	0	0	333	202	0	535	1089
Grand Total	88	0	579	667	0	340	103	443	0	0	0	0	630	471	0	1101	2211
Apprch %	13.2	0	86.8		0	76.7	23.3		0	0	0		57.2	42.8	0		
Total %	4	0	26.2	30.2	0	15.4	4.7	20	0	0	0	0	28.5	21.3	0	49.8	

Start Time	SR 88 Southbound				SR 12 EAST Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	9	0	87	96	0	35	15	50	0	0	0	0	84	72	0	156	302
04:30 PM	16	0	73	89	0	43	14	57	0	0	0	0	59	61	0	120	266
04:45 PM	9	0	72	81	0	39	12	51	0	0	0	0	85	64	0	149	281
05:00 PM	11	0	71	82	0	51	8	59	0	0	0	0	92	47	0	139	280
Total Volume	45	0	303	348	0	168	49	217	0	0	0	0	320	244	0	564	1129
% App. Total	12.9	0	87.1		0	77.4	22.6		0	0	0		56.7	43.3	0		
PHF	.703	.000	.871	.906	.000	.824	.817	.919	.000	.000	.000	.000	.870	.847	.000	.904	.935

All Traffic Data

(916) 771-8700
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Site Code : 00000000
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All Traffic Data

(916) 771-8700
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SAN JOAQUIN COUNTY

File Name : 24F
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Start Time	SR 88 Southbound				SR 12 EAST Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	19	0	101	120	0	41	8	49	0	0	0	0	129	70	0	199	368
04:15 PM	18	0	97	115	0	43	5	48	0	0	0	0	126	76	0	202	365
04:30 PM	26	0	107	133	0	43	10	53	0	0	0	0	137	69	0	206	392
04:45 PM	21	0	79	100	0	34	10	44	0	0	0	0	129	97	0	226	370
Total	84	0	384	468	0	161	33	194	0	0	0	0	521	312	0	833	1495
05:00 PM	30	0	84	114	0	42	9	51	0	0	0	0	127	93	0	220	385
05:15 PM	24	0	65	89	0	41	11	52	0	0	0	0	135	94	0	229	370
05:30 PM	22	0	84	106	0	47	10	57	0	0	0	0	143	87	0	230	393
05:45 PM	24	0	54	78	0	34	11	45	0	0	0	0	135	76	0	211	334
Total	100	0	287	387	0	164	41	205	0	0	0	0	540	350	0	890	1482
Grand Total	184	0	671	855	0	325	74	399	0	0	0	0	1061	662	0	1723	2977
Apprch %	21.5	0	78.5		0	81.5	18.5		0	0	0		61.6	38.4	0		
Total %	6.2	0	22.5	28.7	0	10.9	2.5	13.4	0	0	0	0	35.6	22.2	0	57.9	

Start Time	SR 88 Southbound				SR 12 EAST Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	21	0	79	100	0	34	10	44	0	0	0	0	129	97	0	226	370
05:00 PM	30	0	84	114	0	42	9	51	0	0	0	0	127	93	0	220	385
05:15 PM	24	0	65	89	0	41	11	52	0	0	0	0	135	94	0	229	370
05:30 PM	22	0	84	106	0	47	10	57	0	0	0	0	143	87	0	230	393
Total Volume	97	0	312	409	0	164	40	204	0	0	0	0	534	371	0	905	1518
% App. Total	23.7	0	76.3		0	80.4	19.6		0	0	0		59	41	0		
PHF	.808	.000	.929	.897	.000	.872	.909	.895	.000	.000	.000	.000	.934	.956	.000	.984	.966

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

All Traffic Data

(916) 771-8700

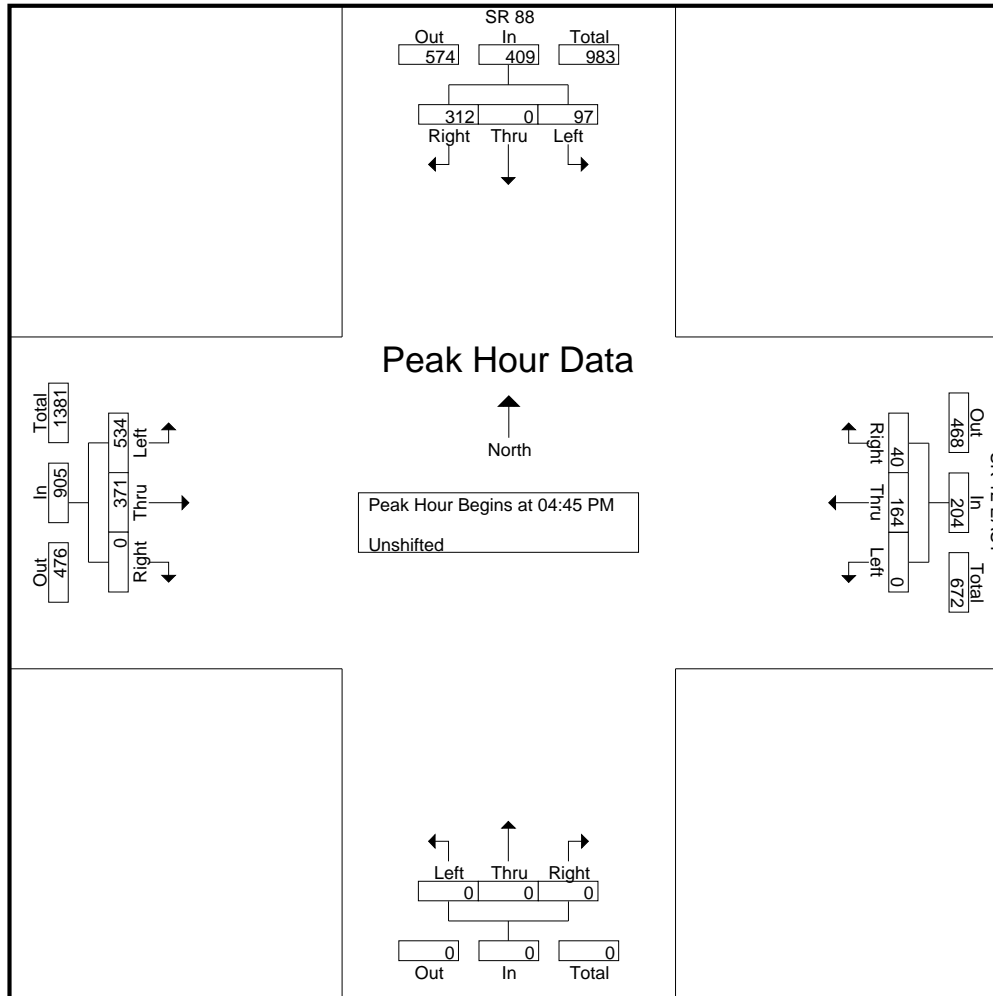
F(916) 786-2879

File Name : 24F

Site Code : 00000000

Start Date : 8/8/2008

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All Traffic Data

(916) 771-8700

F(916) 786-2879

AMADOR COUNTY

File Name : 23S

Site Code : 00000000

Start Date : 8/16/2008

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Start Time	SR 124 Southbound				SR 88 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	0	16	18	0	63	2	65	0	0	0	0	14	57	0	71	154
04:15 PM	4	0	20	24	0	74	1	75	0	0	0	0	11	58	0	69	168
04:30 PM	2	0	16	18	0	51	0	51	0	0	0	0	14	68	0	82	151
04:45 PM	1	0	13	14	0	62	1	63	0	0	0	0	14	51	0	65	142
Total	9	0	65	74	0	250	4	254	0	0	0	0	53	234	0	287	615
05:00 PM	1	0	15	16	0	63	0	63	0	0	0	0	12	54	0	66	145
05:15 PM	3	0	12	15	0	53	0	53	0	0	0	0	10	47	0	57	125
05:30 PM	3	0	11	14	0	56	2	58	0	0	0	0	12	61	0	73	145
05:45 PM	1	0	13	14	0	57	1	58	0	0	0	0	12	58	0	70	142
Total	8	0	51	59	0	229	3	232	0	0	0	0	46	220	0	266	557
Grand Total	17	0	116	133	0	479	7	486	0	0	0	0	99	454	0	553	1172
Apprch %	12.8	0	87.2		0	98.6	1.4		0	0	0		17.9	82.1	0		
Total %	1.5	0	9.9	11.3	0	40.9	0.6	41.5	0	0	0	0	8.4	38.7	0	47.2	

Start Time	SR 124 Southbound				SR 88 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	0	16	18	0	63	2	65	0	0	0	0	14	57	0	71	154
04:15 PM	4	0	20	24	0	74	1	75	0	0	0	0	11	58	0	69	168
04:30 PM	2	0	16	18	0	51	0	51	0	0	0	0	14	68	0	82	151
04:45 PM	1	0	13	14	0	62	1	63	0	0	0	0	14	51	0	65	142
Total Volume	9	0	65	74	0	250	4	254	0	0	0	0	53	234	0	287	615
% App. Total	12.2	0	87.8		0	98.4	1.6		0	0	0		18.5	81.5	0		
PHF	.563	.000	.813	.771	.000	.845	.500	.847	.000	.000	.000	.000	.946	.860	.000	.875	.915

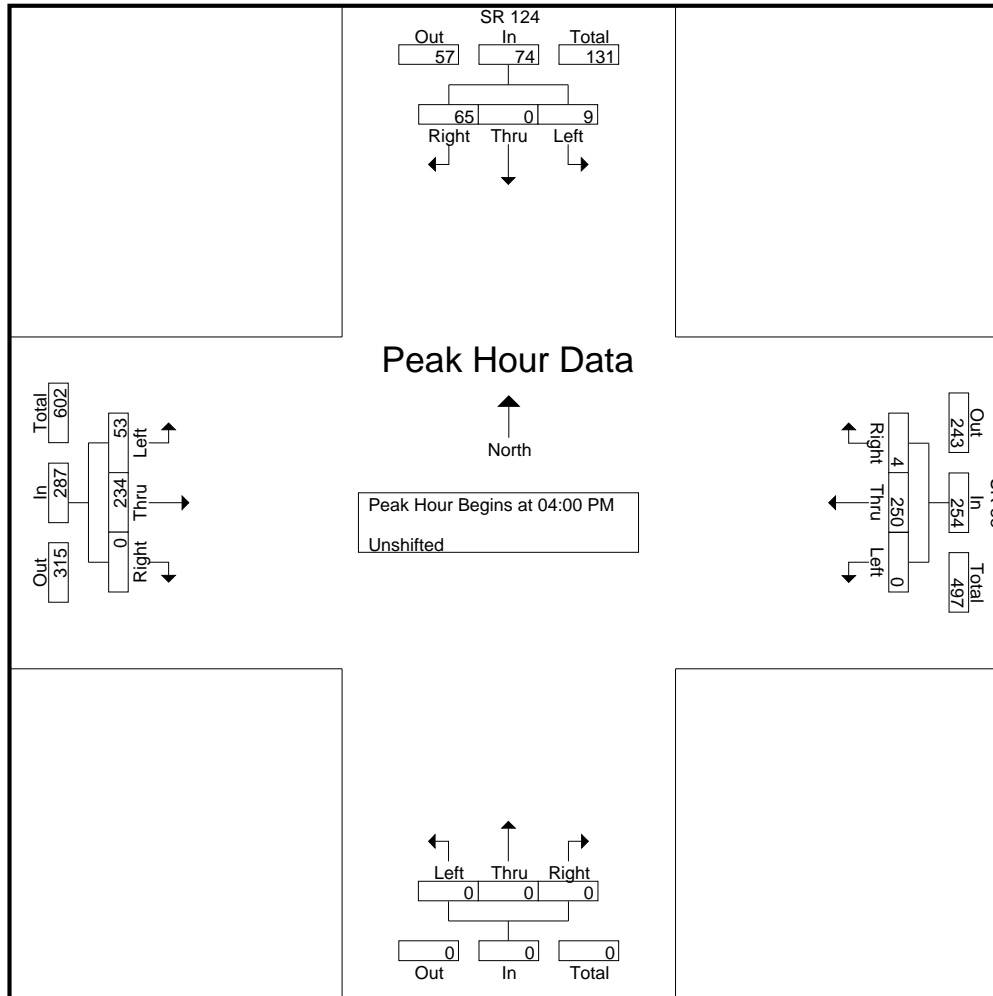
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 23S
Site Code : 00000000
Start Date : 8/16/2008
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All Traffic Data

(916) 771-8700

F(916) 786-2879

AMADOR COUNTY

File Name : 23F

Site Code : 00000000

Start Date : 8/15/2008

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Groups Printed- Unshifted

Start Time	SR 124 Southbound				SR 88 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	33	33	0	50	0	50	0	0	0	0	22	91	0	113	196
04:15 PM	0	0	23	23	0	61	0	61	0	0	0	0	37	93	0	130	214
04:30 PM	1	0	33	34	0	66	0	66	0	0	0	0	29	110	0	139	239
04:45 PM	0	0	17	17	0	67	1	68	0	0	0	0	26	91	0	117	202
Total	1	0	106	107	0	244	1	245	0	0	0	0	114	385	0	499	851
05:00 PM	0	0	27	27	0	64	0	64	0	0	0	0	31	105	0	136	227
05:15 PM	1	0	25	26	0	69	0	69	0	0	0	0	30	90	0	120	215
05:30 PM	1	0	22	23	0	48	0	48	0	0	0	0	34	119	0	153	224
05:45 PM	0	0	19	19	0	57	0	57	0	0	0	0	28	98	0	126	202
Total	2	0	93	95	0	238	0	238	0	0	0	0	123	412	0	535	868
Grand Total	3	0	199	202	0	482	1	483	0	0	0	0	237	797	0	1034	1719
Apprch %	1.5	0	98.5		0	99.8	0.2		0	0	0		22.9	77.1	0		
Total %	0.2	0	11.6	11.8	0	28	0.1	28.1	0	0	0	0	13.8	46.4	0	60.2	

Start Time	SR 124 Southbound				SR 88 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	1	0	33	34	0	66	0	66	0	0	0	0	29	110	0	139	239
04:45 PM	0	0	17	17	0	67	1	68	0	0	0	0	26	91	0	117	202
05:00 PM	0	0	27	27	0	64	0	64	0	0	0	0	31	105	0	136	227
05:15 PM	1	0	25	26	0	69	0	69	0	0	0	0	30	90	0	120	215
Total Volume	2	0	102	104	0	266	1	267	0	0	0	0	116	396	0	512	883
% App. Total	1.9	0	98.1		0	99.6	0.4		0	0	0		22.7	77.3	0		
PHF	.500	.000	.773	.765	.000	.964	.250	.967	.000	.000	.000	.000	.935	.900	.000	.921	.924

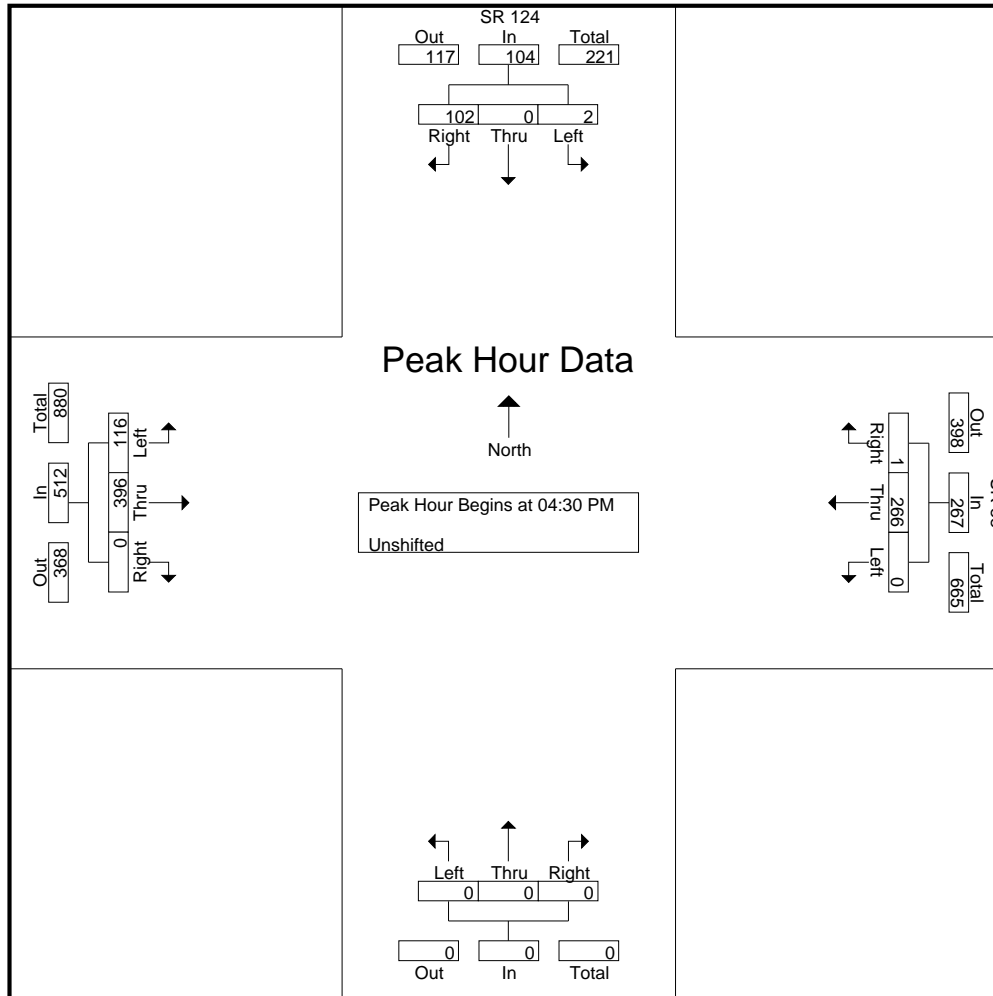
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 23F
Site Code : 00000000
Start Date : 8/15/2008
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All Traffic Data

(916) 771-8700

F(916) 786-2879

AMADOR COUNTY

File Name : 22S

Site Code : 00000000

Start Date : 8/23/2008

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Groups Printed- Unshifted

Start Time	CHURCH STREET Southbound				MAIN STREET Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	3	4	2	38	0	40	36	2	0	38	3	33	24	60	142
04:15 PM	0	1	2	3	0	37	0	37	16	1	1	18	1	33	23	57	115
04:30 PM	1	1	0	2	2	37	1	40	25	0	3	28	3	28	24	55	125
04:45 PM	0	0	2	2	1	40	0	41	22	1	1	24	1	28	21	50	117
Total	1	3	7	11	5	152	1	158	99	4	5	108	8	122	92	222	499
05:00 PM	1	0	2	3	2	35	1	38	16	1	1	18	2	27	21	50	109
05:15 PM	0	0	0	0	2	48	0	50	30	1	4	35	1	30	32	63	148
05:30 PM	1	0	0	1	2	33	0	35	19	0	0	19	3	33	21	57	112
05:45 PM	0	0	1	1	0	36	0	36	33	2	2	37	4	25	30	59	133
Total	2	0	3	5	6	152	1	159	98	4	7	109	10	115	104	229	502
Grand Total	3	3	10	16	11	304	2	317	197	8	12	217	18	237	196	451	1001
Apprch %	18.8	18.8	62.5		3.5	95.9	0.6		90.8	3.7	5.5		4	52.5	43.5		
Total %	0.3	0.3	1	1.6	1.1	30.4	0.2	31.7	19.7	0.8	1.2	21.7	1.8	23.7	19.6	45.1	

Start Time	CHURCH STREET Southbound				MAIN STREET Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	1	0	2	3	2	35	1	38	16	1	1	18	2	27	21	50	109
05:15 PM	0	0	0	0	2	48	0	50	30	1	4	35	1	30	32	63	148
05:30 PM	1	0	0	1	2	33	0	35	19	0	0	19	3	33	21	57	112
05:45 PM	0	0	1	1	0	36	0	36	33	2	2	37	4	25	30	59	133
Total Volume	2	0	3	5	6	152	1	159	98	4	7	109	10	115	104	229	502
% App. Total	40	0	60		3.8	95.6	0.6		89.9	3.7	6.4		4.4	50.2	45.4		
PHF	.500	.000	.375	.417	.750	.792	.250	.795	.742	.500	.438	.736	.625	.871	.813	.909	.848

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

All Traffic Data

(916) 771-8700

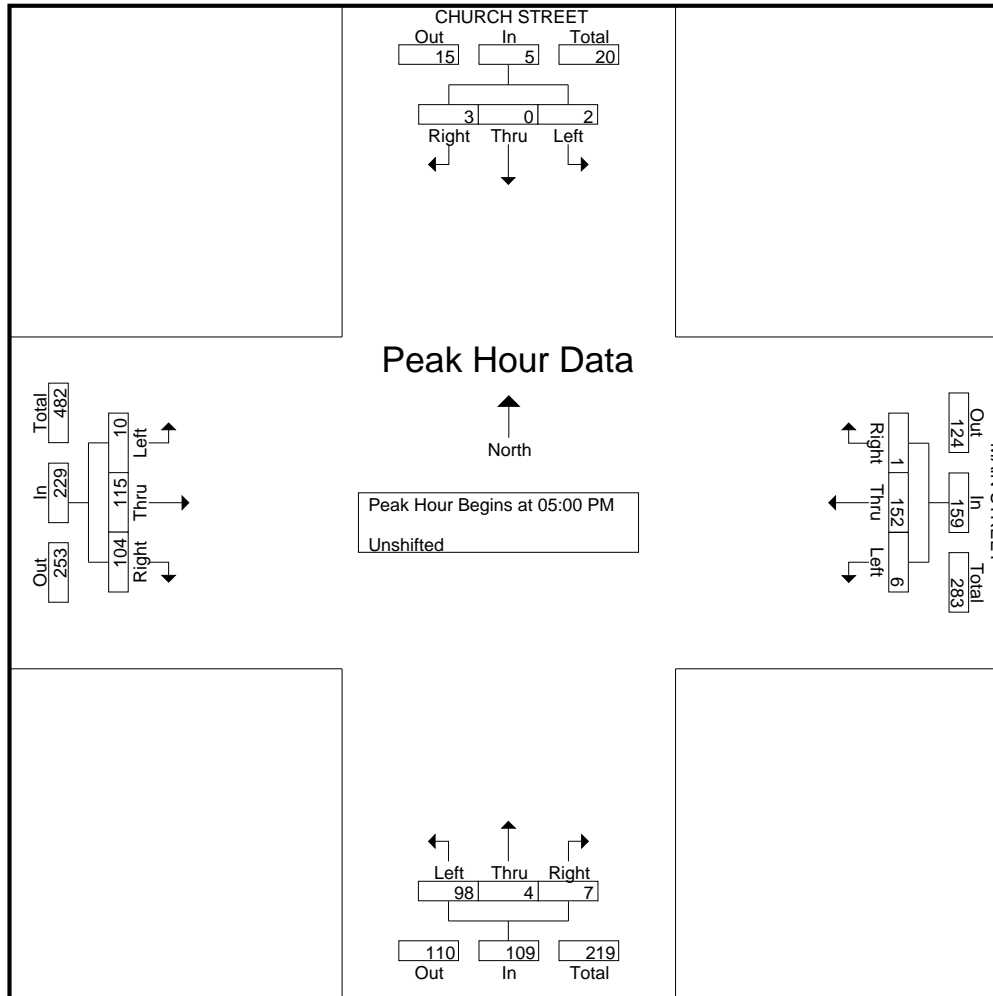
F(916) 786-2879

File Name : 22S

Site Code : 00000000

Start Date : 8/23/2008

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All Traffic Data

(916) 771-8700

F(916) 786-2879

AMADOR COUNTY

File Name : 22F

Site Code : 00000000

Start Date : 8/22/2008

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Groups Printed- Unshifted

Start Time	CHURCH STREET Southbound				MAIN STREET Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	0	1	2	1	53	2	56	43	0	1	44	1	60	63	124	226
04:15 PM	2	0	7	9	0	50	3	53	35	1	3	39	5	50	49	104	205
04:30 PM	2	0	3	5	4	46	1	51	45	1	1	47	4	50	48	102	205
04:45 PM	0	1	2	3	1	32	0	33	47	1	5	53	3	58	53	114	203
Total	5	1	13	19	6	181	6	193	170	3	10	183	13	218	213	444	839
05:00 PM	0	1	3	4	1	51	1	53	48	2	3	53	1	44	49	94	204
05:15 PM	2	1	1	4	3	48	1	52	32	1	5	38	2	46	45	93	187
05:30 PM	1	0	4	5	1	49	0	50	45	1	0	46	3	45	37	85	186
05:45 PM	1	3	3	7	1	33	0	34	34	1	2	37	1	35	38	74	152
Total	4	5	11	20	6	181	2	189	159	5	10	174	7	170	169	346	729
Grand Total	9	6	24	39	12	362	8	382	329	8	20	357	20	388	382	790	1568
Apprch %	23.1	15.4	61.5		3.1	94.8	2.1		92.2	2.2	5.6		2.5	49.1	48.4		
Total %	0.6	0.4	1.5	2.5	0.8	23.1	0.5	24.4	21	0.5	1.3	22.8	1.3	24.7	24.4	50.4	

Start Time	CHURCH STREET Southbound				MAIN STREET Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	0	1	2	1	53	2	56	43	0	1	44	1	60	63	124	226
04:15 PM	2	0	7	9	0	50	3	53	35	1	3	39	5	50	49	104	205
04:30 PM	2	0	3	5	4	46	1	51	45	1	1	47	4	50	48	102	205
04:45 PM	0	1	2	3	1	32	0	33	47	1	5	53	3	58	53	114	203
Total Volume	5	1	13	19	6	181	6	193	170	3	10	183	13	218	213	444	839
% App. Total	26.3	5.3	68.4		3.1	93.8	3.1		92.9	1.6	5.5		2.9	49.1	48		
PHF	.625	.250	.464	.528	.375	.854	.500	.862	.904	.750	.500	.863	.650	.908	.845	.895	.928

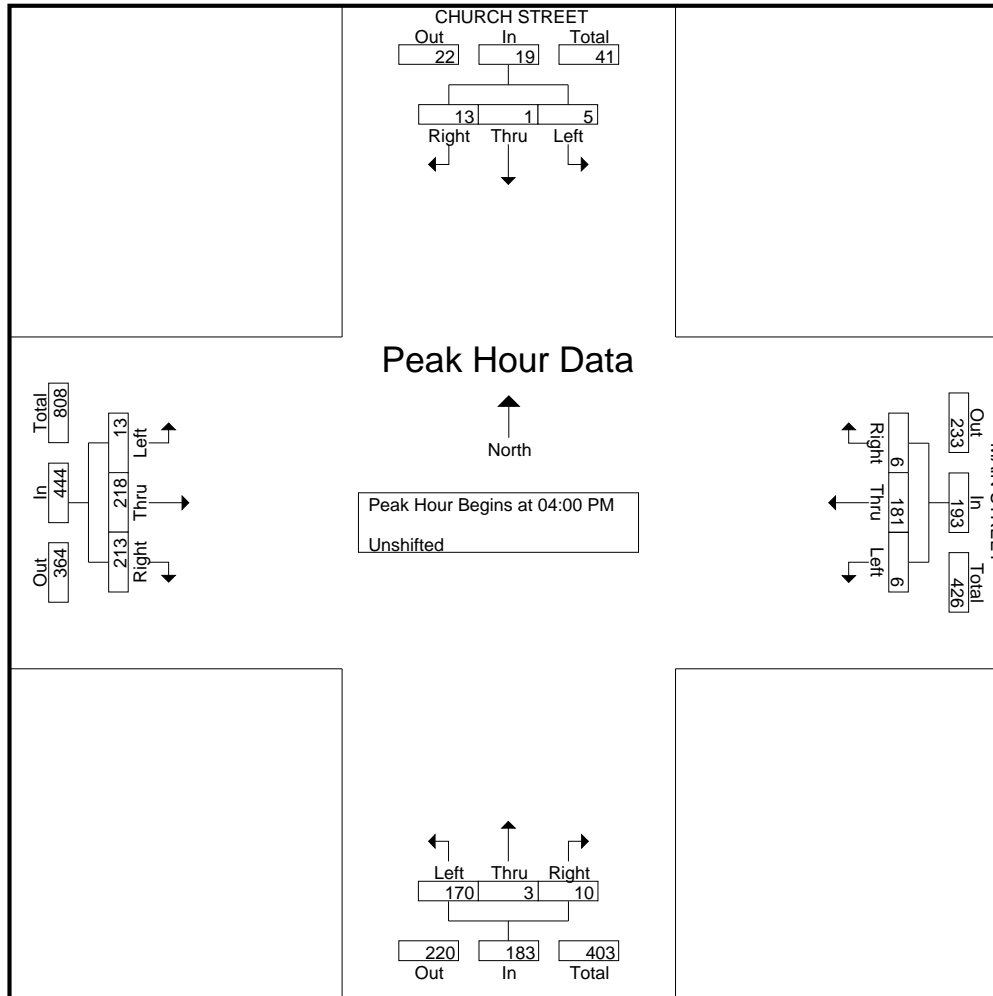
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 22F
Site Code : 00000000
Start Date : 8/22/2008
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All Traffic Data

(916) 771-8700

F(916) 786-2879

COUNTY OF AMADOR

File Name : 21S

Site Code : 00000000

Start Date : 8/16/2008

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Groups Printed- Unshifted

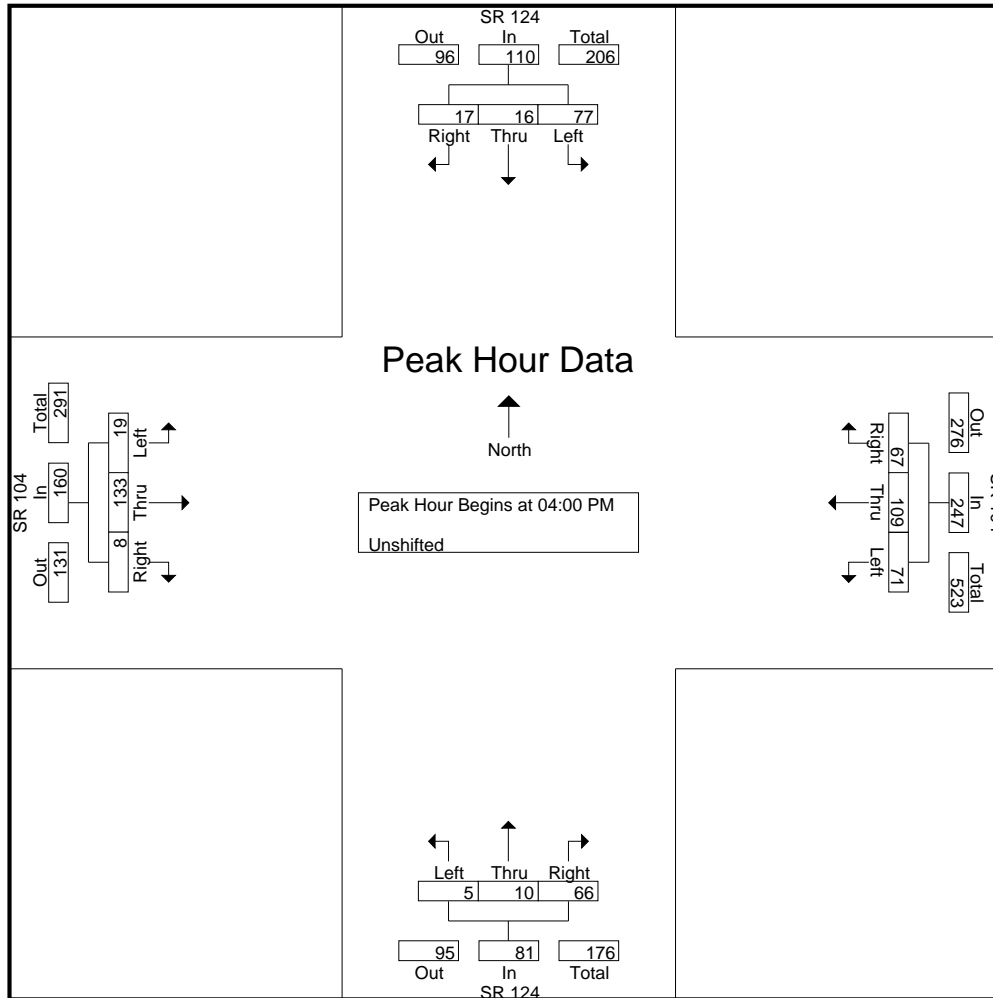
Start Time	SR 124 Southbound				SR 104 Westbound				SR 124 Northbound				SR 104 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	22	3	3	28	20	29	16	65	1	5	22	28	4	42	2	48	169
04:15 PM	16	6	8	30	18	29	21	68	2	2	14	18	6	37	1	44	160
04:30 PM	14	4	2	20	16	26	15	57	1	2	12	15	6	22	4	32	124
04:45 PM	25	3	4	32	17	25	15	57	1	1	18	20	3	32	1	36	145
Total	77	16	17	110	71	109	67	247	5	10	66	81	19	133	8	160	598
05:00 PM	19	3	6	28	12	30	23	65	3	4	18	25	5	26	1	32	150
05:15 PM	27	6	4	37	11	33	18	62	1	1	9	11	5	37	1	43	153
05:30 PM	17	3	4	24	15	33	21	69	3	4	11	18	1	34	3	38	149
05:45 PM	23	2	3	28	12	31	19	62	2	2	12	16	5	30	2	37	143
Total	86	14	17	117	50	127	81	258	9	11	50	70	16	127	7	150	595
Grand Total	163	30	34	227	121	236	148	505	14	21	116	151	35	260	15	310	1193
Apprch %	71.8	13.2	15		24	46.7	29.3		9.3	13.9	76.8		11.3	83.9	4.8		
Total %	13.7	2.5	2.8	19	10.1	19.8	12.4	42.3	1.2	1.8	9.7	12.7	2.9	21.8	1.3	26	

Start Time	SR 124 Southbound				SR 104 Westbound				SR 124 Northbound				SR 104 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	22	3	3	28	20	29	16	65	1	5	22	28	4	42	2	48	169
04:15 PM	16	6	8	30	18	29	21	68	2	2	14	18	6	37	1	44	160
04:30 PM	14	4	2	20	16	26	15	57	1	2	12	15	6	22	4	32	124
04:45 PM	25	3	4	32	17	25	15	57	1	1	18	20	3	32	1	36	145
Total Volume	77	16	17	110	71	109	67	247	5	10	66	81	19	133	8	160	598
% App. Total	70	14.5	15.5		28.7	44.1	27.1		6.2	12.3	81.5		11.9	83.1	5		
PHF	.770	.667	.531	.859	.888	.940	.798	.908	.625	.500	.750	.723	.792	.792	.500	.833	.885

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 21S
Site Code : 00000000
Start Date : 8/16/2008
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All Traffic Data

(916) 771-8700

F(916) 786-2879

COUNTY OF AMADOR

File Name : 21F

Site Code : 00000000

Start Date : 8/15/2008

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Groups Printed- Unshifted

Start Time	SR 124 Southbound				SR 104 Westbound				SR 124 Northbound				SR 104 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	12	6	9	27	39	62	23	124	8	1	29	38	16	70	15	101	290
04:15 PM	12	4	8	24	24	52	40	116	9	6	44	59	14	78	17	109	308
04:30 PM	24	3	6	33	21	42	20	83	7	1	25	33	7	57	10	74	223
04:45 PM	18	7	7	32	26	40	29	95	6	5	27	38	11	42	5	58	223
Total	66	20	30	116	110	196	112	418	30	13	125	168	48	247	47	342	1044
05:00 PM	21	6	6	33	25	38	25	88	4	7	24	35	5	49	6	60	216
05:15 PM	23	3	4	30	20	36	25	81	5	8	18	31	7	60	2	69	211
05:30 PM	17	7	3	27	27	34	20	81	6	3	10	19	8	29	2	39	166
05:45 PM	24	4	1	29	20	25	21	66	2	5	19	26	2	35	8	45	166
Total	85	20	14	119	92	133	91	316	17	23	71	111	22	173	18	213	759
Grand Total	151	40	44	235	202	329	203	734	47	36	196	279	70	420	65	555	1803
Apprch %	64.3	17	18.7		27.5	44.8	27.7		16.8	12.9	70.3		12.6	75.7	11.7		
Total %	8.4	2.2	2.4	13	11.2	18.2	11.3	40.7	2.6	2	10.9	15.5	3.9	23.3	3.6	30.8	

Start Time	SR 124 Southbound				SR 104 Westbound				SR 124 Northbound				SR 104 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	12	6	9	27	39	62	23	124	8	1	29	38	16	70	15	101	290
04:15 PM	12	4	8	24	24	52	40	116	9	6	44	59	14	78	17	109	308
04:30 PM	24	3	6	33	21	42	20	83	7	1	25	33	7	57	10	74	223
04:45 PM	18	7	7	32	26	40	29	95	6	5	27	38	11	42	5	58	223
Total Volume	66	20	30	116	110	196	112	418	30	13	125	168	48	247	47	342	1044
% App. Total	56.9	17.2	25.9		26.3	46.9	26.8		17.9	7.7	74.4		14	72.2	13.7		
PHF	.688	.714	.833	.879	.705	.790	.700	.843	.833	.542	.710	.712	.750	.792	.691	.784	.847

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

All Traffic Data

(916) 771-8700

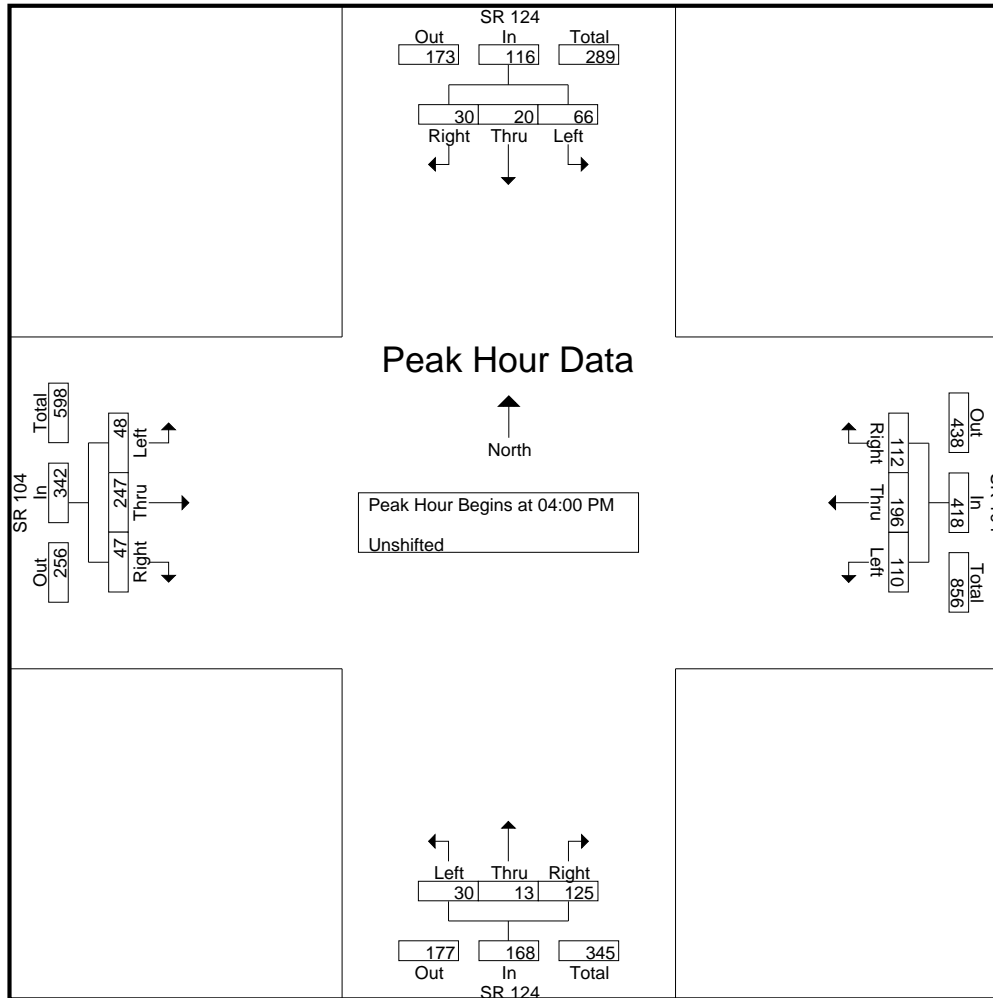
F(916) 786-2879

File Name : 21F

Site Code : 00000000

Start Date : 8/15/2008

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All Traffic Data

(916) 771-8700

F(916) 786-2879

COUNTY OF AMADOR

File Name : 20S

Site Code : 00000000

Start Date : 8/9/2008

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Groups Printed- Unshifted

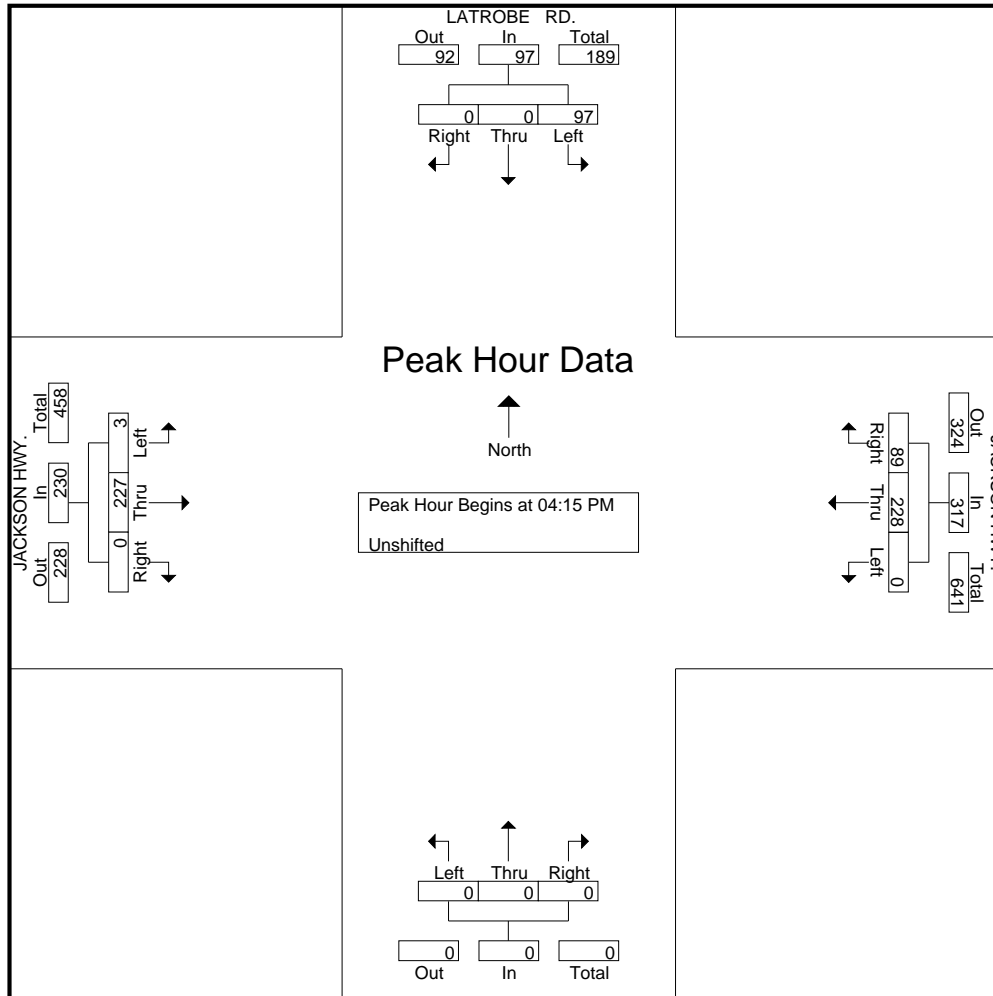
Start Time	LATROBE RD. Southbound				JACKSON HWY. Westbound				Northbound				JACKSON HWY. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	11	0	1	12	0	38	18	56	0	0	0	0	3	37	0	40	108
04:15 PM	22	0	0	22	0	58	24	82	0	0	0	0	2	53	0	55	159
04:30 PM	22	0	0	22	0	62	28	90	0	0	0	0	0	65	0	65	177
04:45 PM	25	0	0	25	0	52	22	74	0	0	0	0	1	50	0	51	150
Total	80	0	1	81	0	210	92	302	0	0	0	0	6	205	0	211	594
05:00 PM	28	0	0	28	0	56	15	71	0	0	0	0	0	59	0	59	158
05:15 PM	21	0	0	21	0	49	25	74	0	0	0	0	0	53	0	53	148
05:30 PM	18	0	0	18	0	52	21	73	0	0	0	0	0	47	0	47	138
05:45 PM	22	0	1	23	0	49	18	67	0	0	0	0	0	29	0	29	119
Total	89	0	1	90	0	206	79	285	0	0	0	0	0	188	0	188	563
Grand Total	169	0	2	171	0	416	171	587	0	0	0	0	6	393	0	399	1157
Apprch %	98.8	0	1.2		0	70.9	29.1		0	0	0		1.5	98.5	0		
Total %	14.6	0	0.2	14.8	0	36	14.8	50.7	0	0	0	0	0.5	34	0	34.5	

Start Time	LATROBE RD. Southbound				JACKSON HWY. Westbound				Northbound				JACKSON HWY. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	22	0	0	22	0	58	24	82	0	0	0	0	2	53	0	55	159
04:30 PM	22	0	0	22	0	62	28	90	0	0	0	0	0	65	0	65	177
04:45 PM	25	0	0	25	0	52	22	74	0	0	0	0	1	50	0	51	150
05:00 PM	28	0	0	28	0	56	15	71	0	0	0	0	0	59	0	59	158
Total Volume	97	0	0	97	0	228	89	317	0	0	0	0	3	227	0	230	644
% App. Total	100	0	0		0	71.9	28.1		0	0	0		1.3	98.7	0		
PHF	.866	.000	.000	.866	.000	.919	.795	.881	.000	.000	.000	.000	.375	.873	.000	.885	.910

All Traffic Data

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F(916) 786-2879

File Name : 20S
Site Code : 00000000
Start Date : 8/9/2008
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All Traffic Data

(916) 771-8700
F(916) 786-2879

COUNTY OF AMADOR

File Name : 20F
Site Code : 00000000
Start Date : 8/8/2008
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Groups Printed- Unshifted

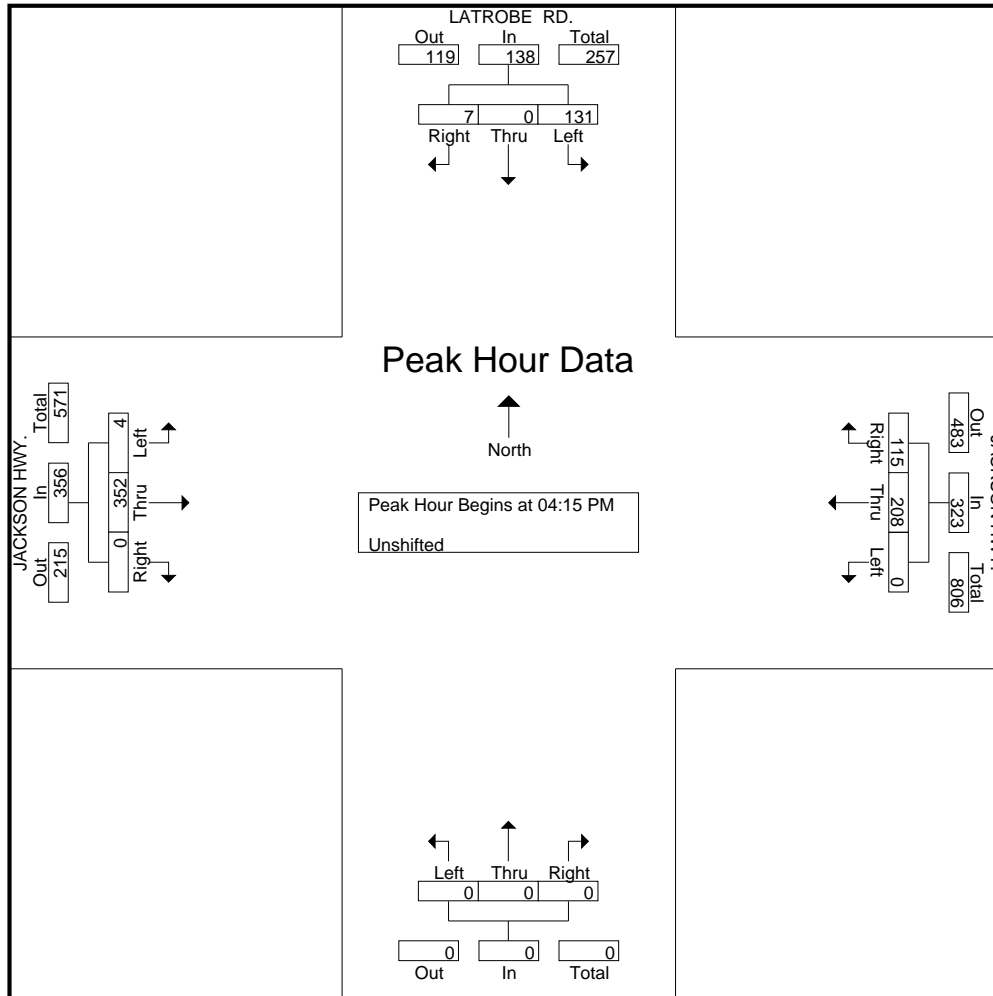
Start Time	LATROBE RD. Southbound				JACKSON HWY. Westbound				Northbound				JACKSON HWY. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	37	0	1	38	0	49	19	68	0	0	0	0	0	78	0	78	184
04:15 PM	36	0	3	39	0	58	31	89	0	0	0	0	3	72	0	75	203
04:30 PM	29	0	1	30	0	51	25	76	0	0	0	0	1	109	0	110	216
04:45 PM	35	0	0	35	0	50	30	80	0	0	0	0	0	95	0	95	210
Total	137	0	5	142	0	208	105	313	0	0	0	0	4	354	0	358	813
05:00 PM	31	0	3	34	0	49	29	78	0	0	0	0	0	76	0	76	188
05:15 PM	28	0	0	28	0	68	30	98	0	0	0	0	0	77	0	77	203
05:30 PM	41	0	3	44	0	42	30	72	0	0	0	0	2	98	0	100	216
05:45 PM	42	0	1	43	0	47	28	75	0	0	0	0	1	69	0	70	188
Total	142	0	7	149	0	206	117	323	0	0	0	0	3	320	0	323	795
Grand Total	279	0	12	291	0	414	222	636	0	0	0	0	7	674	0	681	1608
Apprch %	95.9	0	4.1		0	65.1	34.9		0	0	0		1	99	0		
Total %	17.4	0	0.7	18.1	0	25.7	13.8	39.6	0	0	0	0	0.4	41.9	0	42.4	

Start Time	LATROBE RD. Southbound				JACKSON HWY. Westbound				Northbound				JACKSON HWY. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	36	0	3	39	0	58	31	89	0	0	0	0	3	72	0	75	203
04:30 PM	29	0	1	30	0	51	25	76	0	0	0	0	1	109	0	110	216
04:45 PM	35	0	0	35	0	50	30	80	0	0	0	0	0	95	0	95	210
05:00 PM	31	0	3	34	0	49	29	78	0	0	0	0	0	76	0	76	188
Total Volume	131	0	7	138	0	208	115	323	0	0	0	0	4	352	0	356	817
% App. Total	94.9	0	5.1		0	64.4	35.6		0	0	0		1.1	98.9	0		
PHF	.910	.000	.583	.885	.000	.897	.927	.907	.000	.000	.000	.000	.333	.807	.000	.809	.946

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 20F
Site Code : 00000000
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All Traffic Data

(916) 771-8700

F(916) 786-2879

COUNTY OF AMADOR

File Name : 19S

Site Code : 00000000

Start Date : 8/16/2008

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Groups Printed- Unshifted

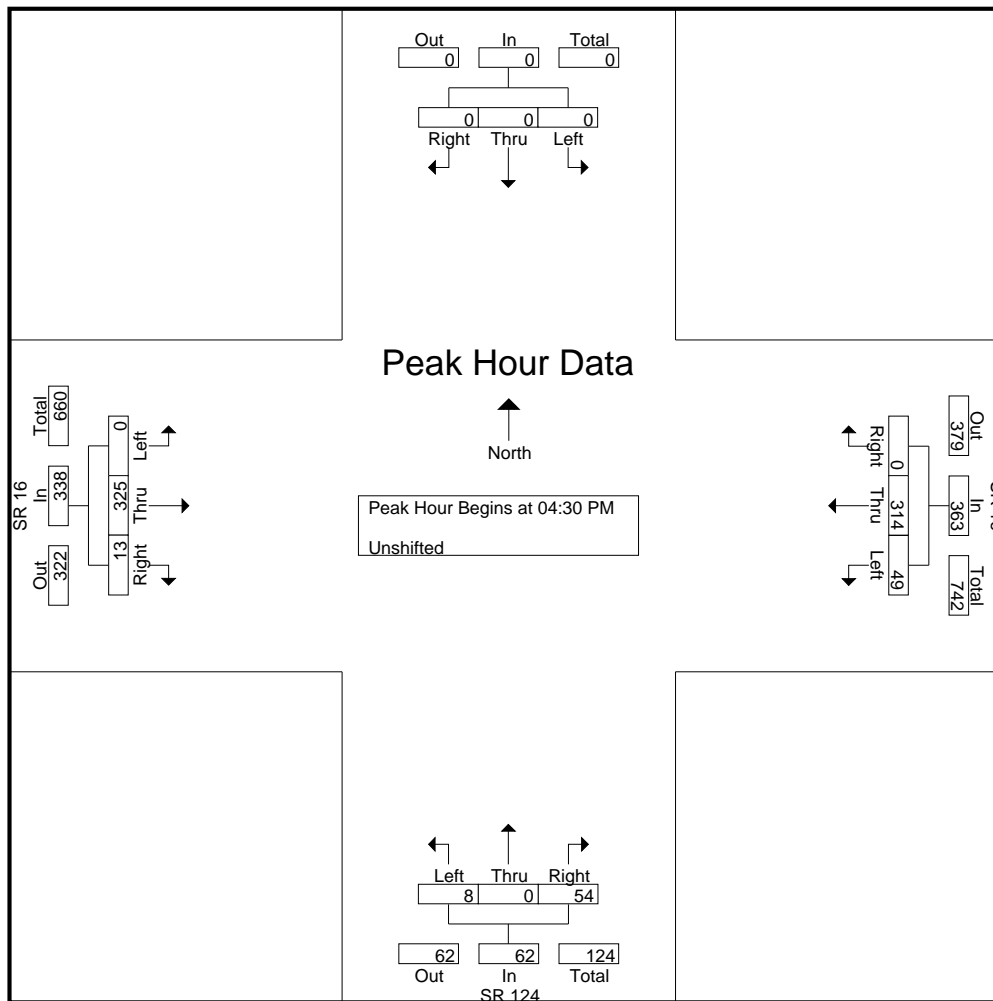
Start Time	Southbound				SR 16 Westbound				SR 124 Northbound				SR 16 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	9	59	0	68	2	0	24	26	0	81	2	83	177
04:15 PM	0	0	0	0	9	73	0	82	3	0	16	19	0	60	6	66	167
04:30 PM	0	0	0	0	8	89	0	97	3	0	20	23	0	91	3	94	214
04:45 PM	0	0	0	0	14	68	0	82	1	0	11	12	0	79	6	85	179
Total	0	0	0	0	40	289	0	329	9	0	71	80	0	311	17	328	737
05:00 PM	0	0	0	0	13	72	0	85	2	0	10	12	0	64	1	65	162
05:15 PM	0	0	0	0	14	85	0	99	2	0	13	15	0	91	3	94	208
05:30 PM	0	0	0	0	13	67	0	80	2	0	11	13	0	70	2	72	165
05:45 PM	0	0	0	0	15	70	0	85	3	0	14	17	0	66	4	70	172
Total	0	0	0	0	55	294	0	349	9	0	48	57	0	291	10	301	707
Grand Total	0	0	0	0	95	583	0	678	18	0	119	137	0	602	27	629	1444
Apprch %	0	0	0	0	14	86	0		13.1	0	86.9		0	95.7	4.3		
Total %	0	0	0	0	6.6	40.4	0	47	1.2	0	8.2	9.5	0	41.7	1.9	43.6	

Start Time	Southbound				SR 16 Westbound				SR 124 Northbound				SR 16 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	8	89	0	97	3	0	20	23	0	91	3	94	214
04:45 PM	0	0	0	0	14	68	0	82	1	0	11	12	0	79	6	85	179
05:00 PM	0	0	0	0	13	72	0	85	2	0	10	12	0	64	1	65	162
05:15 PM	0	0	0	0	14	85	0	99	2	0	13	15	0	91	3	94	208
Total Volume	0	0	0	0	49	314	0	363	8	0	54	62	0	325	13	338	763
% App. Total	0	0	0	0	13.5	86.5	0		12.9	0	87.1		0	96.2	3.8		
PHF	.000	.000	.000	.000	.875	.882	.000	.917	.667	.000	.675	.674	.000	.893	.542	.899	.891

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 19S
Site Code : 00000000
Start Date : 8/16/2008
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(916) 771-8700

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File Name : 19F

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Start Time	SR 124 Southbound				SR 16 Westbound				SR 124 Northbound				SR 16 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	3	78	0	81	0	0	10	10	0	99	1	100	191
04:15 PM	0	0	0	0	14	72	0	86	1	0	29	30	0	109	4	113	229
04:30 PM	0	0	0	0	11	65	0	76	3	0	20	23	0	101	6	107	206
04:45 PM	0	0	0	0	12	69	0	81	3	0	20	23	0	104	5	109	213
Total	0	0	0	0	40	284	0	324	7	0	79	86	0	413	16	429	839
05:00 PM	0	0	0	0	9	64	0	73	3	0	23	26	0	93	6	99	198
05:15 PM	0	0	0	0	15	72	0	87	3	0	17	20	0	130	4	134	241
05:30 PM	0	0	0	0	18	66	0	84	4	0	17	21	0	122	3	125	230
05:45 PM	0	0	0	0	13	66	0	79	2	0	22	24	0	120	7	127	230
Total	0	0	0	0	55	268	0	323	12	0	79	91	0	465	20	485	899
Grand Total	0	0	0	0	95	552	0	647	19	0	158	177	0	878	36	914	1738
Apprch %	0	0	0	0	14.7	85.3	0		10.7	0	89.3		0	96.1	3.9		
Total %	0	0	0	0	5.5	31.8	0	37.2	1.1	0	9.1	10.2	0	50.5	2.1	52.6	

Start Time	SR 124 Southbound				SR 16 Westbound				SR 124 Northbound				SR 16 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	0	0	0	9	64	0	73	3	0	23	26	0	93	6	99	198
05:15 PM	0	0	0	0	15	72	0	87	3	0	17	20	0	130	4	134	241
05:30 PM	0	0	0	0	18	66	0	84	4	0	17	21	0	122	3	125	230
05:45 PM	0	0	0	0	13	66	0	79	2	0	22	24	0	120	7	127	230
Total Volume	0	0	0	0	55	268	0	323	12	0	79	91	0	465	20	485	899
% App. Total	0	0	0	0	17	83	0		13.2	0	86.8		0	95.9	4.1		
PHF	.000	.000	.000	.000	.764	.931	.000	.928	.750	.000	.859	.875	.000	.894	.714	.905	.933

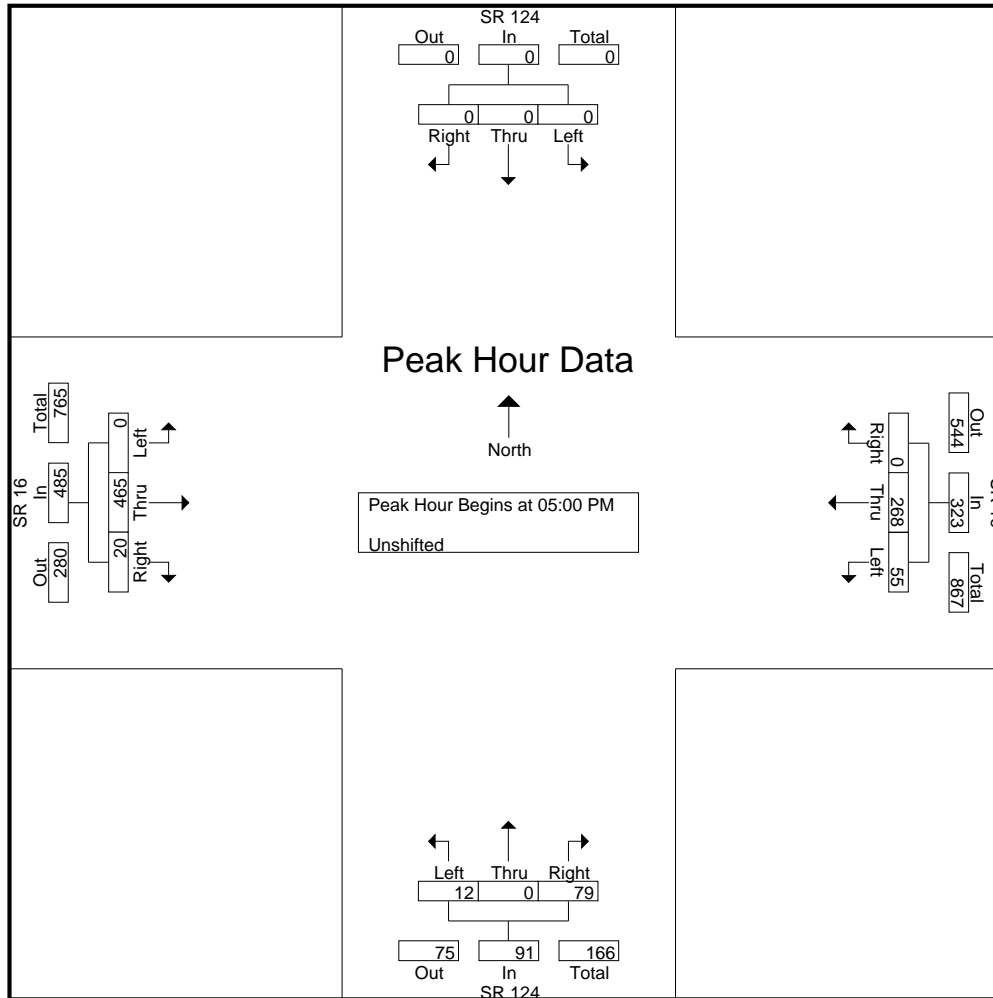
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

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COUNTY OF AMADOR

File Name : 18S

Site Code : 00000000

Start Date : 8/16/2008

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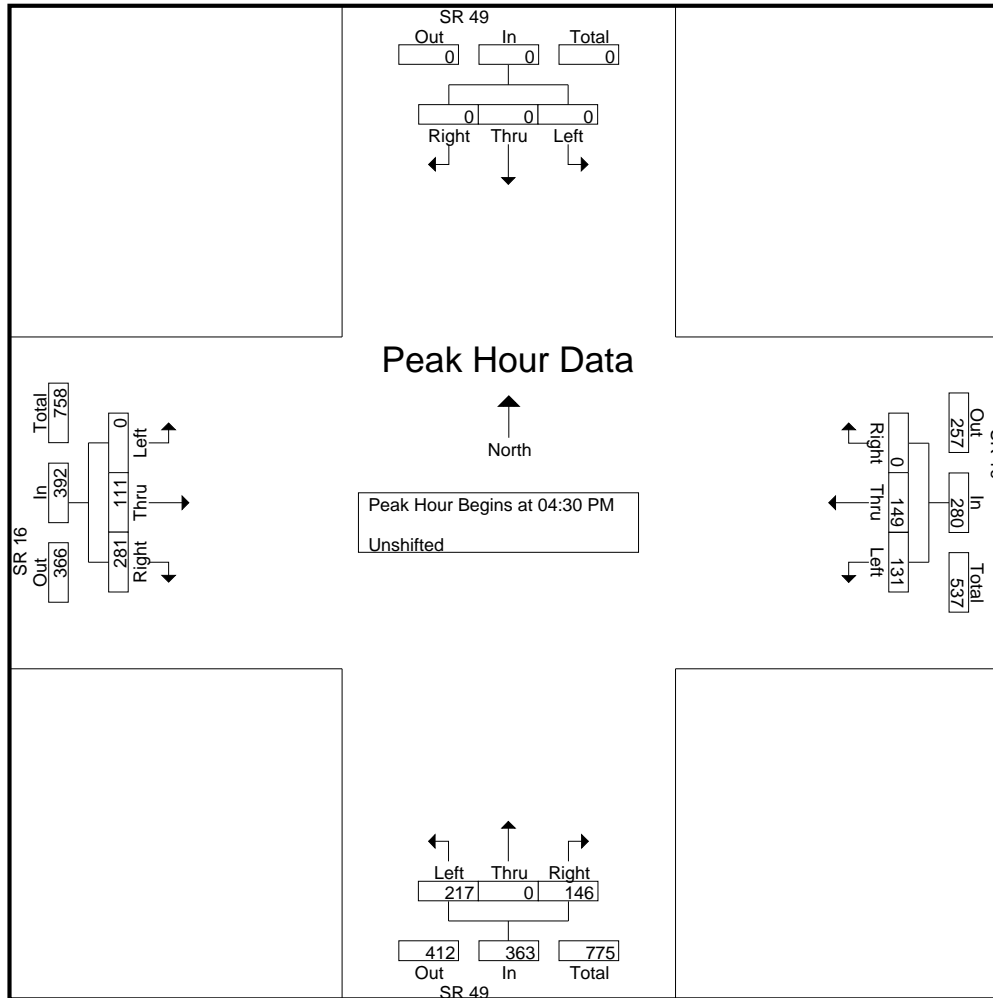
Start Time	SR 49 Southbound				SR 16 Westbound				SR 49 Northbound				SR 16 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	18	18	0	36	49	0	43	92	0	44	52	96	224
04:15 PM	0	0	0	0	32	28	0	60	57	0	42	99	0	27	44	71	230
04:30 PM	0	0	0	0	37	29	0	66	70	0	32	102	0	32	90	122	290
04:45 PM	0	0	0	0	32	40	0	72	41	0	35	76	0	26	63	89	237
Total	0	0	0	0	119	115	0	234	217	0	152	369	0	129	249	378	981
05:00 PM	0	0	0	0	32	38	0	70	46	0	36	82	0	25	58	83	235
05:15 PM	0	0	0	0	30	42	0	72	60	0	43	103	0	28	70	98	273
05:30 PM	0	0	0	0	38	35	0	73	52	0	36	88	0	33	52	85	246
05:45 PM	0	0	0	0	32	39	0	71	34	0	26	60	0	23	53	76	207
Total	0	0	0	0	132	154	0	286	192	0	141	333	0	109	233	342	961
Grand Total	0	0	0	0	251	269	0	520	409	0	293	702	0	238	482	720	1942
Apprch %	0	0	0	0	48.3	51.7	0	520	58.3	0	41.7	702	0	33.1	66.9	720	1942
Total %	0	0	0	0	12.9	13.9	0	26.8	21.1	0	15.1	36.1	0	12.3	24.8	37.1	

Start Time	SR 49 Southbound				SR 16 Westbound				SR 49 Northbound				SR 16 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	37	29	0	66	70	0	32	102	0	32	90	122	290
04:45 PM	0	0	0	0	32	40	0	72	41	0	35	76	0	26	63	89	237
05:00 PM	0	0	0	0	32	38	0	70	46	0	36	82	0	25	58	83	235
05:15 PM	0	0	0	0	30	42	0	72	60	0	43	103	0	28	70	98	273
Total Volume	0	0	0	0	131	149	0	280	217	0	146	363	0	111	281	392	1035
% App. Total	0	0	0	0	46.8	53.2	0	280	59.8	0	40.2	363	0	28.3	71.7	392	1035
PHF	.000	.000	.000	.000	.885	.887	.000	.972	.775	.000	.849	.881	.000	.867	.781	.803	.892

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 18S
Site Code : 00000000
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File Name : 18F

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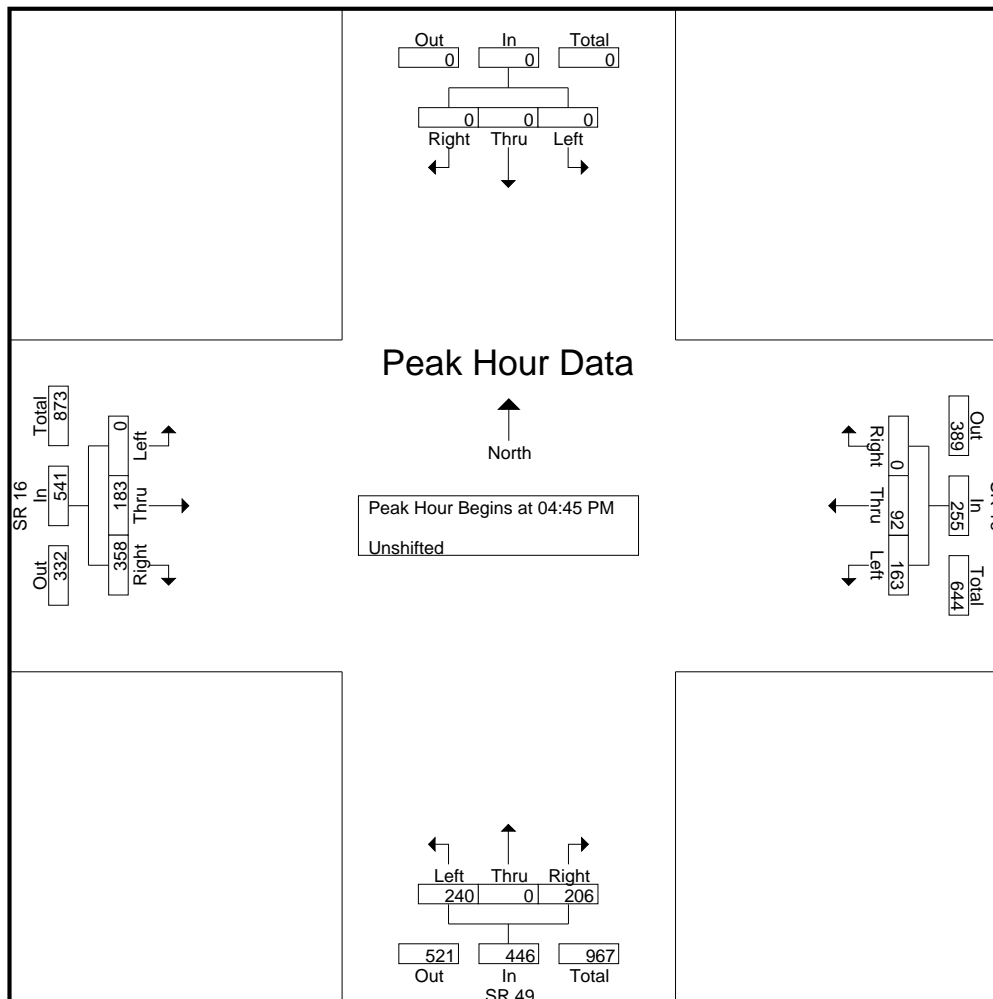
Start Time	Southbound				SR 16 Westbound				SR 49 Northbound				SR 16 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	36	17	0	53	60	0	36	96	0	42	53	95	244
04:15 PM	0	0	0	0	42	31	0	73	53	0	44	97	0	56	73	129	299
04:30 PM	0	0	0	0	34	21	0	55	51	0	53	104	0	42	88	130	289
04:45 PM	0	0	0	0	43	28	0	71	61	0	49	110	0	53	82	135	316
Total	0	0	0	0	155	97	0	252	225	0	182	407	0	193	296	489	1148
05:00 PM	0	0	0	0	38	19	0	57	53	0	46	99	0	42	75	117	273
05:15 PM	0	0	0	0	46	20	0	66	67	0	60	127	0	48	99	147	340
05:30 PM	0	0	0	0	36	25	0	61	59	0	51	110	0	40	102	142	313
05:45 PM	0	0	0	0	33	24	0	57	54	0	39	93	0	54	87	141	291
Total	0	0	0	0	153	88	0	241	233	0	196	429	0	184	363	547	1217
Grand Total	0	0	0	0	308	185	0	493	458	0	378	836	0	377	659	1036	2365
Apprch %	0	0	0	0	62.5	37.5	0		54.8	0	45.2		0	36.4	63.6		
Total %	0	0	0	0	13	7.8	0	20.8	19.4	0	16	35.3	0	15.9	27.9	43.8	

Start Time	Southbound				SR 16 Westbound				SR 49 Northbound				SR 16 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	43	28	0	71	61	0	49	110	0	53	82	135	316
05:00 PM	0	0	0	0	38	19	0	57	53	0	46	99	0	42	75	117	273
05:15 PM	0	0	0	0	46	20	0	66	67	0	60	127	0	48	99	147	340
05:30 PM	0	0	0	0	36	25	0	61	59	0	51	110	0	40	102	142	313
Total Volume	0	0	0	0	163	92	0	255	240	0	206	446	0	183	358	541	1242
% App. Total	0	0	0	0	63.9	36.1	0		53.8	0	46.2		0	33.8	66.2		
PHF	.000	.000	.000	.000	.886	.821	.000	.898	.896	.000	.858	.878	.000	.863	.877	.920	.913

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File Name : 18F
Site Code : 00000000
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All Traffic Data

(916) 771-8700

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COUNTY OF AMADOR

File Name : 17S

Site Code : 00000000

Start Date : 8/16/2008

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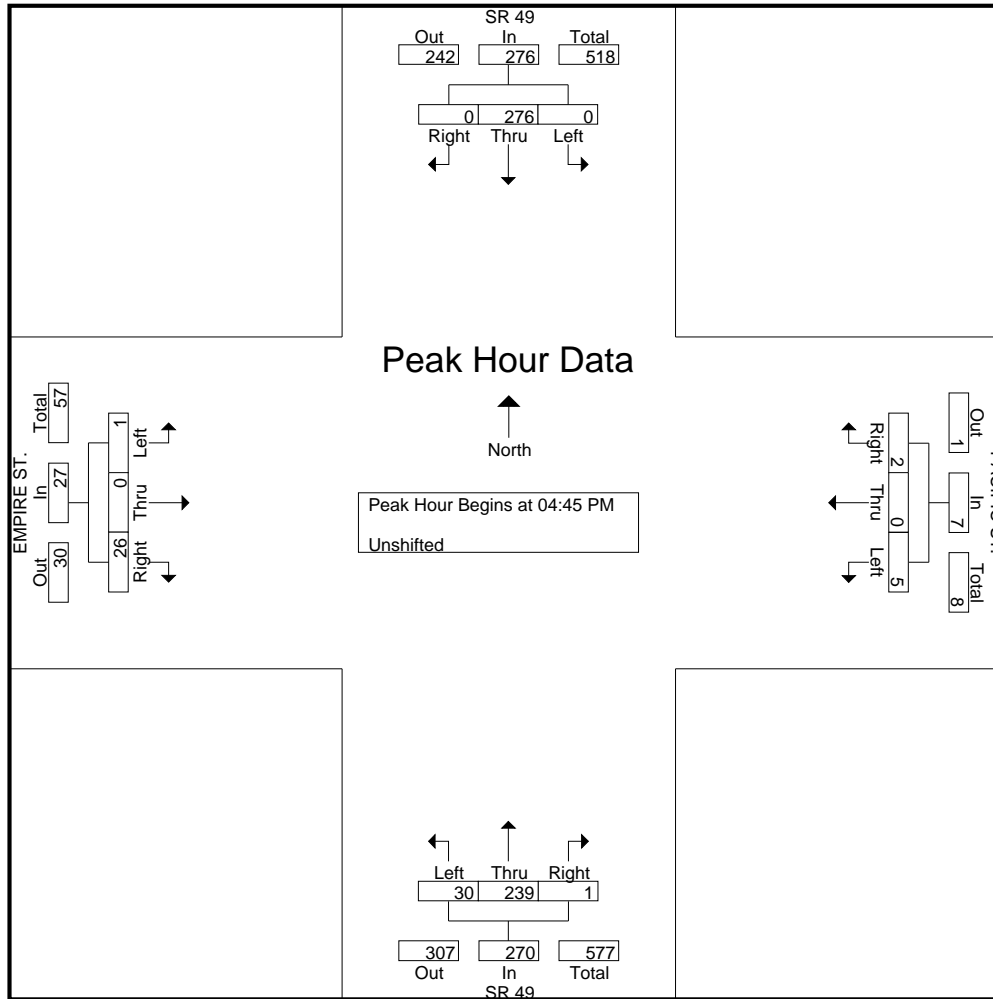
Start Time	SR 49 Southbound				PACIFIC ST. Westbound				SR 49 Northbound				EMPIRE ST. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	56	0	56	0	0	0	0	6	69	0	75	1	0	5	6	137
04:15 PM	0	60	0	60	0	1	0	1	8	71	0	79	0	0	4	4	144
04:30 PM	0	66	0	66	1	0	0	1	8	58	0	66	0	0	7	7	140
04:45 PM	0	74	0	74	1	0	0	1	9	54	0	63	0	0	3	3	141
Total	0	256	0	256	2	1	0	3	31	252	0	283	1	0	19	20	562
05:00 PM	0	64	0	64	2	0	0	2	10	47	1	58	1	0	8	9	133
05:15 PM	0	69	0	69	1	0	2	3	6	76	0	82	0	0	9	9	163
05:30 PM	0	69	0	69	1	0	0	1	5	62	0	67	0	0	6	6	143
05:45 PM	0	66	1	67	0	0	1	1	5	58	0	63	0	1	9	10	141
Total	0	268	1	269	4	0	3	7	26	243	1	270	1	1	32	34	580
Grand Total	0	524	1	525	6	1	3	10	57	495	1	553	2	1	51	54	1142
Apprch %	0	99.8	0.2		60	10	30		10.3	89.5	0.2		3.7	1.9	94.4		
Total %	0	45.9	0.1	46	0.5	0.1	0.3	0.9	5	43.3	0.1	48.4	0.2	0.1	4.5	4.7	

Start Time	SR 49 Southbound				PACIFIC ST. Westbound				SR 49 Northbound				EMPIRE ST. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	74	0	74	1	0	0	1	9	54	0	63	0	0	3	3	141
05:00 PM	0	64	0	64	2	0	0	2	10	47	1	58	1	0	8	9	133
05:15 PM	0	69	0	69	1	0	2	3	6	76	0	82	0	0	9	9	163
05:30 PM	0	69	0	69	1	0	0	1	5	62	0	67	0	0	6	6	143
Total Volume	0	276	0	276	5	0	2	7	30	239	1	270	1	0	26	27	580
% App. Total	0	100	0		71.4	0	28.6		11.1	88.5	0.4		3.7	0	96.3		
PHF	.000	.932	.000	.932	.625	.000	.250	.583	.750	.786	.250	.823	.250	.000	.722	.750	.890

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 17S
Site Code : 00000000
Start Date : 8/16/2008
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All Traffic Data

(916) 771-8700
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COUNTY OF AMADOR

File Name : 17F
Site Code : 00000000
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Groups Printed- Unshifted

Start Time	SR 49 Southbound				PACIFIC ST. Westbound				SR 49 Northbound				EMPIRE DR. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	56	1	57	0	1	0	1	6	83	3	92	1	0	6	7	157
04:15 PM	1	60	4	65	0	0	1	1	8	98	2	108	3	0	7	10	184
04:30 PM	2	61	0	63	0	1	1	2	10	88	0	98	5	0	6	11	174
04:45 PM	2	58	1	61	4	1	1	6	6	88	0	94	1	1	9	11	172
Total	5	235	6	246	4	3	3	10	30	357	5	392	10	1	28	39	687
05:00 PM	4	61	5	70	3	3	1	7	8	78	0	86	4	1	6	11	174
05:15 PM	1	59	3	63	2	1	1	4	9	101	0	110	1	1	5	7	184
05:30 PM	3	69	0	72	2	1	2	5	6	75	3	84	2	0	4	6	167
05:45 PM	3	43	1	47	0	0	1	1	7	108	0	115	1	0	5	6	169
Total	11	232	9	252	7	5	5	17	30	362	3	395	8	2	20	30	694
Grand Total	16	467	15	498	11	8	8	27	60	719	8	787	18	3	48	69	1381
Apprch %	3.2	93.8	3		40.7	29.6	29.6		7.6	91.4	1		26.1	4.3	69.6		
Total %	1.2	33.8	1.1	36.1	0.8	0.6	0.6	2	4.3	52.1	0.6	57	1.3	0.2	3.5	5	

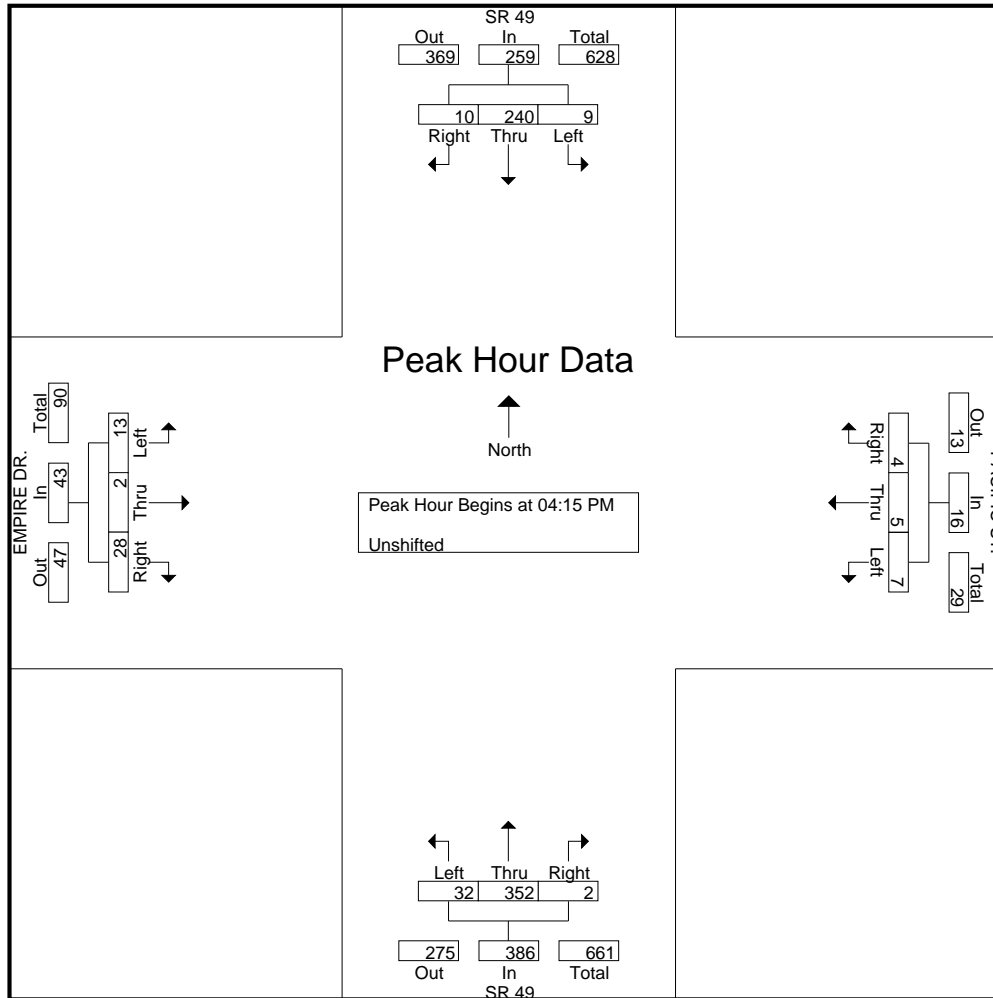
Start Time	SR 49 Southbound				PACIFIC ST. Westbound				SR 49 Northbound				EMPIRE DR. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	1	60	4	65	0	0	1	1	8	98	2	108	3	0	7	10	184
04:30 PM	2	61	0	63	0	1	1	2	10	88	0	98	5	0	6	11	174
04:45 PM	2	58	1	61	4	1	1	6	6	88	0	94	1	1	9	11	172
05:00 PM	4	61	5	70	3	3	1	7	8	78	0	86	4	1	6	11	174
Total Volume	9	240	10	259	7	5	4	16	32	352	2	386	13	2	28	43	704
% App. Total	3.5	92.7	3.9		43.8	31.2	25		8.3	91.2	0.5		30.2	4.7	65.1		
PHF	.563	.984	.500	.925	.438	.417	1.000	.571	.800	.898	.250	.894	.650	.500	.778	.977	.957

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:15 PM

All Traffic Data

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COUNTY OF AMADOR

File Name : 16S

Site Code : 00000000

Start Date : 8/16/2008

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Groups Printed- Unshifted

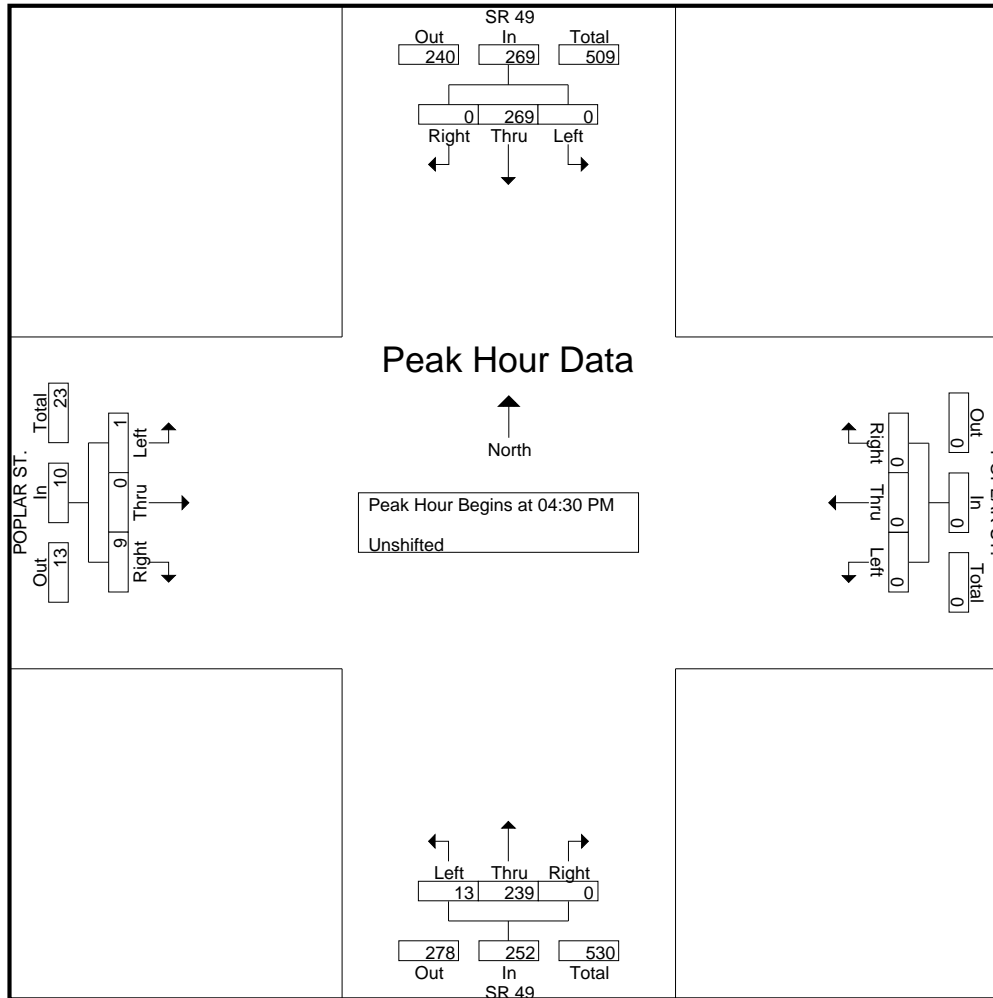
Start Time	SR 49 Southbound				POPLAR ST. Westbound				SR 49 Northbound				POPLAR ST. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	56	1	57	0	0	0	0	7	64	0	71	0	0	0	0	128
04:15 PM	0	55	2	57	0	0	0	0	5	55	0	60	0	0	2	2	119
04:30 PM	0	66	0	66	0	0	0	0	3	65	0	68	0	0	0	0	134
04:45 PM	0	71	0	71	0	0	0	0	4	53	0	57	0	0	3	3	131
Total	0	248	3	251	0	0	0	0	19	237	0	256	0	0	5	5	512
05:00 PM	0	59	0	59	0	0	0	0	1	48	0	49	0	0	5	5	113
05:15 PM	0	73	0	73	0	0	0	0	5	73	0	78	1	0	1	2	153
05:30 PM	0	68	0	68	0	0	0	0	2	56	0	58	0	0	0	0	126
05:45 PM	0	64	2	66	0	0	0	0	2	58	0	60	0	0	1	1	127
Total	0	264	2	266	0	0	0	0	10	235	0	245	1	0	7	8	519
Grand Total	0	512	5	517	0	0	0	0	29	472	0	501	1	0	12	13	1031
Apprch %	0	99	1		0	0	0		5.8	94.2	0		7.7	0	92.3		
Total %	0	49.7	0.5	50.1	0	0	0	0	2.8	45.8	0	48.6	0.1	0	1.2	1.3	

Start Time	SR 49 Southbound				POPLAR ST. Westbound				SR 49 Northbound				POPLAR ST. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	66	0	66	0	0	0	0	3	65	0	68	0	0	0	0	134
04:45 PM	0	71	0	71	0	0	0	0	4	53	0	57	0	0	3	3	131
05:00 PM	0	59	0	59	0	0	0	0	1	48	0	49	0	0	5	5	113
05:15 PM	0	73	0	73	0	0	0	0	5	73	0	78	1	0	1	2	153
Total Volume	0	269	0	269	0	0	0	0	13	239	0	252	1	0	9	10	531
% App. Total	0	100	0		0	0	0		5.2	94.8	0		10	0	90		
PHF	.000	.921	.000	.921	.000	.000	.000	.000	.650	.818	.000	.808	.250	.000	.450	.500	.868

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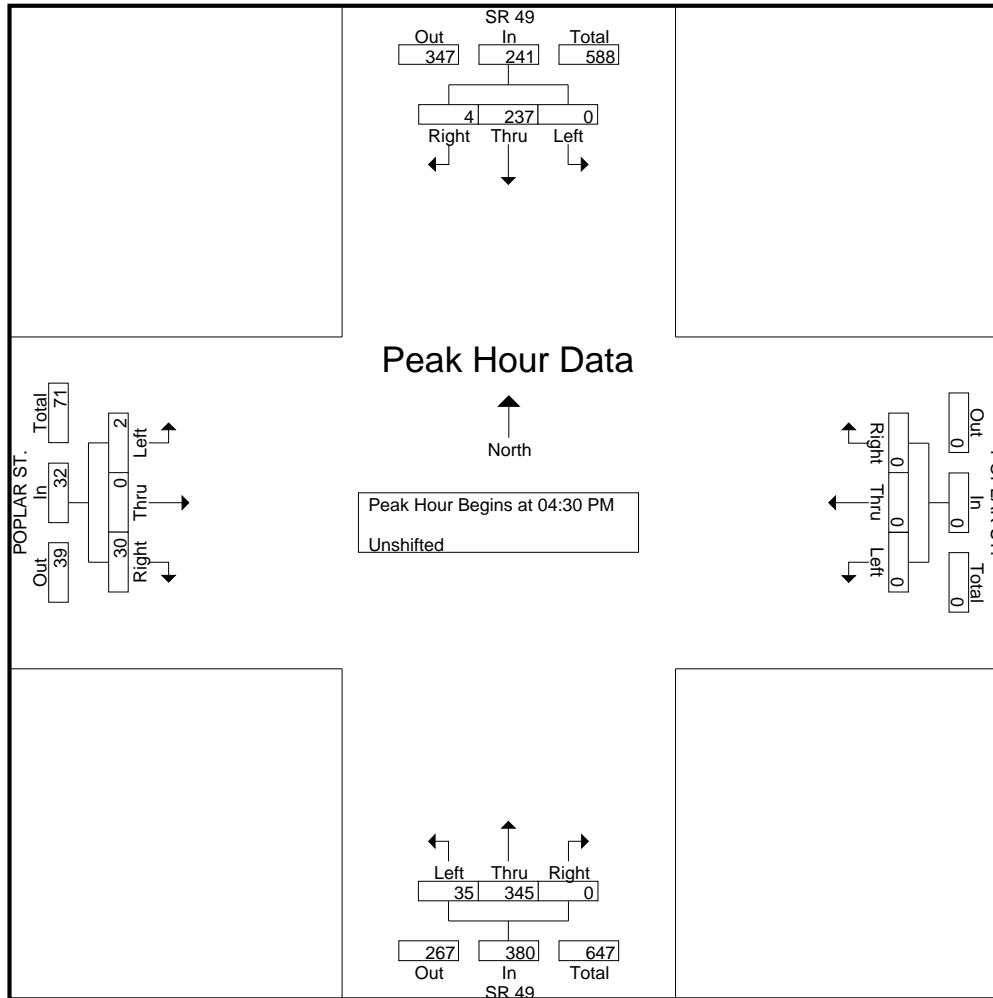
Start Time	SR 49 Southbound				POPLAR ST. Westbound				SR 49 Northbound				POPLAR ST. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	45	0	45	0	0	0	0	7	79	0	86	2	0	10	12	143
04:15 PM	0	60	0	60	0	0	0	0	5	92	0	97	5	0	6	11	168
04:30 PM	0	53	3	56	0	0	0	0	9	84	0	93	1	0	9	10	159
04:45 PM	0	53	1	54	0	0	0	0	6	86	0	92	0	0	5	5	151
Total	0	211	4	215	0	0	0	0	27	341	0	368	8	0	30	38	621
05:00 PM	0	71	0	71	0	0	0	0	11	82	0	93	0	0	6	6	170
05:15 PM	0	60	0	60	0	0	0	0	9	93	0	102	1	0	10	11	173
05:30 PM	0	57	1	58	0	0	0	0	8	77	0	85	3	0	8	11	154
05:45 PM	0	49	0	49	0	0	0	0	7	92	0	99	1	0	7	8	156
Total	0	237	1	238	0	0	0	0	35	344	0	379	5	0	31	36	653
Grand Total	0	448	5	453	0	0	0	0	62	685	0	747	13	0	61	74	1274
Apprch %	0	98.9	1.1		0	0	0		8.3	91.7	0		17.6	0	82.4		
Total %	0	35.2	0.4	35.6	0	0	0	0	4.9	53.8	0	58.6	1	0	4.8	5.8	

Start Time	SR 49 Southbound				POPLAR ST. Westbound				SR 49 Northbound				POPLAR ST. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	53	3	56	0	0	0	0	9	84	0	93	1	0	9	10	159
04:45 PM	0	53	1	54	0	0	0	0	6	86	0	92	0	0	5	5	151
05:00 PM	0	71	0	71	0	0	0	0	11	82	0	93	0	0	6	6	170
05:15 PM	0	60	0	60	0	0	0	0	9	93	0	102	1	0	10	11	173
Total Volume	0	237	4	241	0	0	0	0	35	345	0	380	2	0	30	32	653
% App. Total	0	98.3	1.7		0	0	0		9.2	90.8	0		6.2	0	93.8		
PHF	.000	.835	.333	.849	.000	.000	.000	.000	.795	.927	.000	.931	.500	.000	.750	.727	.944

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Site Code : 00000000
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COUNTY OF AMADOR

File Name : 15S
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Start Time	SR 49 Southbound				SHENANDOAH RD. Westbound				SR 49 Northbound				MAIN ST. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	15	2	18	42	11	0	53	7	15	54	76	4	11	9	24	171
04:15 PM	2	18	7	27	38	12	5	55	6	20	35	61	4	8	6	18	161
04:30 PM	2	19	2	23	32	15	3	50	8	17	28	53	2	13	7	22	148
04:45 PM	5	17	0	22	46	12	3	61	6	17	27	50	3	6	5	14	147
Total	10	69	11	90	158	50	11	219	27	69	144	240	13	38	27	78	627
05:00 PM	3	21	2	26	34	22	5	61	11	11	26	48	3	9	12	24	159
05:15 PM	2	22	2	26	45	15	4	64	10	18	47	75	4	12	7	23	188
05:30 PM	5	18	0	23	44	15	4	63	12	15	29	56	2	3	5	10	152
05:45 PM	4	13	4	21	34	11	2	47	13	10	31	54	3	11	8	22	144
Total	14	74	8	96	157	63	15	235	46	54	133	233	12	35	32	79	643
Grand Total	24	143	19	186	315	113	26	454	73	123	277	473	25	73	59	157	1270
Apprch %	12.9	76.9	10.2		69.4	24.9	5.7		15.4	26	58.6		15.9	46.5	37.6		
Total %	1.9	11.3	1.5	14.6	24.8	8.9	2	35.7	5.7	9.7	21.8	37.2	2	5.7	4.6	12.4	

Start Time	SR 49 Southbound				SHENANDOAH RD. Westbound				SR 49 Northbound				MAIN ST. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	5	17	0	22	46	12	3	61	6	17	27	50	3	6	5	14	147
05:00 PM	3	21	2	26	34	22	5	61	11	11	26	48	3	9	12	24	159
05:15 PM	2	22	2	26	45	15	4	64	10	18	47	75	4	12	7	23	188
05:30 PM	5	18	0	23	44	15	4	63	12	15	29	56	2	3	5	10	152
Total Volume	15	78	4	97	169	64	16	249	39	61	129	229	12	30	29	71	646
% App. Total	15.5	80.4	4.1		67.9	25.7	6.4		17	26.6	56.3		16.9	42.3	40.8		
PHF	.750	.886	.500	.933	.918	.727	.800	.973	.813	.847	.686	.763	.750	.625	.604	.740	.859

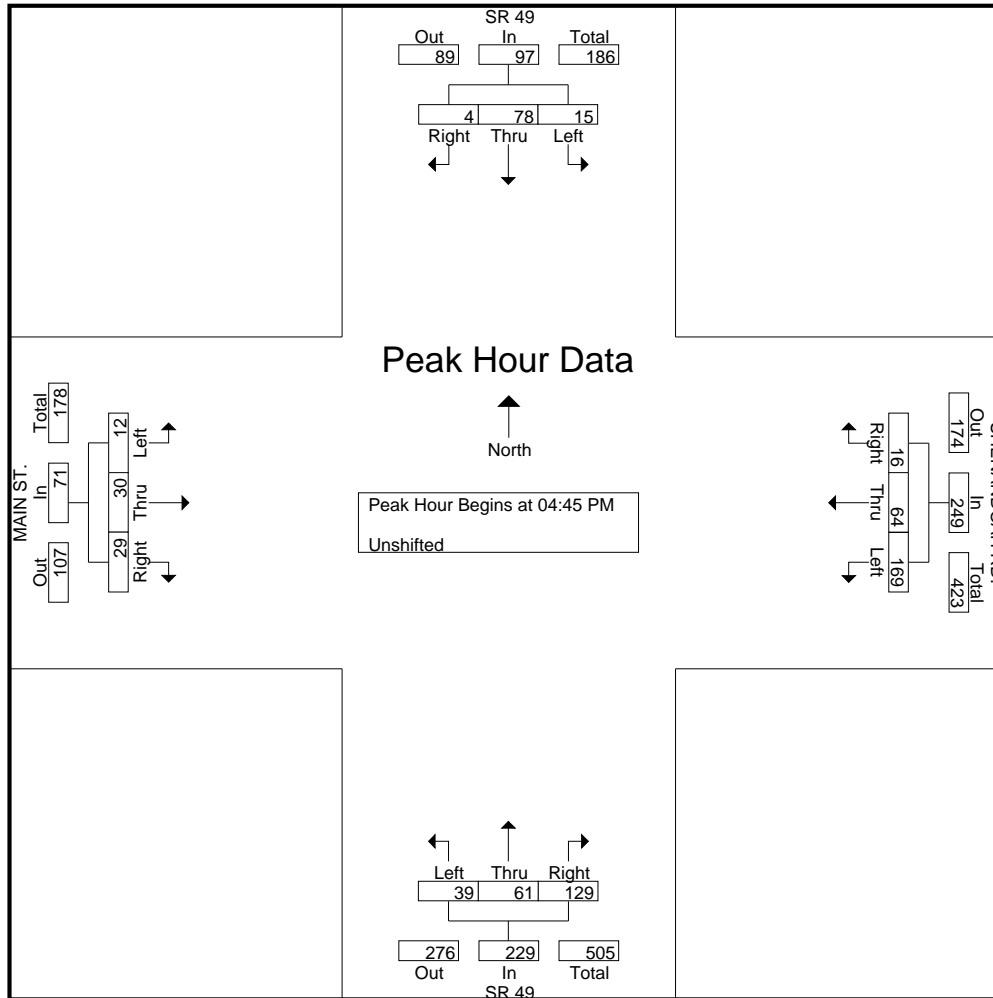
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

All Traffic Data

(916) 771-8700
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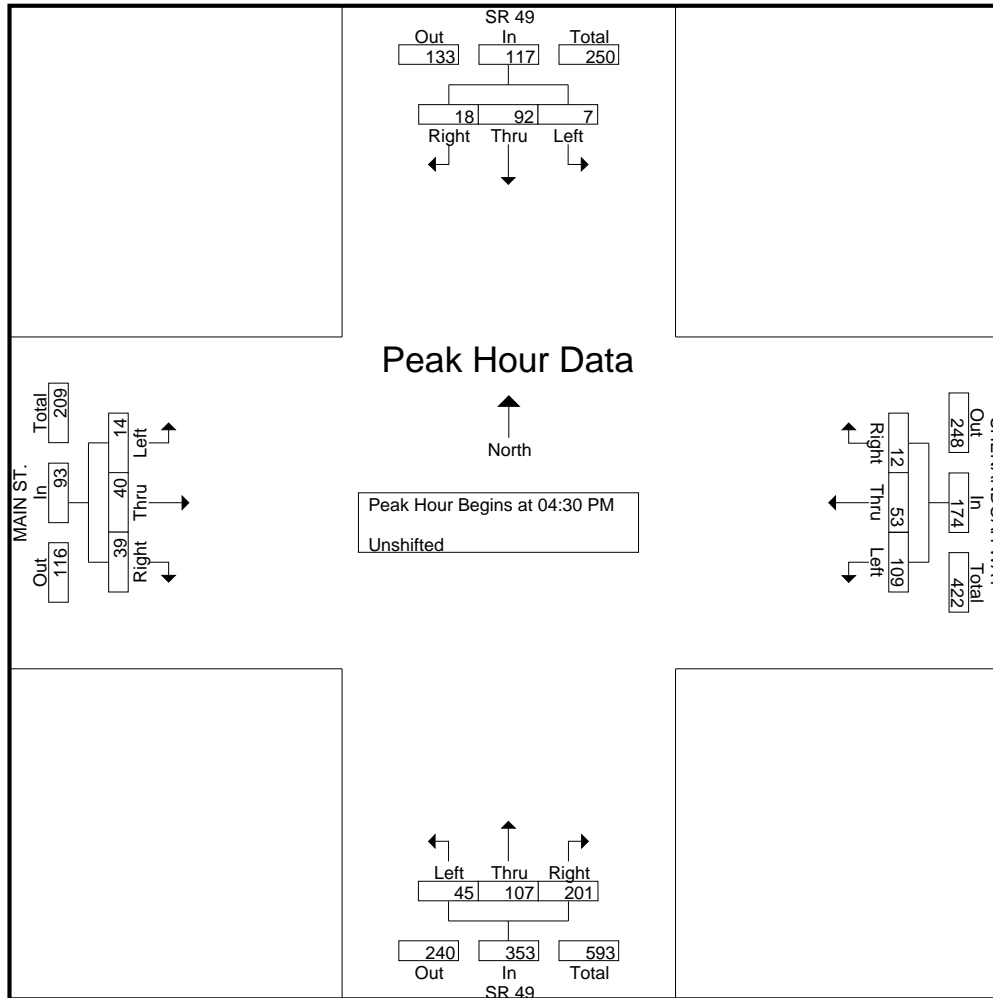
Start Time	SR 49 Southbound				SHENANDOAH WAY Westbound				SR 49 Northbound				MAIN ST. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	20	2	25	26	9	2	37	11	27	41	79	4	15	3	22	163
04:15 PM	4	22	2	28	25	12	1	38	13	37	47	97	3	10	9	22	185
04:30 PM	4	23	7	34	23	13	1	37	11	30	43	84	5	14	9	28	183
04:45 PM	0	17	5	22	27	13	4	44	14	19	53	86	2	6	8	16	168
Total	11	82	16	109	101	47	8	156	49	113	184	346	14	45	29	88	699
05:00 PM	2	30	2	34	29	10	2	41	12	29	52	93	4	10	13	27	195
05:15 PM	1	22	4	27	30	17	5	52	8	29	53	90	3	10	9	22	191
05:30 PM	1	25	2	28	21	11	2	34	10	24	53	87	1	16	12	29	178
05:45 PM	1	21	5	27	21	9	1	31	9	22	50	81	4	11	9	24	163
Total	5	98	13	116	101	47	10	158	39	104	208	351	12	47	43	102	727
Grand Total	16	180	29	225	202	94	18	314	88	217	392	697	26	92	72	190	1426
Apprch %	7.1	80	12.9		64.3	29.9	5.7		12.6	31.1	56.2		13.7	48.4	37.9		
Total %	1.1	12.6	2	15.8	14.2	6.6	1.3	22	6.2	15.2	27.5	48.9	1.8	6.5	5	13.3	

Start Time	SR 49 Southbound				SHENANDOAH WAY Westbound				SR 49 Northbound				MAIN ST. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	23	7	34	23	13	1	37	11	30	43	84	5	14	9	28	183
04:45 PM	0	17	5	22	27	13	4	44	14	19	53	86	2	6	8	16	168
05:00 PM	2	30	2	34	29	10	2	41	12	29	52	93	4	10	13	27	195
05:15 PM	1	22	4	27	30	17	5	52	8	29	53	90	3	10	9	22	191
Total Volume	7	92	18	117	109	53	12	174	45	107	201	353	14	40	39	93	737
% App. Total	6	78.6	15.4		62.6	30.5	6.9		12.7	30.3	56.9		15.1	43	41.9		
PHF	.438	.767	.643	.860	.908	.779	.600	.837	.804	.892	.948	.949	.700	.714	.750	.830	.945

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COUNTY OF AMADOR

File Name : 14S
Site Code : 00000000
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Start Time	SR 49 Southbound				Westbound				SR 49 Northbound				MILLER WAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	17	1	18	0	0	0	0	1	23	0	24	0	0	3	3	45
04:15 PM	0	19	0	19	0	0	0	0	4	24	0	28	0	0	4	4	51
04:30 PM	0	20	0	20	0	0	0	0	3	18	0	21	0	0	4	4	45
04:45 PM	0	20	0	20	0	0	0	0	4	16	0	20	1	0	1	2	42
Total	0	76	1	77	0	0	0	0	12	81	0	93	1	0	12	13	183
05:00 PM	0	16	0	16	0	0	0	0	4	13	0	17	1	0	0	1	34
05:15 PM	0	29	0	29	0	0	0	0	3	23	0	26	0	0	1	1	56
05:30 PM	0	23	1	24	0	0	0	0	7	12	0	19	0	0	4	4	47
05:45 PM	0	22	0	22	0	0	0	0	3	12	0	15	1	0	3	4	41
Total	0	90	1	91	0	0	0	0	17	60	0	77	2	0	8	10	178
Grand Total	0	166	2	168	0	0	0	0	29	141	0	170	3	0	20	23	361
Apprch %	0	98.8	1.2		0	0	0		17.1	82.9	0		13	0	87		
Total %	0	46	0.6	46.5	0	0	0	0	8	39.1	0	47.1	0.8	0	5.5	6.4	

Start Time	SR 49 Southbound				Westbound				SR 49 Northbound				MILLER WAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	17	1	18	0	0	0	0	1	23	0	24	0	0	3	3	45
04:15 PM	0	19	0	19	0	0	0	0	4	24	0	28	0	0	4	4	51
04:30 PM	0	20	0	20	0	0	0	0	3	18	0	21	0	0	4	4	45
04:45 PM	0	20	0	20	0	0	0	0	4	16	0	20	1	0	1	2	42
Total Volume	0	76	1	77	0	0	0	0	12	81	0	93	1	0	12	13	183
% App. Total	0	98.7	1.3		0	0	0		12.9	87.1	0		7.7	0	92.3		
PHF	.000	.950	.250	.963	.000	.000	.000	.000	.750	.844	.000	.830	.250	.000	.750	.813	.897

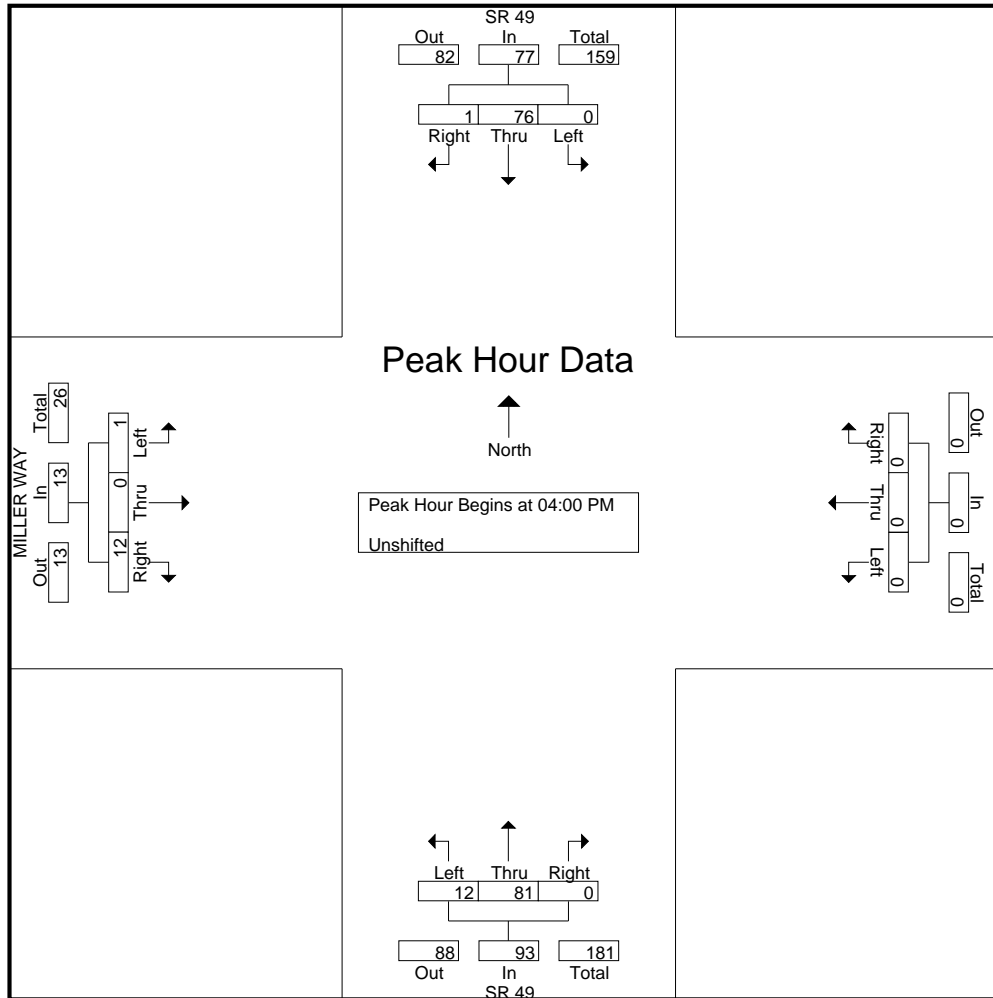
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

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File Name : 14F

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Groups Printed- Unshifted

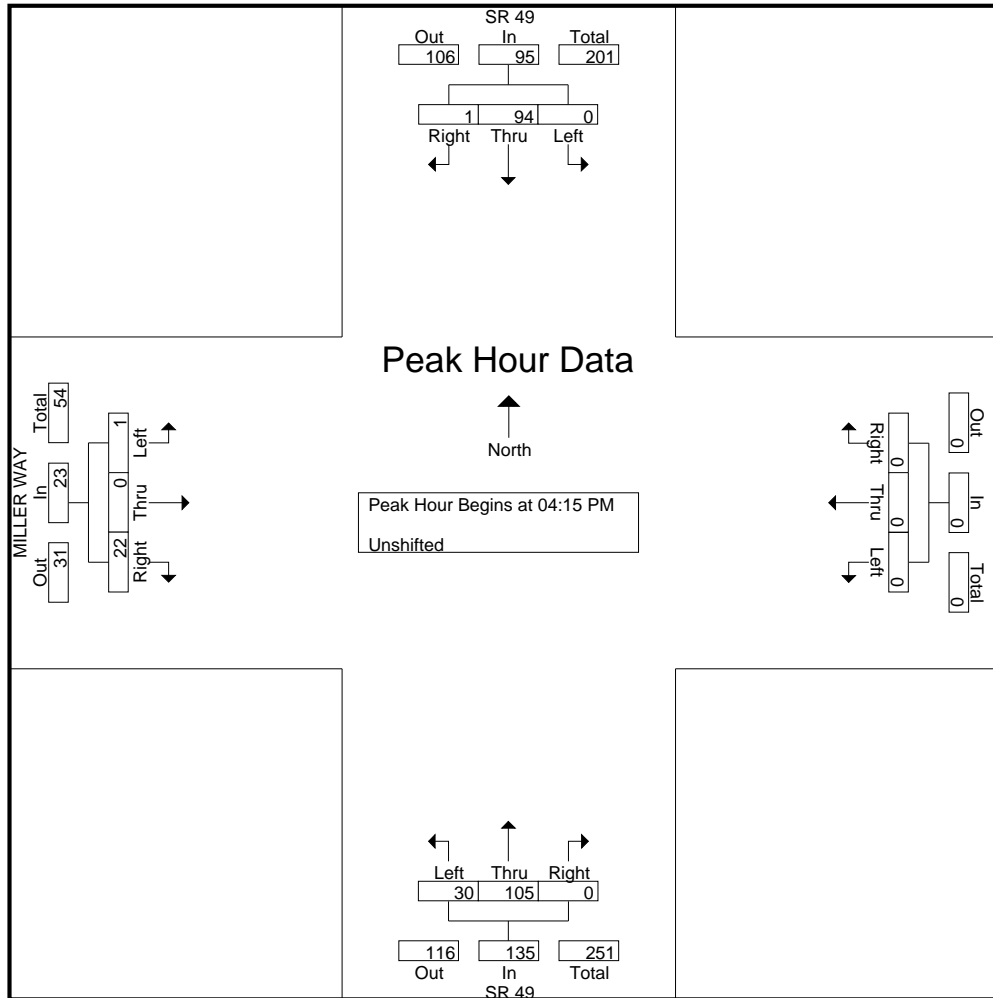
Start Time	SR 49 Southbound				Westbound				SR 49 Northbound				MILLER WAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	20	1	21	0	0	0	0	6	29	0	35	0	0	3	3	59
04:15 PM	0	25	0	25	0	0	0	0	6	37	0	43	1	0	8	9	77
04:30 PM	0	27	1	28	0	0	0	0	8	25	0	33	0	0	3	3	64
04:45 PM	0	15	0	15	0	0	0	0	7	19	0	26	0	0	6	6	47
Total	0	87	2	89	0	0	0	0	27	110	0	137	1	0	20	21	247
05:00 PM	0	27	0	27	0	0	0	0	9	24	0	33	0	0	5	5	65
05:15 PM	0	25	2	27	0	0	0	0	8	29	0	37	0	0	1	1	65
05:30 PM	0	21	1	22	0	0	0	0	3	24	0	27	1	0	5	6	55
05:45 PM	0	24	1	25	0	0	0	0	7	20	0	27	1	0	3	4	56
Total	0	97	4	101	0	0	0	0	27	97	0	124	2	0	14	16	241
Grand Total	0	184	6	190	0	0	0	0	54	207	0	261	3	0	34	37	488
Apprch %	0	96.8	3.2		0	0	0		20.7	79.3	0		8.1	0	91.9		
Total %	0	37.7	1.2	38.9	0	0	0	0	11.1	42.4	0	53.5	0.6	0	7	7.6	

Start Time	SR 49 Southbound				Westbound				SR 49 Northbound				MILLER WAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	25	0	25	0	0	0	0	6	37	0	43	1	0	8	9	77
04:30 PM	0	27	1	28	0	0	0	0	8	25	0	33	0	0	3	3	64
04:45 PM	0	15	0	15	0	0	0	0	7	19	0	26	0	0	6	6	47
05:00 PM	0	27	0	27	0	0	0	0	9	24	0	33	0	0	5	5	65
Total Volume	0	94	1	95	0	0	0	0	30	105	0	135	1	0	22	23	253
% App. Total	0	98.9	1.1		0	0	0		22.2	77.8	0		4.3	0	95.7		
PHF	.000	.870	.250	.848	.000	.000	.000	.000	.833	.709	.000	.785	.250	.000	.688	.639	.821

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 14F
Site Code : 00000000
Start Date : 8/15/2008
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All Traffic Data

(916) 771-8700

F(916) 786-2879

COUNTY OF EL DORADO

File Name : 13S

Site Code : 00000000

Start Date : 8/9/2008

Page No : 1

Groups Printed- Unshifted

Start Time	MISSOURI FLAT RD. Southbound				US 50 WB RAMPS Westbound				MISSOURI FLAT RD. Northbound				US 50 WB RAMPS Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	120	27	147	0	0	0	0	57	96	0	153	46	0	69	115	415
04:15 PM	0	113	35	148	0	0	0	0	64	105	0	169	48	0	88	136	453
04:30 PM	0	110	22	132	0	0	0	0	52	84	0	136	46	0	85	131	399
04:45 PM	0	114	29	143	0	0	0	0	54	96	0	150	43	0	78	121	414
Total	0	457	113	570	0	0	0	0	227	381	0	608	183	0	320	503	1681
05:00 PM	0	109	18	127	0	0	0	0	59	80	0	139	41	0	76	117	383
05:15 PM	0	104	17	121	0	0	0	0	56	94	0	150	43	0	79	122	393
05:30 PM	0	87	24	111	0	0	0	0	54	96	0	150	51	0	79	130	391
05:45 PM	0	88	24	112	0	0	0	0	41	69	0	110	50	0	67	117	339
Total	0	388	83	471	0	0	0	0	210	339	0	549	185	0	301	486	1506
Grand Total	0	845	196	1041	0	0	0	0	437	720	0	1157	368	0	621	989	3187
Apprch %	0	81.2	18.8		0	0	0		37.8	62.2	0		37.2	0	62.8		
Total %	0	26.5	6.1	32.7	0	0	0	0	13.7	22.6	0	36.3	11.5	0	19.5	31	

Start Time	MISSOURI FLAT RD. Southbound				US 50 WB RAMPS Westbound				MISSOURI FLAT RD. Northbound				US 50 WB RAMPS Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	120	27	147	0	0	0	0	57	96	0	153	46	0	69	115	415
04:15 PM	0	113	35	148	0	0	0	0	64	105	0	169	48	0	88	136	453
04:30 PM	0	110	22	132	0	0	0	0	52	84	0	136	46	0	85	131	399
04:45 PM	0	114	29	143	0	0	0	0	54	96	0	150	43	0	78	121	414
Total Volume	0	457	113	570	0	0	0	0	227	381	0	608	183	0	320	503	1681
% App. Total	0	80.2	19.8		0	0	0		37.3	62.7	0		36.4	0	63.6		
PHF	.000	.952	.807	.963	.000	.000	.000	.000	.887	.907	.000	.899	.953	.000	.909	.925	.928

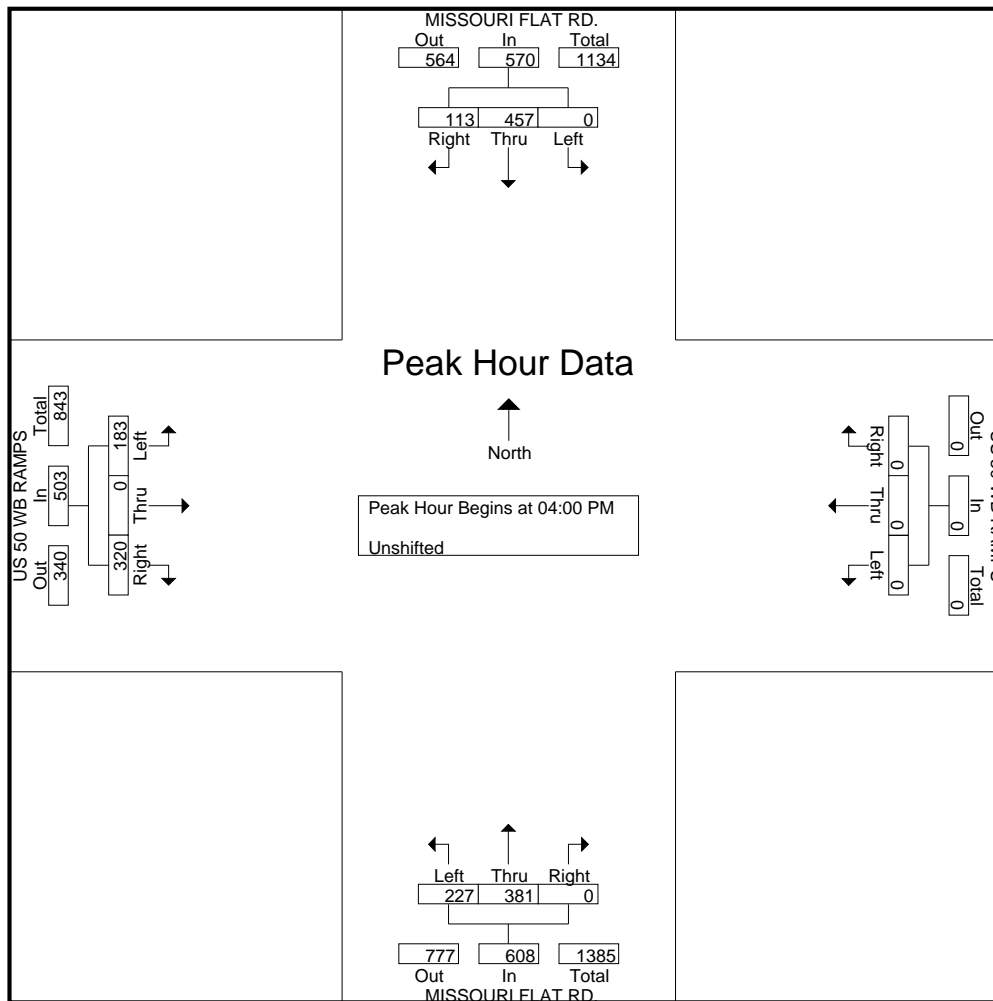
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 13S
Site Code : 00000000
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All Traffic Data

(916) 771-8700
F(916) 786-2879

COUNTY OF EL DORADO

File Name : 13F
Site Code : 00000000
Start Date : 8/8/2008
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Groups Printed- Unshifted

Start Time	MISSOURI FLAT RD. Southbound				Westbound				MISSOURI FLAT RD. Northbound				US 50 WB RAMPS Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	162	37	199	0	0	0	0	75	127	0	202	66	0	114	180	581
04:15 PM	0	137	47	184	0	0	0	0	59	141	0	200	75	0	131	206	590
04:30 PM	0	145	43	188	0	0	0	0	67	134	0	201	68	0	124	192	581
04:45 PM	0	143	34	177	0	0	0	0	54	141	0	195	84	0	132	216	588
Total	0	587	161	748	0	0	0	0	255	543	0	798	293	0	501	794	2340
05:00 PM	0	159	30	189	0	0	0	0	56	131	0	187	64	0	130	194	570
05:15 PM	0	133	33	166	0	0	0	0	68	123	0	191	61	0	139	200	557
05:30 PM	0	130	25	155	0	0	0	0	70	123	0	193	64	2	121	187	535
05:45 PM	0	132	27	159	0	0	0	0	67	111	0	178	42	0	107	149	486
Total	0	554	115	669	0	0	0	0	261	488	0	749	231	2	497	730	2148
Grand Total	0	1141	276	1417	0	0	0	0	516	1031	0	1547	524	2	998	1524	4488
Apprch %	0	80.5	19.5		0	0	0		33.4	66.6	0		34.4	0.1	65.5		
Total %	0	25.4	6.1	31.6	0	0	0	0	11.5	23	0	34.5	11.7	0	22.2	34	

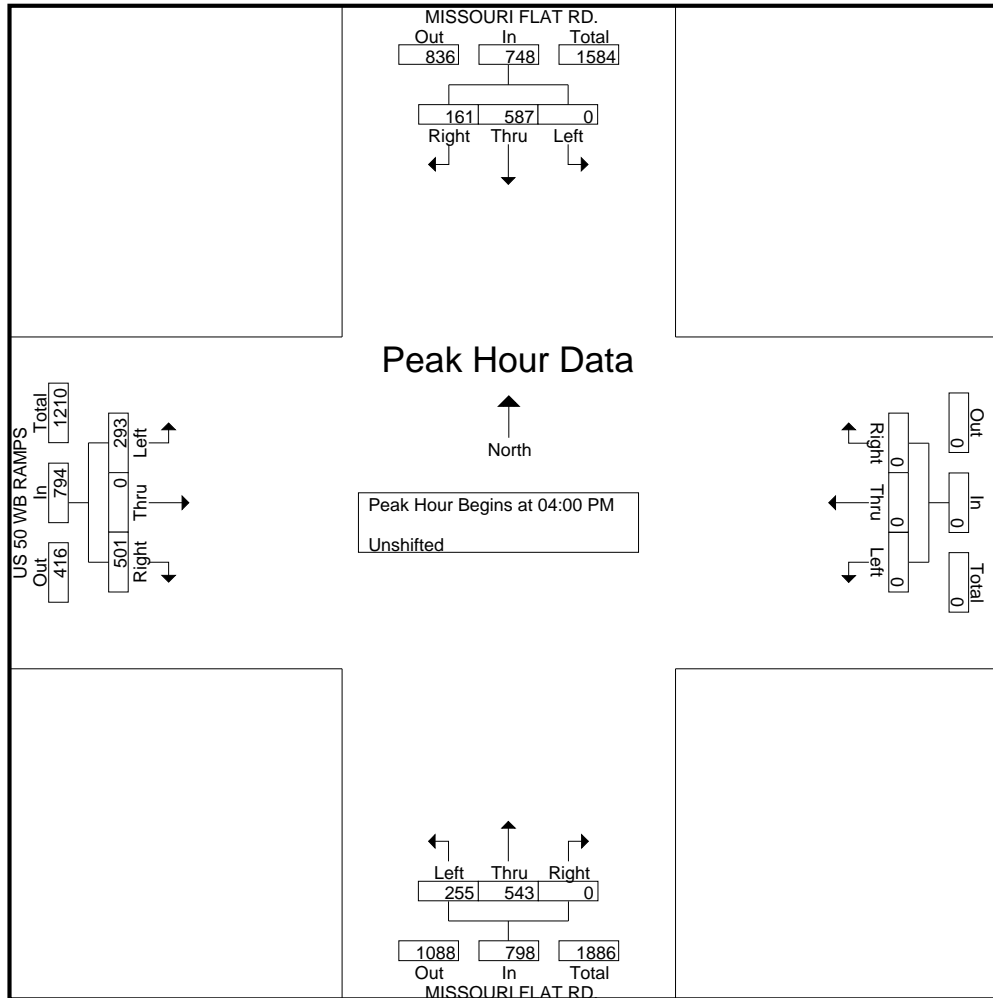
Start Time	MISSOURI FLAT RD. Southbound				Westbound				MISSOURI FLAT RD. Northbound				US 50 WB RAMPS Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	162	37	199	0	0	0	0	75	127	0	202	66	0	114	180	581
04:15 PM	0	137	47	184	0	0	0	0	59	141	0	200	75	0	131	206	590
04:30 PM	0	145	43	188	0	0	0	0	67	134	0	201	68	0	124	192	581
04:45 PM	0	143	34	177	0	0	0	0	54	141	0	195	84	0	132	216	588
Total Volume	0	587	161	748	0	0	0	0	255	543	0	798	293	0	501	794	2340
% App. Total	0	78.5	21.5		0	0	0		32	68	0		36.9	0	63.1		
PHF	.000	.906	.856	.940	.000	.000	.000	.000	.850	.963	.000	.988	.872	.000	.949	.919	.992

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:00 PM

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 13F
Site Code : 00000000
Start Date : 8/8/2008
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All Traffic Data

(916) 771-8700

F(916) 786-2879

COUNTY OF EL DOIRADO

File Name : 12S

Site Code : 00000000

Start Date : 8/9/2008

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Groups Printed- Unshifted

Start Time	MISSOURI FLAT RD. Southbound				U.S. 50 EB RAMPS Westbound				MISSOURI FLAT RD. Northbound				U.S. 50 EB RAMPS Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	43	142	0	185	0	0	0	0	0	120	96	216	24	1	65	90	491
04:15 PM	32	163	0	195	0	0	0	0	0	146	98	244	32	0	69	101	540
04:30 PM	41	161	0	202	0	0	0	0	0	129	81	210	16	0	66	82	494
04:45 PM	33	155	0	188	0	0	0	0	0	129	94	223	18	0	60	78	489
Total	149	621	0	770	0	0	0	0	0	524	369	893	90	1	260	351	2014
05:00 PM	40	152	0	192	0	0	0	0	0	128	83	211	14	2	62	78	481
05:15 PM	36	140	0	176	0	0	0	0	0	128	107	235	18	0	61	79	490
05:30 PM	33	143	0	176	0	0	0	0	0	138	77	215	22	0	69	91	482
05:45 PM	32	114	0	146	0	0	0	0	0	98	92	190	8	0	81	89	425
Total	141	549	0	690	0	0	0	0	0	492	359	851	62	2	273	337	1878
Grand Total	290	1170	0	1460	0	0	0	0	0	1016	728	1744	152	3	533	688	3892
Apprch %	19.9	80.1	0		0	0	0		0	58.3	41.7		22.1	0.4	77.5		
Total %	7.5	30.1	0	37.5	0	0	0	0	0	26.1	18.7	44.8	3.9	0.1	13.7	17.7	

Start Time	MISSOURI FLAT RD. Southbound				U.S. 50 EB RAMPS Westbound				MISSOURI FLAT RD. Northbound				U.S. 50 EB RAMPS Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	43	142	0	185	0	0	0	0	0	120	96	216	24	1	65	90	491
04:15 PM	32	163	0	195	0	0	0	0	0	146	98	244	32	0	69	101	540
04:30 PM	41	161	0	202	0	0	0	0	0	129	81	210	16	0	66	82	494
04:45 PM	33	155	0	188	0	0	0	0	0	129	94	223	18	0	60	78	489
Total Volume	149	621	0	770	0	0	0	0	0	524	369	893	90	1	260	351	2014
% App. Total	19.4	80.6	0		0	0	0		0	58.7	41.3		25.6	0.3	74.1		
PHF	.866	.952	.000	.953	.000	.000	.000	.000	.000	.897	.941	.915	.703	.250	.942	.869	.932

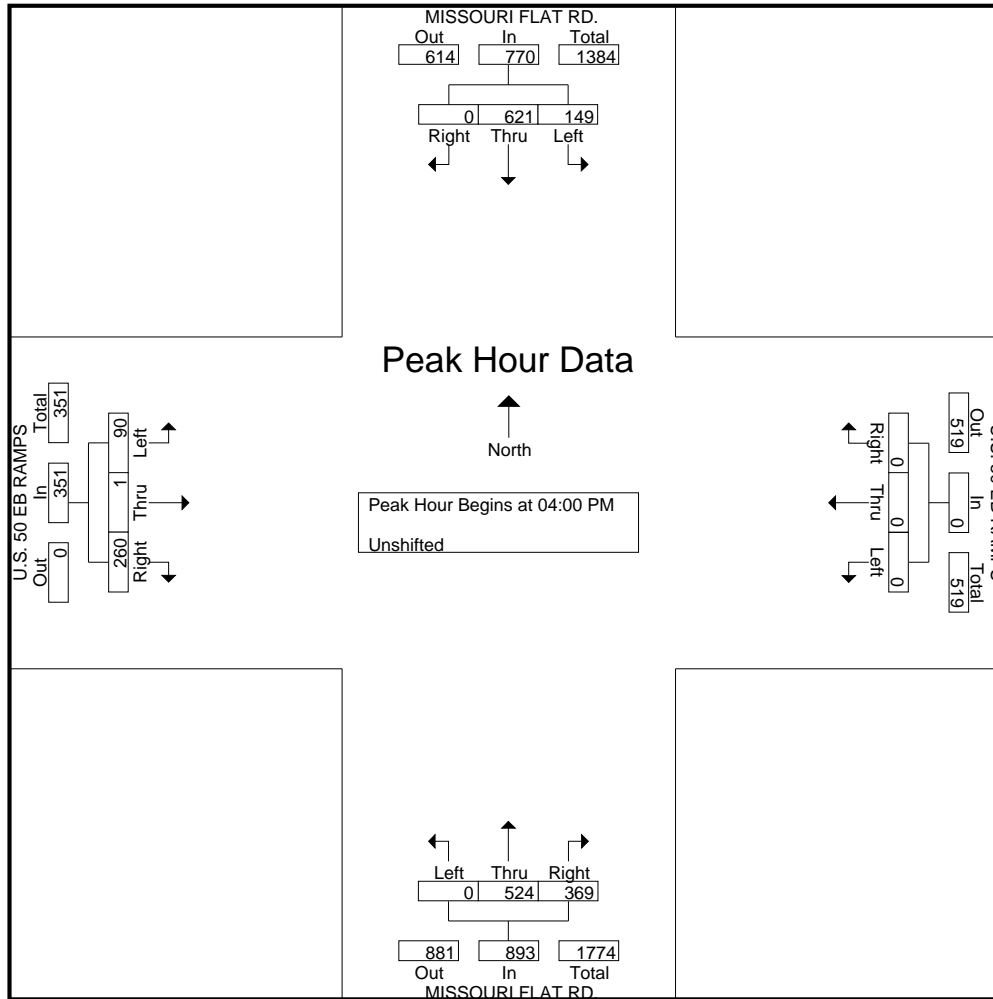
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 12S
Site Code : 00000000
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All Traffic Data

(916) 771-8700
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COUNTY OF EL DORADO

File Name : 12F
Site Code : 00000000
Start Date : 8/8/2008
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Groups Printed- Unshifted

Start Time	MISSOURI FLAT RD. Southbound				U.S. 50 EB RAMPS Westbound				MISSOURI FLAT RD. Northbound				U.S. 50 EB RAMPS Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	47	233	0	280	0	0	0	0	0	165	150	315	28	1	107	136	731
04:15 PM	42	243	0	285	0	0	0	0	0	183	116	299	26	1	115	142	726
04:30 PM	45	208	0	253	0	0	0	0	0	169	131	300	31	0	101	132	685
04:45 PM	32	228	0	260	0	0	0	0	0	149	117	266	40	0	110	150	676
Total	166	912	0	1078	0	0	0	0	0	666	514	1180	125	2	433	560	2818
05:00 PM	42	254	0	296	0	0	0	0	0	173	116	289	31	1	115	147	732
05:15 PM	36	233	0	269	0	0	0	0	0	144	109	253	33	0	118	151	673
05:30 PM	47	216	0	263	0	0	0	0	0	179	115	294	34	0	111	145	702
05:45 PM	38	194	0	232	0	0	0	0	0	133	112	245	31	0	125	156	633
Total	163	897	0	1060	0	0	0	0	0	629	452	1081	129	1	469	599	2740
Grand Total	329	1809	0	2138	0	0	0	0	0	1295	966	2261	254	3	902	1159	5558
Apprch %	15.4	84.6	0		0	0	0		0	57.3	42.7		21.9	0.3	77.8		
Total %	5.9	32.5	0	38.5	0	0	0	0	0	23.3	17.4	40.7	4.6	0.1	16.2	20.9	

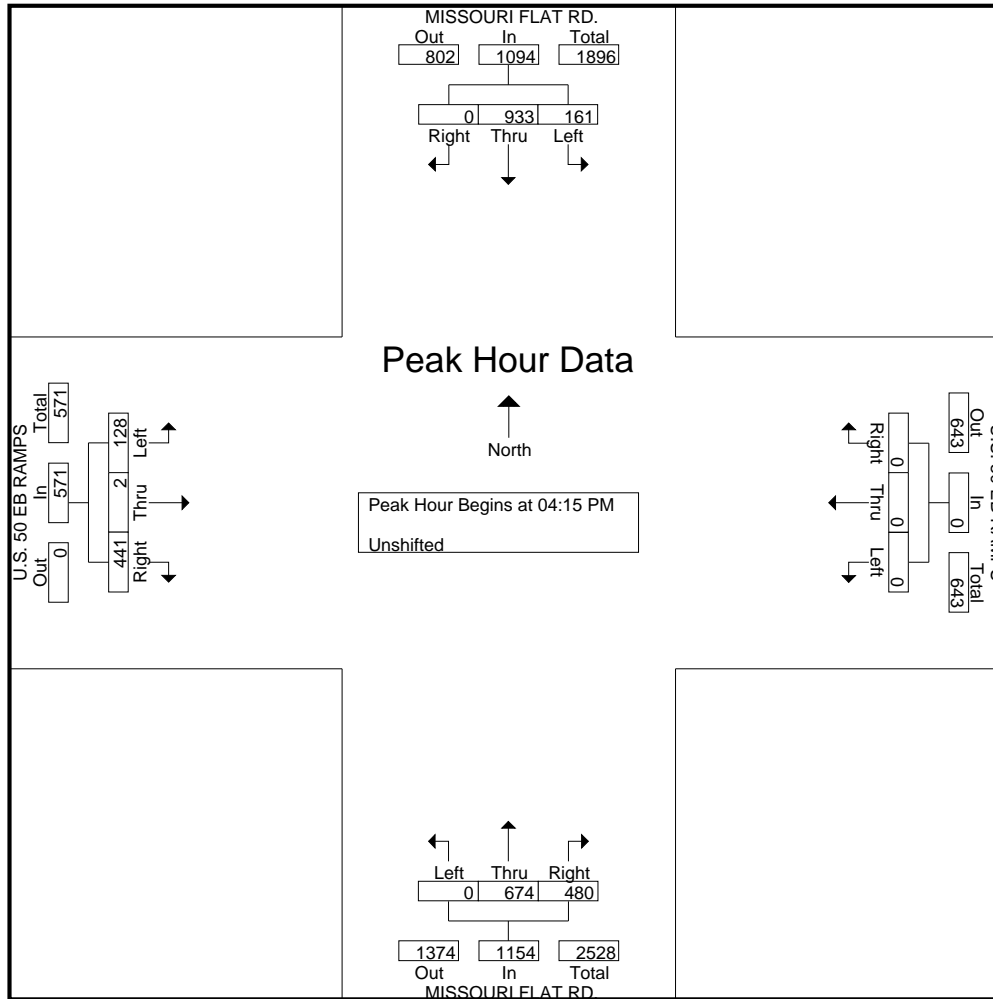
Start Time	MISSOURI FLAT RD. Southbound				U.S. 50 EB RAMPS Westbound				MISSOURI FLAT RD. Northbound				U.S. 50 EB RAMPS Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	42	243	0	285	0	0	0	0	0	183	116	299	26	1	115	142	726
04:30 PM	45	208	0	253	0	0	0	0	0	169	131	300	31	0	101	132	685
04:45 PM	32	228	0	260	0	0	0	0	0	149	117	266	40	0	110	150	676
05:00 PM	42	254	0	296	0	0	0	0	0	173	116	289	31	1	115	147	732
Total Volume	161	933	0	1094	0	0	0	0	0	674	480	1154	128	2	441	571	2819
% App. Total	14.7	85.3	0		0	0	0		0	58.4	41.6		22.4	0.4	77.2		
PHF	.894	.918	.000	.924	.000	.000	.000	.000	.000	.921	.916	.962	.800	.500	.959	.952	.963

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:15 PM

All Traffic Data

(916) 771-8700
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File Name : 12F
Site Code : 00000000
Start Date : 8/8/2008
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All Traffic Data

(916) 771-8700
F(916) 786-2879

COUNTY OF EL DORADO

File Name : 11S
Site Code : 00000000
Start Date : 8/9/2008
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Groups Printed- Unshifted

Start Time	MISSOURI FLAT RD. Southbound				Westbound				MISSOURI FLAT RD. Northbound				MOTHER LODE DR. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	187	21	208	0	0	0	0	5	187	0	192	28	0	9	37	437
04:15 PM	0	206	20	226	0	0	0	0	6	203	0	209	24	0	9	33	468
04:30 PM	0	203	29	232	0	0	0	0	9	182	0	191	25	0	8	33	456
04:45 PM	0	182	29	211	0	0	0	0	6	196	0	202	32	0	7	39	452
Total	0	778	99	877	0	0	0	0	26	768	0	794	109	0	33	142	1813
05:00 PM	0	199	24	223	0	0	0	0	9	185	0	194	26	0	3	29	446
05:15 PM	0	173	25	198	0	0	0	0	7	201	0	208	30	0	2	32	438
05:30 PM	0	168	46	214	0	0	0	0	8	193	0	201	20	0	5	25	440
05:45 PM	0	158	36	194	0	0	0	0	15	167	0	182	34	0	8	42	418
Total	0	698	131	829	0	0	0	0	39	746	0	785	110	0	18	128	1742
Grand Total	0	1476	230	1706	0	0	0	0	65	1514	0	1579	219	0	51	270	3555
Apprch %	0	86.5	13.5		0	0	0		4.1	95.9	0		81.1	0	18.9		
Total %	0	41.5	6.5	48	0	0	0	0	1.8	42.6	0	44.4	6.2	0	1.4	7.6	

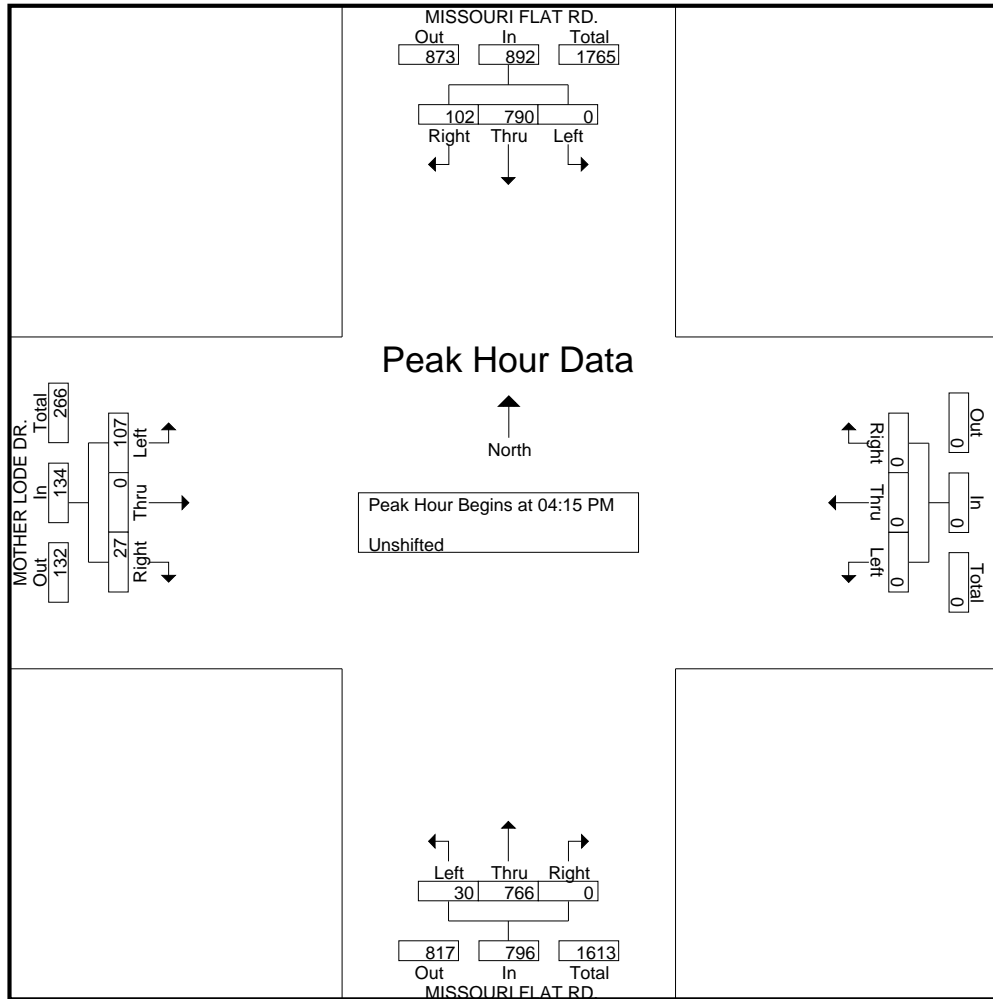
Start Time	MISSOURI FLAT RD. Southbound				Westbound				MISSOURI FLAT RD. Northbound				MOTHER LODE DR. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	0	206	20	226	0	0	0	0	6	203	0	209	24	0	9	33	468
04:30 PM	0	203	29	232	0	0	0	0	9	182	0	191	25	0	8	33	456
04:45 PM	0	182	29	211	0	0	0	0	6	196	0	202	32	0	7	39	452
05:00 PM	0	199	24	223	0	0	0	0	9	185	0	194	26	0	3	29	446
Total Volume	0	790	102	892	0	0	0	0	30	766	0	796	107	0	27	134	1822
% App. Total	0	88.6	11.4		0	0	0		3.8	96.2	0		79.9	0	20.1		
PHF	.000	.959	.879	.961	.000	.000	.000	.000	.833	.943	.000	.952	.836	.000	.750	.859	.973

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:15 PM

All Traffic Data

(916) 771-8700
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File Name : 11S
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All Traffic Data

(916) 771-8700

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COUNTY OF EL DORADO

File Name : 11F

Site Code : 00000000

Start Date : 8/8/2008

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Groups Printed- Unshifted

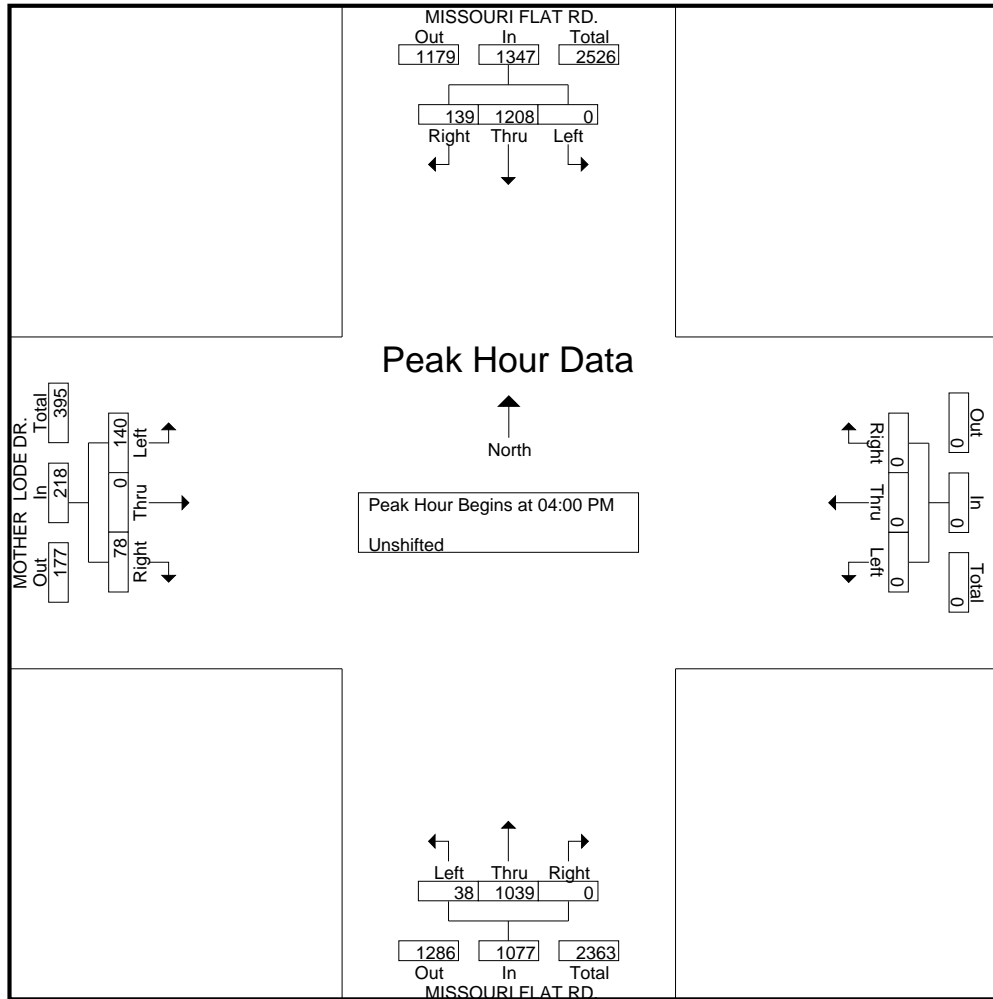
Start Time	MISSOURI FLAT RD. Southbound				Westbound				MISSOURI FLAT RD. Northbound				MOTHER LODE DR. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	306	37	343	0	0	0	0	10	276	0	286	37	0	28	65	694
04:15 PM	0	295	40	335	0	0	0	0	6	270	0	276	36	0	15	51	662
04:30 PM	0	286	29	315	0	0	0	0	8	256	0	264	33	0	21	54	633
04:45 PM	0	321	33	354	0	0	0	0	14	237	0	251	34	0	14	48	653
Total	0	1208	139	1347	0	0	0	0	38	1039	0	1077	140	0	78	218	2642
05:00 PM	0	337	38	375	0	0	0	0	11	255	0	266	32	0	14	46	687
05:15 PM	0	319	32	351	0	0	0	0	7	225	0	232	32	0	25	57	640
05:30 PM	0	281	44	325	0	0	0	0	2	257	0	259	34	0	29	63	647
05:45 PM	0	293	21	314	0	0	0	0	11	224	0	235	24	0	15	39	588
Total	0	1230	135	1365	0	0	0	0	31	961	0	992	122	0	83	205	2562
Grand Total	0	2438	274	2712	0	0	0	0	69	2000	0	2069	262	0	161	423	5204
Apprch %	0	89.9	10.1		0	0	0		3.3	96.7	0		61.9	0	38.1		
Total %	0	46.8	5.3	52.1	0	0	0	0	1.3	38.4	0	39.8	5	0	3.1	8.1	

Start Time	MISSOURI FLAT RD. Southbound				Westbound				MISSOURI FLAT RD. Northbound				MOTHER LODE DR. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	306	37	343	0	0	0	0	10	276	0	286	37	0	28	65	694
04:15 PM	0	295	40	335	0	0	0	0	6	270	0	276	36	0	15	51	662
04:30 PM	0	286	29	315	0	0	0	0	8	256	0	264	33	0	21	54	633
04:45 PM	0	321	33	354	0	0	0	0	14	237	0	251	34	0	14	48	653
Total Volume	0	1208	139	1347	0	0	0	0	38	1039	0	1077	140	0	78	218	2642
% App. Total	0	89.7	10.3		0	0	0		3.5	96.5	0		64.2	0	35.8		
PHF	.000	.941	.869	.951	.000	.000	.000	.000	.679	.941	.000	.941	.946	.000	.696	.838	.952

All Traffic Data

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COUNTY OF EL DORADO

File Name : 10S
Site Code : 00000000
Start Date : 8/9/2008
Page No : 1

Groups Printed- Unshifted

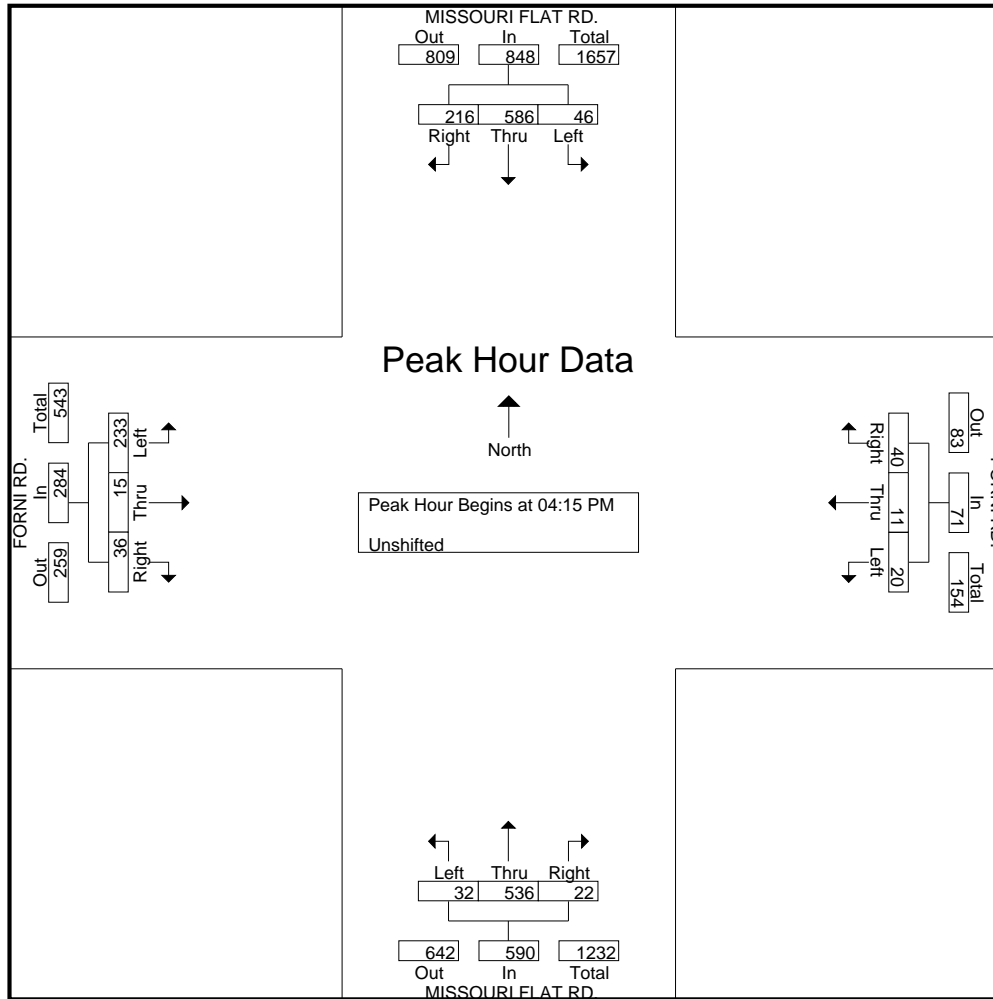
Start Time	MISSOURI FLAT RD. Southbound				FORNI RD. Westbound				MISSOURI FLAT RD. Northbound				FORNI RD. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	8	155	57	220	4	2	9	15	8	138	2	148	45	3	8	56	439
04:15 PM	9	158	65	232	5	1	12	18	7	146	4	157	58	3	10	71	478
04:30 PM	13	147	51	211	9	4	7	20	10	132	8	150	41	2	6	49	430
04:45 PM	16	143	42	201	3	1	12	16	6	128	5	139	72	5	6	83	439
Total	46	603	215	864	21	8	40	69	31	544	19	594	216	13	30	259	1786
05:00 PM	8	138	58	204	3	5	9	17	9	130	5	144	62	5	14	81	446
05:15 PM	9	135	43	187	5	5	11	21	0	111	6	117	68	2	9	79	404
05:30 PM	12	123	42	177	1	3	10	14	4	147	11	162	59	2	12	73	426
05:45 PM	9	116	43	168	4	7	7	18	2	106	3	111	60	4	8	72	369
Total	38	512	186	736	13	20	37	70	15	494	25	534	249	13	43	305	1645
Grand Total	84	1115	401	1600	34	28	77	139	46	1038	44	1128	465	26	73	564	3431
Apprch %	5.2	69.7	25.1		24.5	20.1	55.4		4.1	92	3.9		82.4	4.6	12.9		
Total %	2.4	32.5	11.7	46.6	1	0.8	2.2	4.1	1.3	30.3	1.3	32.9	13.6	0.8	2.1	16.4	

Start Time	MISSOURI FLAT RD. Southbound				FORNI RD. Westbound				MISSOURI FLAT RD. Northbound				FORNI RD. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	9	158	65	232	5	1	12	18	7	146	4	157	58	3	10	71	478
04:30 PM	13	147	51	211	9	4	7	20	10	132	8	150	41	2	6	49	430
04:45 PM	16	143	42	201	3	1	12	16	6	128	5	139	72	5	6	83	439
05:00 PM	8	138	58	204	3	5	9	17	9	130	5	144	62	5	14	81	446
Total Volume	46	586	216	848	20	11	40	71	32	536	22	590	233	15	36	284	1793
% App. Total	5.4	69.1	25.5		28.2	15.5	56.3		5.4	90.8	3.7		82	5.3	12.7		
PHF	.719	.927	.831	.914	.556	.550	.833	.888	.800	.918	.688	.939	.809	.750	.643	.855	.938

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(916) 771-8700
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COUNTY OF EL DORADO

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Groups Printed- Unshifted

Start Time	MISSOURI FLAT RD. Southbound				FORNI RD. Westbound				MISSOURI FLAT RD. Northbound				FORNI RD. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	24	251	59	334	17	11	31	59	9	188	16	213	77	15	12	104	710
04:15 PM	29	228	68	325	17	16	25	58	14	177	22	213	70	11	9	90	686
04:30 PM	36	221	45	302	12	10	31	53	5	168	10	183	76	12	16	104	642
04:45 PM	51	243	58	352	16	12	27	55	7	159	22	188	54	17	13	84	679
Total	140	943	230	1313	62	49	114	225	35	692	70	797	277	55	50	382	2717
05:00 PM	39	231	51	321	15	14	29	58	7	167	17	191	72	21	8	101	671
05:15 PM	41	216	77	334	14	10	33	57	11	133	21	165	62	16	13	91	647
05:30 PM	50	226	69	345	13	11	31	55	10	147	13	170	59	19	9	87	657
05:45 PM	46	213	54	313	19	10	47	76	7	142	15	164	66	14	12	92	645
Total	176	886	251	1313	61	45	140	246	35	589	66	690	259	70	42	371	2620
Grand Total	316	1829	481	2626	123	94	254	471	70	1281	136	1487	536	125	92	753	5337
Apprch %	12	69.6	18.3		26.1	20	53.9		4.7	86.1	9.1		71.2	16.6	12.2		
Total %	5.9	34.3	9	49.2	2.3	1.8	4.8	8.8	1.3	24	2.5	27.9	10	2.3	1.7	14.1	

Start Time	MISSOURI FLAT RD. Southbound				FORNI RD. Westbound				MISSOURI FLAT RD. Northbound				FORNI RD. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	24	251	59	334	17	11	31	59	9	188	16	213	77	15	12	104	710
04:15 PM	29	228	68	325	17	16	25	58	14	177	22	213	70	11	9	90	686
04:30 PM	36	221	45	302	12	10	31	53	5	168	10	183	76	12	16	104	642
04:45 PM	51	243	58	352	16	12	27	55	7	159	22	188	54	17	13	84	679
Total Volume	140	943	230	1313	62	49	114	225	35	692	70	797	277	55	50	382	2717
% App. Total	10.7	71.8	17.5		27.6	21.8	50.7		4.4	86.8	8.8		72.5	14.4	13.1		
PHF	.686	.939	.846	.933	.912	.766	.919	.953	.625	.920	.795	.935	.899	.809	.781	.918	.957

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

All Traffic Data

(916) 771-8700

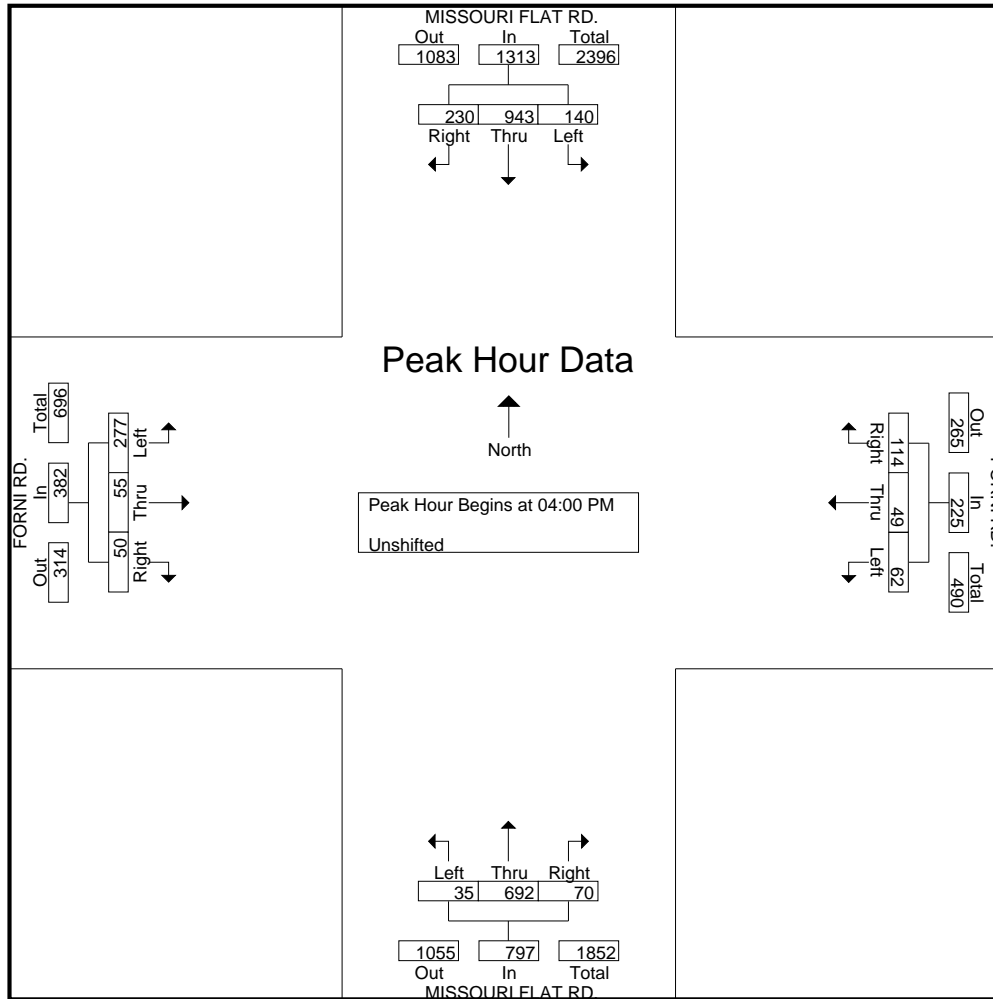
F(916) 786-2879

File Name : 10F

Site Code : 00000000

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COUNTY OF EL DORADO

File Name : 9S
Site Code : 00000000
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Groups Printed- Unshifted

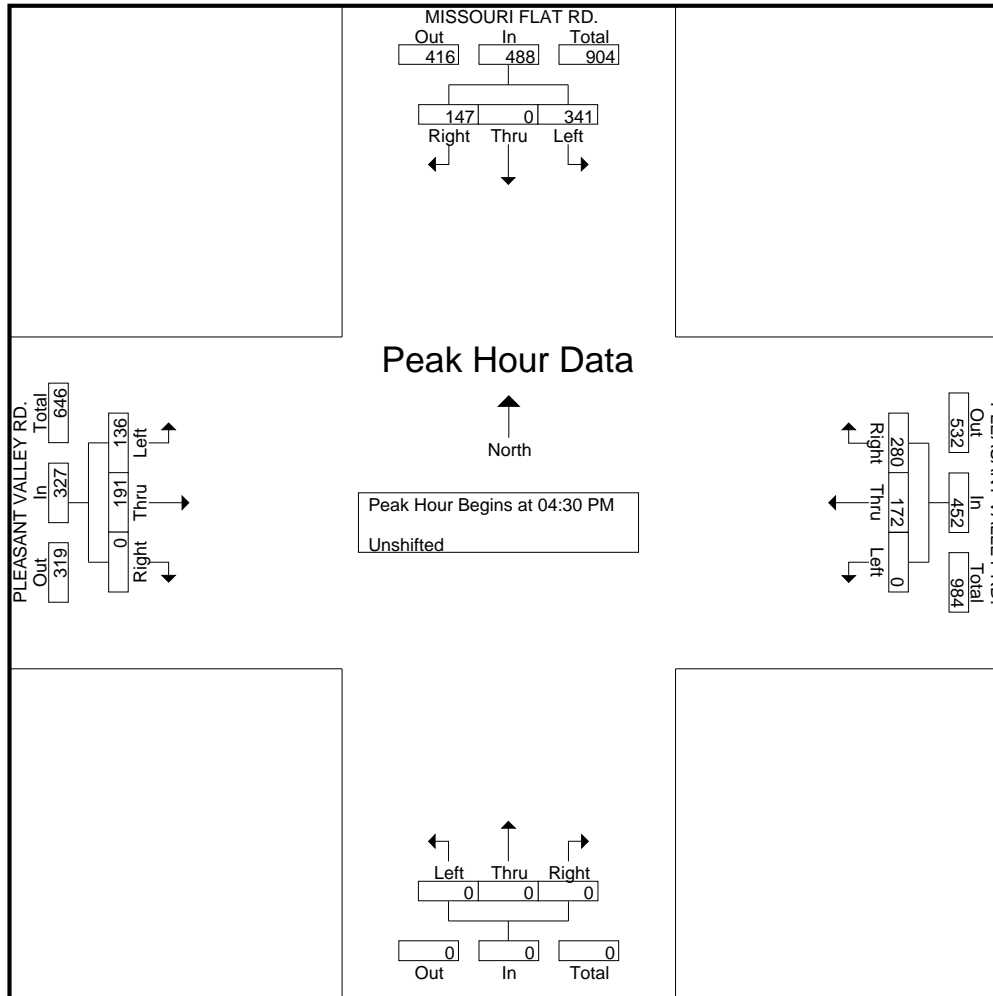
Start Time	MISSOURI FLAT RD. Southbound				PLEASANT VALLEY RD. Westbound				PLEASANT VALLEY RD. Northbound				PLEASANT VALLEY RD. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	88	0	44	132	0	44	73	117	0	0	0	0	40	49	0	89	338
04:15 PM	82	0	31	113	0	45	72	117	0	0	0	0	36	44	0	80	310
04:30 PM	80	0	35	115	0	49	60	109	0	0	0	0	45	40	0	85	309
04:45 PM	69	0	41	110	0	48	72	120	0	0	0	0	26	41	0	67	297
Total	319	0	151	470	0	186	277	463	0	0	0	0	147	174	0	321	1254
05:00 PM	97	0	32	129	0	32	76	108	0	0	0	0	34	52	0	86	323
05:15 PM	95	0	39	134	0	43	72	115	0	0	0	0	31	58	0	89	338
05:30 PM	85	0	35	120	0	32	72	104	0	0	0	0	29	48	0	77	301
05:45 PM	66	0	29	95	0	43	60	103	0	0	0	0	33	53	0	86	284
Total	343	0	135	478	0	150	280	430	0	0	0	0	127	211	0	338	1246
Grand Total	662	0	286	948	0	336	557	893	0	0	0	0	274	385	0	659	2500
Apprch %	69.8	0	30.2		0	37.6	62.4		0	0	0		41.6	58.4	0		
Total %	26.5	0	11.4	37.9	0	13.4	22.3	35.7	0	0	0	0	11	15.4	0	26.4	

Start Time	MISSOURI FLAT RD. Southbound				PLEASANT VALLEY RD. Westbound				PLEASANT VALLEY RD. Northbound				PLEASANT VALLEY RD. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	80	0	35	115	0	49	60	109	0	0	0	0	45	40	0	85	309
04:45 PM	69	0	41	110	0	48	72	120	0	0	0	0	26	41	0	67	297
05:00 PM	97	0	32	129	0	32	76	108	0	0	0	0	34	52	0	86	323
05:15 PM	95	0	39	134	0	43	72	115	0	0	0	0	31	58	0	89	338
Total Volume	341	0	147	488	0	172	280	452	0	0	0	0	136	191	0	327	1267
% App. Total	69.9	0	30.1		0	38.1	61.9		0	0	0	0	41.6	58.4	0		
PHF	.879	.000	.896	.910	.000	.878	.921	.942	.000	.000	.000	.000	.756	.823	.000	.919	.937

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COUNTY OF EL DORADO

File Name : 9F

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Groups Printed- Unshifted

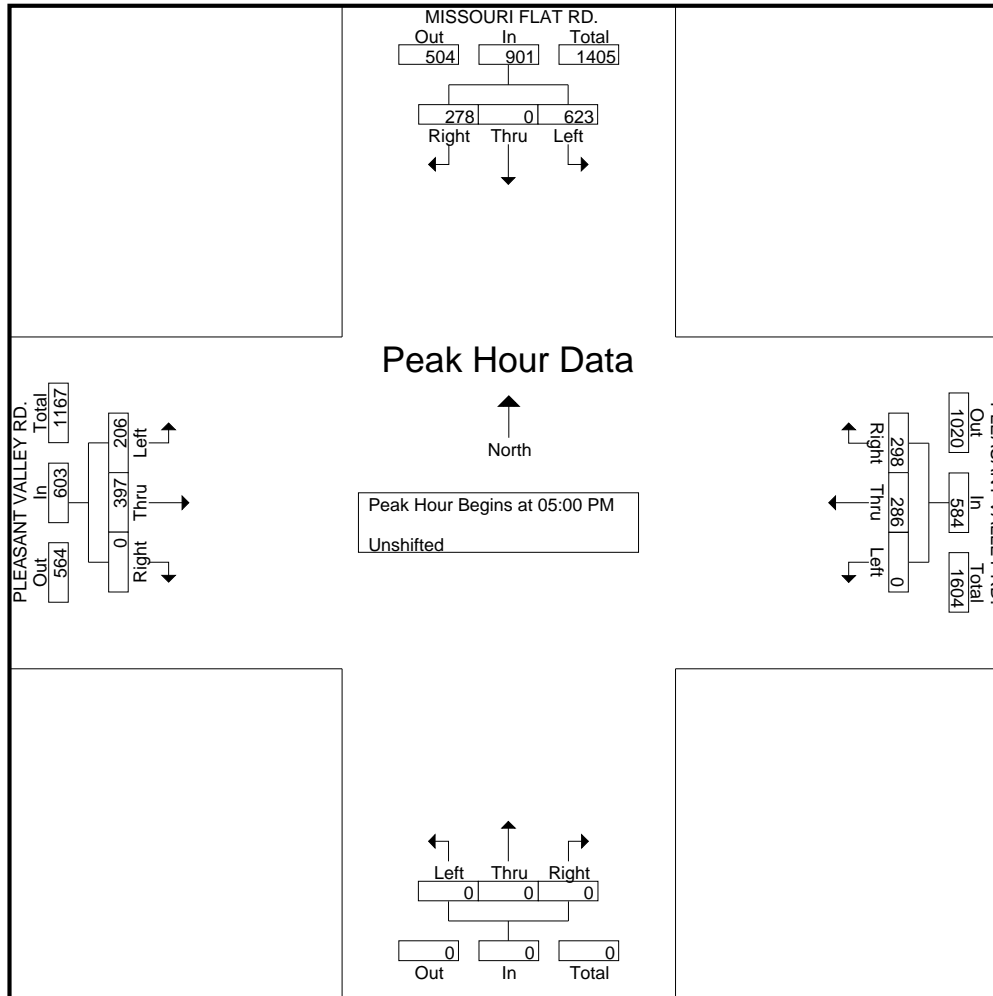
Start Time	MISSOURI FLAT RD. Southbound				PLEASANT VALLEY RD. Westbound				PLEASANT VALLEY RD. Northbound				PLEASANT VALLEY RD. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	143	0	61	204	0	63	59	122	0	0	0	0	64	99	0	163	489
04:15 PM	155	0	56	211	0	61	68	129	0	0	0	0	69	88	0	157	497
04:30 PM	143	0	79	222	0	81	77	158	0	0	0	0	51	96	0	147	527
04:45 PM	161	0	74	235	0	51	81	132	0	0	0	0	55	95	0	150	517
Total	602	0	270	872	0	256	285	541	0	0	0	0	239	378	0	617	2030
05:00 PM	145	0	75	220	0	71	66	137	0	0	0	0	46	102	0	148	505
05:15 PM	166	0	68	234	0	73	96	169	0	0	0	0	44	89	0	133	536
05:30 PM	160	0	72	232	0	71	49	120	0	0	0	0	59	107	0	166	518
05:45 PM	152	0	63	215	0	71	87	158	0	0	0	0	57	99	0	156	529
Total	623	0	278	901	0	286	298	584	0	0	0	0	206	397	0	603	2088
Grand Total	1225	0	548	1773	0	542	583	1125	0	0	0	0	445	775	0	1220	4118
Apprch %	69.1	0	30.9		0	48.2	51.8		0	0	0		36.5	63.5	0		
Total %	29.7	0	13.3	43.1	0	13.2	14.2	27.3	0	0	0	0	10.8	18.8	0	29.6	

Start Time	MISSOURI FLAT RD. Southbound				PLEASANT VALLEY RD. Westbound				PLEASANT VALLEY RD. Northbound				PLEASANT VALLEY RD. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	145	0	75	220	0	71	66	137	0	0	0	0	46	102	0	148	505
05:15 PM	166	0	68	234	0	73	96	169	0	0	0	0	44	89	0	133	536
05:30 PM	160	0	72	232	0	71	49	120	0	0	0	0	59	107	0	166	518
05:45 PM	152	0	63	215	0	71	87	158	0	0	0	0	57	99	0	156	529
Total Volume	623	0	278	901	0	286	298	584	0	0	0	0	206	397	0	603	2088
% App. Total	69.1	0	30.9		0	49	51		0	0	0		34.2	65.8	0		
PHF	.938	.000	.927	.963	.000	.979	.776	.864	.000	.000	.000	.000	.873	.928	.000	.908	.974

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COUNTY OF EL DORADO

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Groups Printed- Unshifted

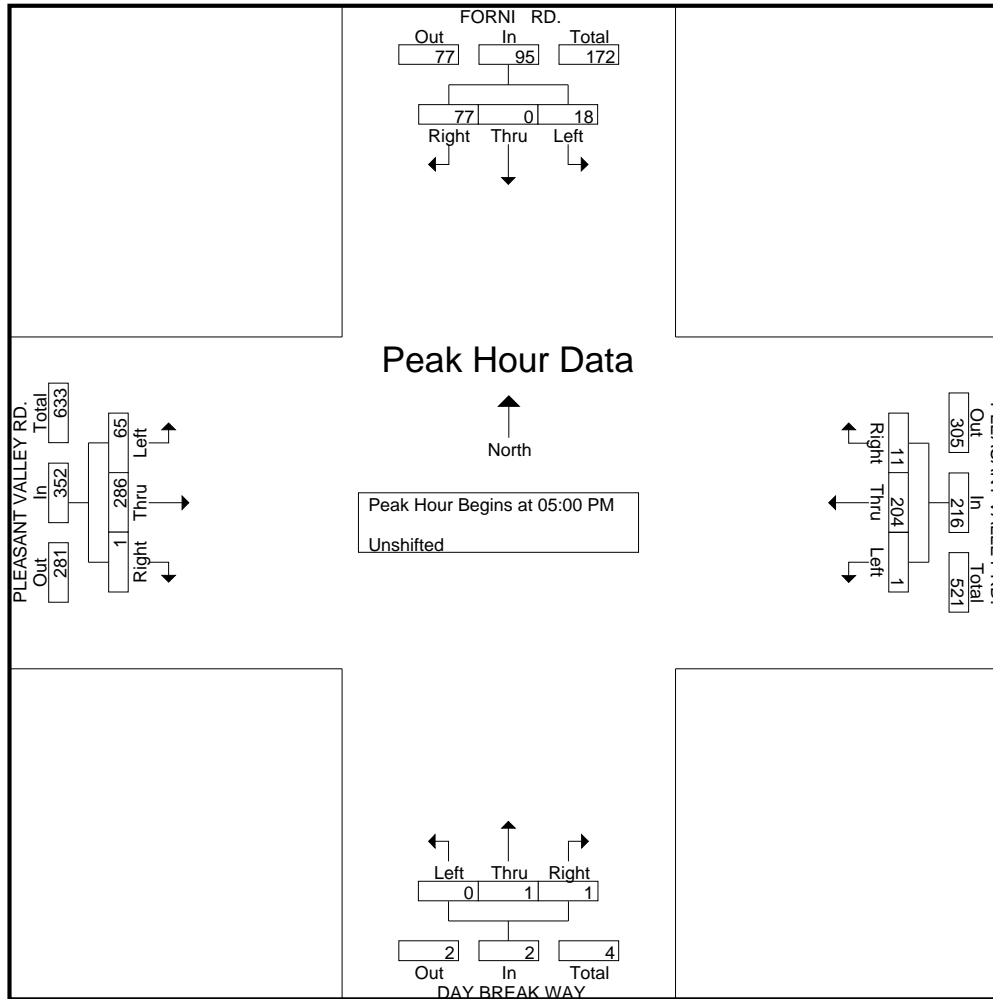
Start Time	FORNI RD. Southbound				PLEASANT VALLEY RD. Westbound				DAY BREAK WAY Northbound				PLEASANT VALLEY RD. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	5	0	25	30	0	53	2	55	0	0	0	0	14	64	0	78	163
04:15 PM	4	0	13	17	0	40	1	41	1	0	0	1	21	61	0	82	141
04:30 PM	4	0	20	24	2	42	1	45	0	0	0	0	17	72	0	89	158
04:45 PM	1	0	12	13	0	44	4	48	1	0	0	1	15	67	0	82	144
Total	14	0	70	84	2	179	8	189	2	0	0	2	67	264	0	331	606
05:00 PM	3	0	21	24	0	51	6	57	0	1	0	1	19	62	1	82	164
05:15 PM	5	0	20	25	0	50	4	54	0	0	0	0	10	72	0	82	161
05:30 PM	4	0	17	21	1	64	1	66	0	0	1	1	15	75	0	90	178
05:45 PM	6	0	19	25	0	39	0	39	0	0	0	0	21	77	0	98	162
Total	18	0	77	95	1	204	11	216	0	1	1	2	65	286	1	352	665
Grand Total	32	0	147	179	3	383	19	405	2	1	1	4	132	550	1	683	1271
Apprch %	17.9	0	82.1		0.7	94.6	4.7		50	25	25		19.3	80.5	0.1		
Total %	2.5	0	11.6	14.1	0.2	30.1	1.5	31.9	0.2	0.1	0.1	0.3	10.4	43.3	0.1	53.7	

Start Time	FORNI RD. Southbound				PLEASANT VALLEY RD. Westbound				DAY BREAK WAY Northbound				PLEASANT VALLEY RD. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	3	0	21	24	0	51	6	57	0	1	0	1	19	62	1	82	164
05:15 PM	5	0	20	25	0	50	4	54	0	0	0	0	10	72	0	82	161
05:30 PM	4	0	17	21	1	64	1	66	0	0	1	1	15	75	0	90	178
05:45 PM	6	0	19	25	0	39	0	39	0	0	0	0	21	77	0	98	162
Total Volume	18	0	77	95	1	204	11	216	0	1	1	2	65	286	1	352	665
% App. Total	18.9	0	81.1		0.5	94.4	5.1		0	50	50		18.5	81.2	0.3		
PHF	.750	.000	.917	.950	.250	.797	.458	.818	.000	.250	.250	.500	.774	.929	.250	.898	.934

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COUNTY OF EL DORADO

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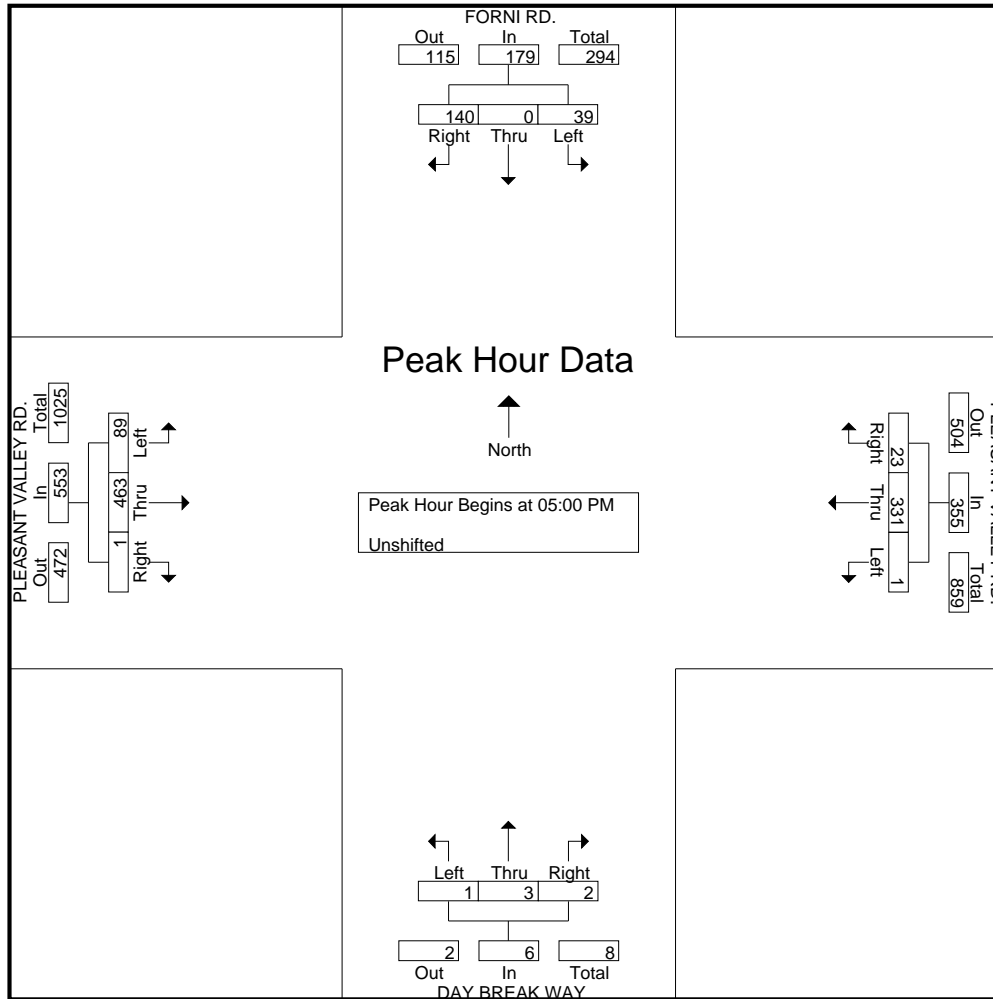
Start Time	FORNI RD. Southbound				PLEASANT VALLEY RD. Westbound				DAY BREAK WAY Northbound				PLEASANT VALLEY RD. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	7	0	30	37	0	67	5	72	0	0	0	0	19	107	0	126	235
04:15 PM	9	0	26	35	0	81	2	83	1	2	0	3	22	100	1	123	244
04:30 PM	5	0	34	39	0	79	4	83	0	0	1	1	33	105	0	138	261
04:45 PM	8	0	25	33	1	55	1	57	0	0	2	2	28	112	1	141	233
Total	29	0	115	144	1	282	12	295	1	2	3	6	102	424	2	528	973
05:00 PM	10	0	41	51	0	77	6	83	0	0	1	1	30	115	0	145	280
05:15 PM	13	0	27	40	1	95	6	102	0	1	0	1	18	128	0	146	289
05:30 PM	9	0	40	49	0	88	4	92	0	1	0	1	23	103	0	126	268
05:45 PM	7	0	32	39	0	71	7	78	1	1	1	3	18	117	1	136	256
Total	39	0	140	179	1	331	23	355	1	3	2	6	89	463	1	553	1093
Grand Total	68	0	255	323	2	613	35	650	2	5	5	12	191	887	3	1081	2066
Apprch %	21.1	0	78.9		0.3	94.3	5.4		16.7	41.7	41.7		17.7	82.1	0.3		
Total %	3.3	0	12.3	15.6	0.1	29.7	1.7	31.5	0.1	0.2	0.2	0.6	9.2	42.9	0.1	52.3	

Start Time	FORNI RD. Southbound				PLEASANT VALLEY RD. Westbound				DAY BREAK WAY Northbound				PLEASANT VALLEY RD. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	10	0	41	51	0	77	6	83	0	0	1	1	30	115	0	145	280
05:15 PM	13	0	27	40	1	95	6	102	0	1	0	1	18	128	0	146	289
05:30 PM	9	0	40	49	0	88	4	92	0	1	0	1	23	103	0	126	268
05:45 PM	7	0	32	39	0	71	7	78	1	1	1	3	18	117	1	136	256
Total Volume	39	0	140	179	1	331	23	355	1	3	2	6	89	463	1	553	1093
% App. Total	21.8	0	78.2		0.3	93.2	6.5		16.7	50	33.3		16.1	83.7	0.2		
PHF	.750	.000	.854	.877	.250	.871	.821	.870	.250	.750	.500	.500	.742	.904	.250	.947	.946

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 8F
Site Code : 00000000
Start Date : 8/15/2008
Page No : 2



All Traffic Data

(916) 771-8700
F(916) 786-2879

COUNTY OF EL DORADO

File Name : 7S
Site Code : 00000000
Start Date : 8/9/2008
Page No : 1

Groups Printed- Unshifted

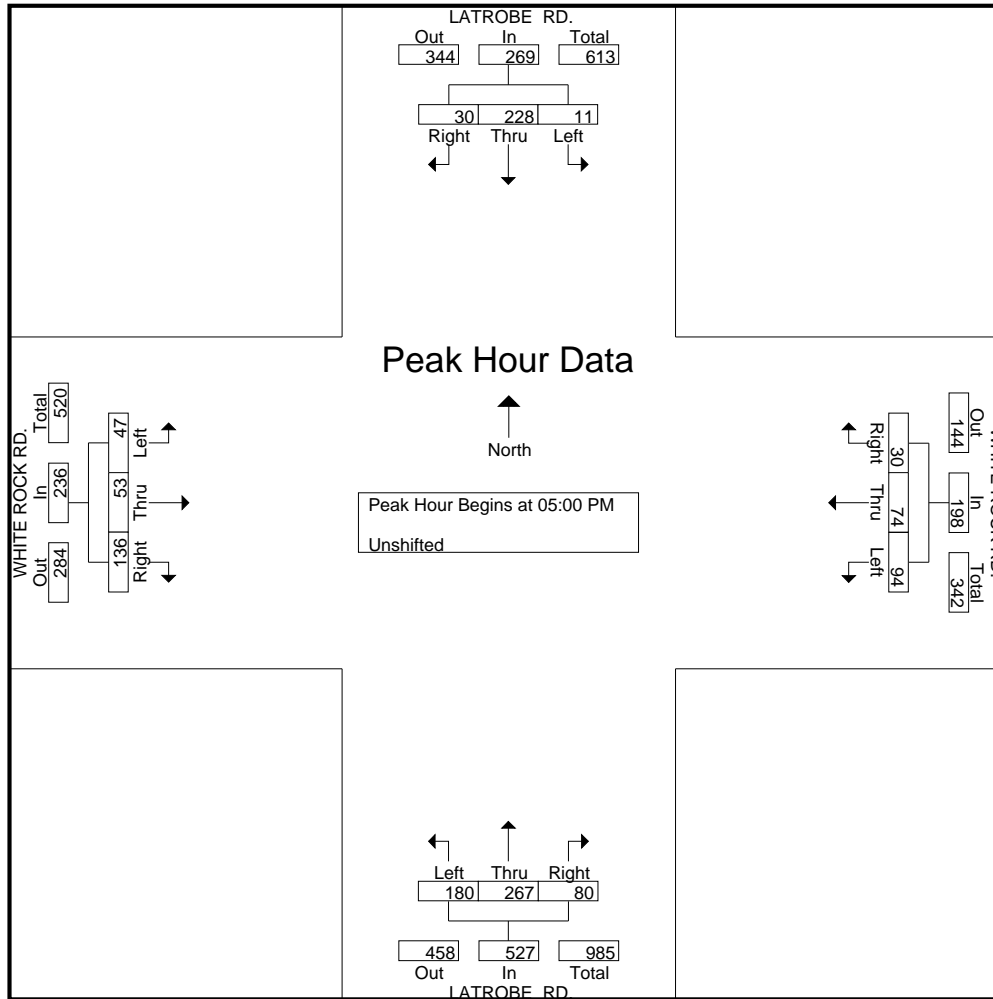
Start Time	LATROBE RD. Southbound				WHITE ROCK RD. Westbound				LATROBE RD. Northbound				WHITE ROCK RD. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	4	72	13	89	17	24	5	46	43	50	25	118	9	13	53	75	328
04:15 PM	4	57	13	74	20	11	5	36	58	36	17	111	4	14	51	69	290
04:30 PM	1	50	12	63	17	12	8	37	48	46	18	112	10	21	53	84	296
04:45 PM	3	57	10	70	22	14	6	42	51	51	19	121	8	10	40	58	291
Total	12	236	48	296	76	61	24	161	200	183	79	462	31	58	197	286	1205
05:00 PM	4	54	9	67	25	14	4	43	60	47	18	125	8	15	39	62	297
05:15 PM	1	45	7	53	26	26	6	58	48	67	18	133	18	10	32	60	304
05:30 PM	2	66	8	76	22	15	10	47	32	90	20	142	7	16	27	50	315
05:45 PM	4	63	6	73	21	19	10	50	40	63	24	127	14	12	38	64	314
Total	11	228	30	269	94	74	30	198	180	267	80	527	47	53	136	236	1230
Grand Total	23	464	78	565	170	135	54	359	380	450	159	989	78	111	333	522	2435
Apprch %	4.1	82.1	13.8		47.4	37.6	15		38.4	45.5	16.1		14.9	21.3	63.8		
Total %	0.9	19.1	3.2	23.2	7	5.5	2.2	14.7	15.6	18.5	6.5	40.6	3.2	4.6	13.7	21.4	

Start Time	LATROBE RD. Southbound				WHITE ROCK RD. Westbound				LATROBE RD. Northbound				WHITE ROCK RD. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	4	54	9	67	25	14	4	43	60	47	18	125	8	15	39	62	297
05:15 PM	1	45	7	53	26	26	6	58	48	67	18	133	18	10	32	60	304
05:30 PM	2	66	8	76	22	15	10	47	32	90	20	142	7	16	27	50	315
05:45 PM	4	63	6	73	21	19	10	50	40	63	24	127	14	12	38	64	314
Total Volume	11	228	30	269	94	74	30	198	180	267	80	527	47	53	136	236	1230
% App. Total	4.1	84.8	11.2		47.5	37.4	15.2		34.2	50.7	15.2		19.9	22.5	57.6		
PHF	.688	.864	.833	.885	.904	.712	.750	.853	.750	.742	.833	.928	.653	.828	.872	.922	.976

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 7S
Site Code : 00000000
Start Date : 8/9/2008
Page No : 2



All Traffic Data

(916) 771-8700
F(916) 786-2879

COUNTY OF EL DORADO

File Name : 7F
Site Code : 00000000
Start Date : 8/8/2008
Page No : 1

Groups Printed- Unshifted

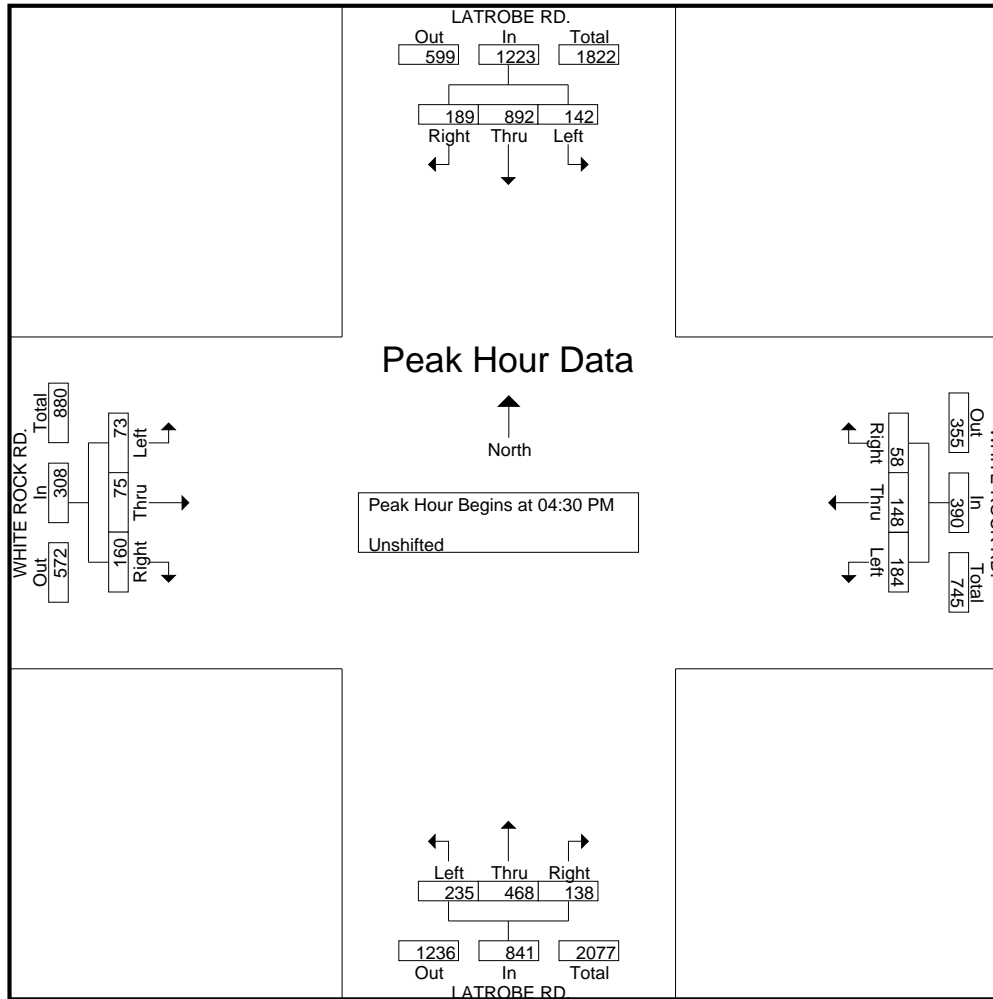
Start Time	LATROBE RD. Southbound				WHITE ROCK RD. Westbound				LATROBE RD. Northbound				WHITE ROCK RD. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	29	190	37	256	39	31	7	77	55	95	44	194	14	20	57	91	618
04:15 PM	32	215	41	288	42	30	6	78	63	91	56	210	18	17	61	96	672
04:30 PM	42	193	45	280	47	36	12	95	59	104	45	208	13	23	50	86	669
04:45 PM	21	233	38	292	31	32	20	83	74	123	32	229	18	22	33	73	677
Total	124	831	161	1116	159	129	45	333	251	413	177	841	63	82	201	346	2636
05:00 PM	52	225	46	323	62	39	20	121	48	99	33	180	20	16	30	66	690
05:15 PM	27	241	60	328	44	41	6	91	54	142	28	224	22	14	47	83	726
05:30 PM	23	168	30	221	45	41	20	106	80	128	30	238	17	19	43	79	644
05:45 PM	19	156	63	238	51	35	22	108	42	122	39	203	24	19	48	91	640
Total	121	790	199	1110	202	156	68	426	224	491	130	845	83	68	168	319	2700
Grand Total	245	1621	360	2226	361	285	113	759	475	904	307	1686	146	150	369	665	5336
Apprch %	11	72.8	16.2		47.6	37.5	14.9		28.2	53.6	18.2		22	22.6	55.5		
Total %	4.6	30.4	6.7	41.7	6.8	5.3	2.1	14.2	8.9	16.9	5.8	31.6	2.7	2.8	6.9	12.5	

Start Time	LATROBE RD. Southbound				WHITE ROCK RD. Westbound				LATROBE RD. Northbound				WHITE ROCK RD. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	42	193	45	280	47	36	12	95	59	104	45	208	13	23	50	86	669
04:45 PM	21	233	38	292	31	32	20	83	74	123	32	229	18	22	33	73	677
05:00 PM	52	225	46	323	62	39	20	121	48	99	33	180	20	16	30	66	690
05:15 PM	27	241	60	328	44	41	6	91	54	142	28	224	22	14	47	83	726
Total Volume	142	892	189	1223	184	148	58	390	235	468	138	841	73	75	160	308	2762
% App. Total	11.6	72.9	15.5		47.2	37.9	14.9		27.9	55.6	16.4		23.7	24.4	51.9		
PHF	.683	.925	.788	.932	.742	.902	.725	.806	.794	.824	.767	.918	.830	.815	.800	.895	.951

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 7F
Site Code : 00000000
Start Date : 8/8/2008
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All Traffic Data

(916) 771-8700

F(916) 786-2879

COUNTY OF EL DORADO

File Name : 6S

Site Code : 00000000

Start Date : 8/9/2008

Page No : 1

Groups Printed- Unshifted

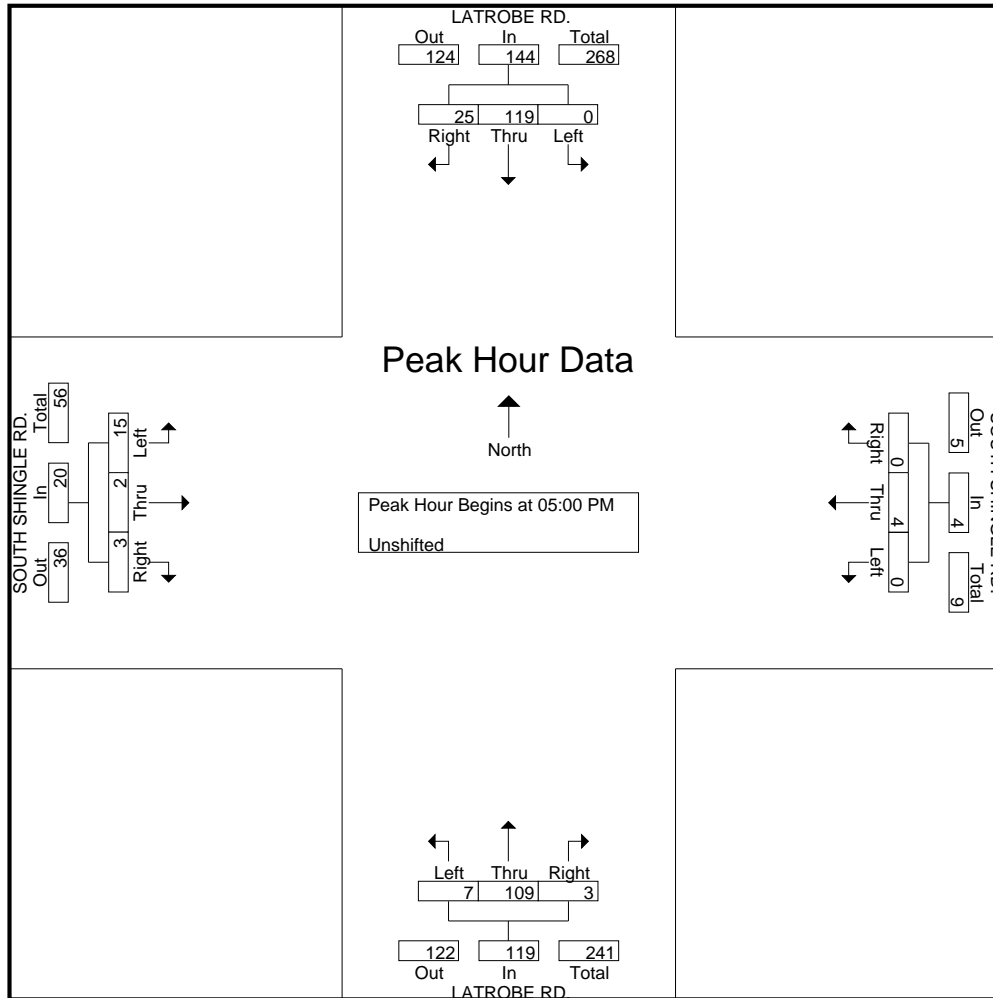
Start Time	LATROBE RD. Southbound				SOUTH SHINGLE RD. Westbound				LATROBE RD. Northbound				SOUTH SHINGLE RD. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	29	2	32	2	0	0	2	1	22	0	23	3	0	0	3	60
04:15 PM	0	36	1	37	1	0	0	1	2	21	1	24	5	0	0	5	67
04:30 PM	1	33	3	37	0	1	1	2	0	30	1	31	5	0	1	6	76
04:45 PM	0	30	5	35	0	0	0	0	0	24	1	25	7	0	0	7	67
Total	2	128	11	141	3	1	1	5	3	97	3	103	20	0	1	21	270
05:00 PM	0	30	3	33	0	1	0	1	4	27	1	32	5	0	1	6	72
05:15 PM	0	27	8	35	0	1	0	1	1	20	2	23	3	1	1	5	64
05:30 PM	0	36	7	43	0	0	0	0	1	30	0	31	4	0	0	4	78
05:45 PM	0	26	7	33	0	2	0	2	1	32	0	33	3	1	1	5	73
Total	0	119	25	144	0	4	0	4	7	109	3	119	15	2	3	20	287
Grand Total	2	247	36	285	3	5	1	9	10	206	6	222	35	2	4	41	557
Apprch %	0.7	86.7	12.6		33.3	55.6	11.1		4.5	92.8	2.7		85.4	4.9	9.8		
Total %	0.4	44.3	6.5	51.2	0.5	0.9	0.2	1.6	1.8	37	1.1	39.9	6.3	0.4	0.7	7.4	

Start Time	LATROBE RD. Southbound				SOUTH SHINGLE RD. Westbound				LATROBE RD. Northbound				SOUTH SHINGLE RD. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	30	3	33	0	1	0	1	4	27	1	32	5	0	1	6	72
05:15 PM	0	27	8	35	0	1	0	1	1	20	2	23	3	1	1	5	64
05:30 PM	0	36	7	43	0	0	0	0	1	30	0	31	4	0	0	4	78
05:45 PM	0	26	7	33	0	2	0	2	1	32	0	33	3	1	1	5	73
Total Volume	0	119	25	144	0	4	0	4	7	109	3	119	15	2	3	20	287
% App. Total	0	82.6	17.4		0	100	0		5.9	91.6	2.5		75	10	15		
PHF	.000	.826	.781	.837	.000	.500	.000	.500	.438	.852	.375	.902	.750	.500	.750	.833	.920

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 6S
Site Code : 00000000
Start Date : 8/9/2008
Page No : 2



All Traffic Data

(916) 771-8700
F(916) 786-2879

COUNTY OF EL DORADO

File Name : 6F
Site Code : 00000000
Start Date : 8/8/2008
Page No : 1

Groups Printed- Unshifted

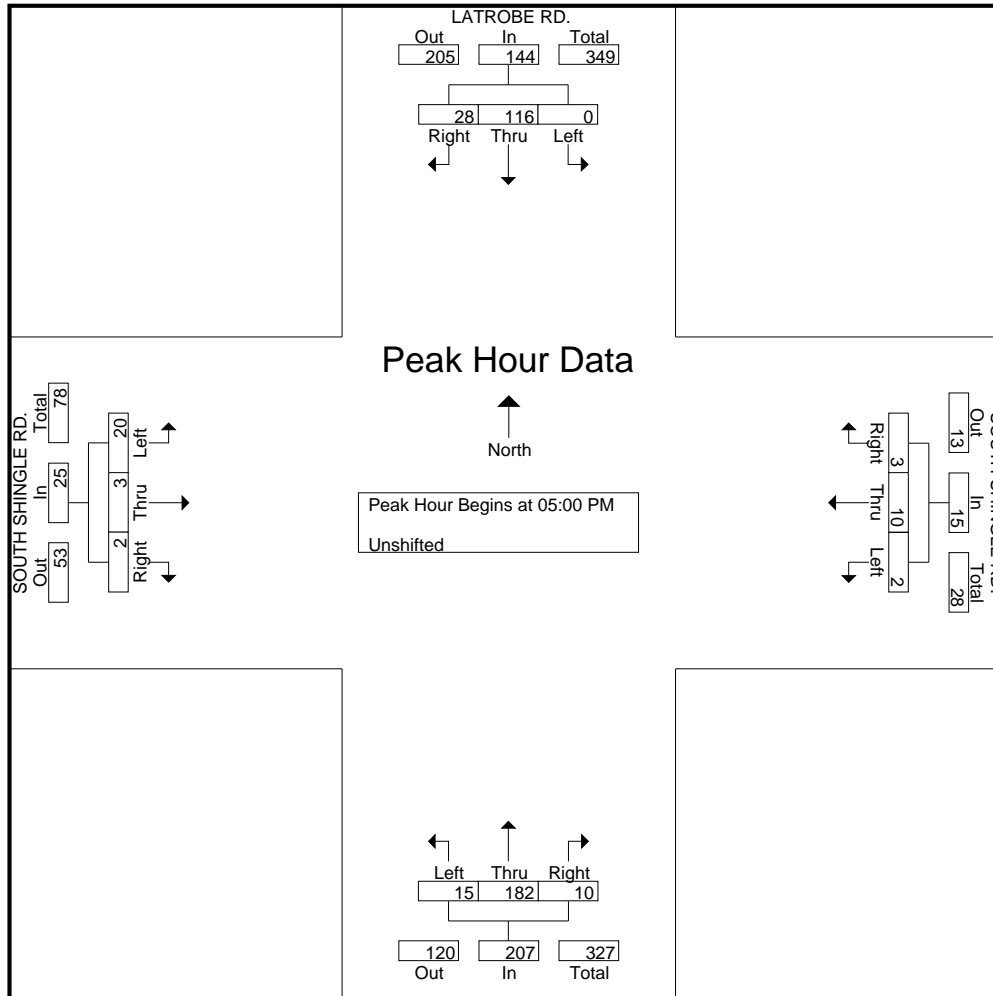
Start Time	LATROBE RD. Southbound				SOUTH SHINGLE RD. Westbound				SOUTH SHINGLE RD. Northbound				SOUTH SHINGLE RD. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	31	8	39	0	0	1	1	3	52	0	55	7	0	3	10	105
04:15 PM	1	25	4	30	1	0	0	1	6	45	1	52	5	2	0	7	90
04:30 PM	0	34	6	40	0	0	0	0	3	34	0	37	4	0	4	8	85
04:45 PM	1	21	7	29	1	1	0	2	8	48	3	59	3	0	0	3	93
Total	2	111	25	138	2	1	1	4	20	179	4	203	19	2	7	28	373
05:00 PM	0	30	6	36	1	1	1	3	7	32	5	44	2	1	2	5	88
05:15 PM	0	23	7	30	1	4	2	7	2	55	3	60	2	0	0	2	99
05:30 PM	0	33	8	41	0	4	0	4	2	45	1	48	7	1	0	8	101
05:45 PM	0	30	7	37	0	1	0	1	4	50	1	55	9	1	0	10	103
Total	0	116	28	144	2	10	3	15	15	182	10	207	20	3	2	25	391
Grand Total	2	227	53	282	4	11	4	19	35	361	14	410	39	5	9	53	764
Apprch %	0.7	80.5	18.8		21.1	57.9	21.1		8.5	88	3.4		73.6	9.4	17		
Total %	0.3	29.7	6.9	36.9	0.5	1.4	0.5	2.5	4.6	47.3	1.8	53.7	5.1	0.7	1.2	6.9	

Start Time	LATROBE RD. Southbound				SOUTH SHINGLE RD. Westbound				SOUTH SHINGLE RD. Northbound				SOUTH SHINGLE RD. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	30	6	36	1	1	1	3	7	32	5	44	2	1	2	5	88
05:15 PM	0	23	7	30	1	4	2	7	2	55	3	60	2	0	0	2	99
05:30 PM	0	33	8	41	0	4	0	4	2	45	1	48	7	1	0	8	101
05:45 PM	0	30	7	37	0	1	0	1	4	50	1	55	9	1	0	10	103
Total Volume	0	116	28	144	2	10	3	15	15	182	10	207	20	3	2	25	391
% App. Total	0	80.6	19.4		13.3	66.7	20		7.2	87.9	4.8		80	12	8		
PHF	.000	.879	.875	.878	.500	.625	.375	.536	.536	.827	.500	.863	.556	.750	.250	.625	.949

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 6F
Site Code : 00000000
Start Date : 8/8/2008
Page No : 2



All Traffic Data

(916) 771-8700

F(916) 786-2879

COUNTY OF SACRAMENTO

File Name : 38F

Site Code : 00000000

Start Date : 8/1/2008

Page No : 1

Groups Printed- Unshifted

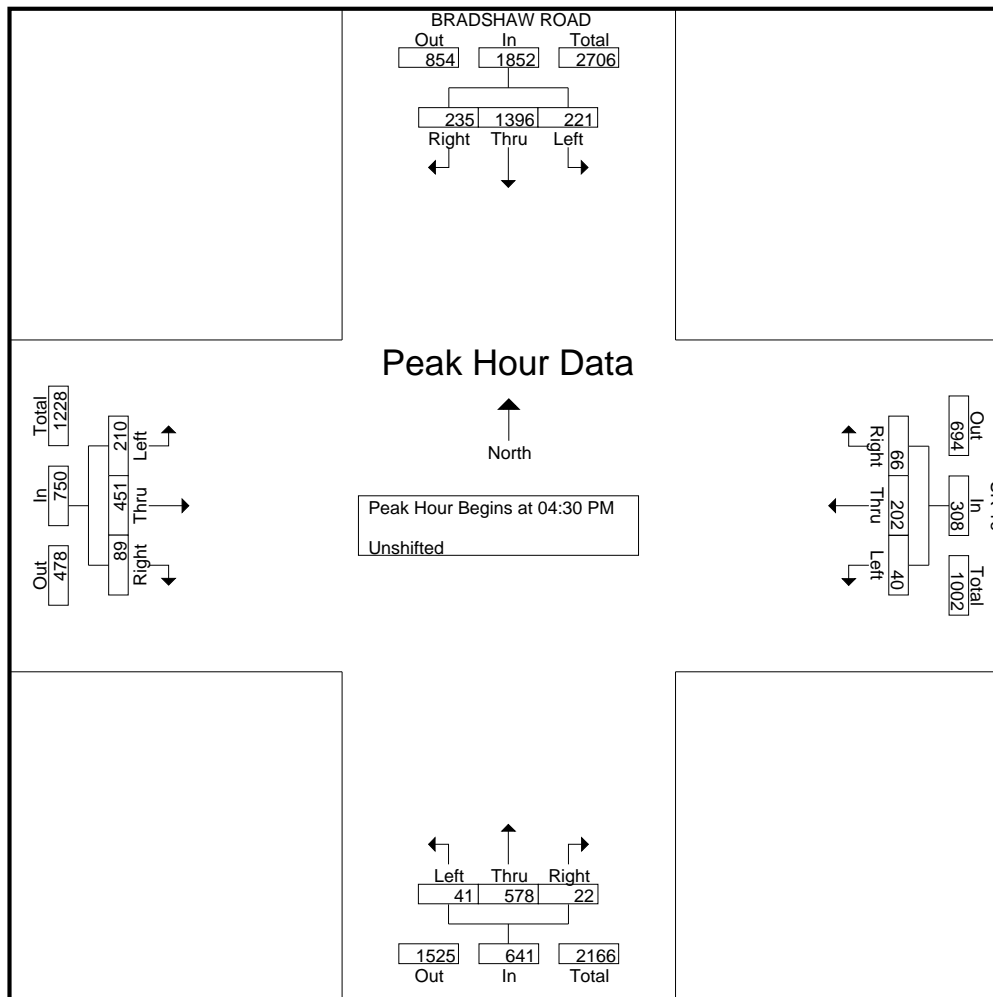
Start Time	BRADSHAW ROAD Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	45	310	49	404	12	63	24	99	11	124	6	141	75	112	10	197	841
04:15 PM	48	351	47	446	8	61	27	96	16	168	6	190	50	114	16	180	912
04:30 PM	43	296	58	397	10	47	19	76	14	145	4	163	55	128	19	202	838
04:45 PM	65	379	57	501	14	45	20	79	11	153	4	168	43	111	34	188	936
Total	201	1336	211	1748	44	216	90	350	52	590	20	662	223	465	79	767	3527
05:00 PM	46	341	48	435	9	49	12	70	8	130	6	144	60	101	20	181	830
05:15 PM	67	380	72	519	7	61	15	83	8	150	8	166	52	111	16	179	947
05:30 PM	51	242	33	326	9	57	23	89	13	131	6	150	39	97	17	153	718
05:45 PM	47	240	23	310	13	50	21	84	6	105	6	117	35	96	20	151	662
Total	211	1203	176	1590	38	217	71	326	35	516	26	577	186	405	73	664	3157
Grand Total	412	2539	387	3338	82	433	161	676	87	1106	46	1239	409	870	152	1431	6684
Apprch %	12.3	76.1	11.6		12.1	64.1	23.8		7	89.3	3.7		28.6	60.8	10.6		
Total %	6.2	38	5.8	49.9	1.2	6.5	2.4	10.1	1.3	16.5	0.7	18.5	6.1	13	2.3	21.4	

Start Time	BRADSHAW ROAD Southbound				SR 16 Westbound				Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	43	296	58	397	10	47	19	76	14	145	4	163	55	128	19	202	838
04:45 PM	65	379	57	501	14	45	20	79	11	153	4	168	43	111	34	188	936
05:00 PM	46	341	48	435	9	49	12	70	8	130	6	144	60	101	20	181	830
05:15 PM	67	380	72	519	7	61	15	83	8	150	8	166	52	111	16	179	947
Total Volume	221	1396	235	1852	40	202	66	308	41	578	22	641	210	451	89	750	3551
% App. Total	11.9	75.4	12.7		13	65.6	21.4		6.4	90.2	3.4		28	60.1	11.9		
PHF	.825	.918	.816	.892	.714	.828	.825	.928	.732	.944	.688	.954	.875	.881	.654	.928	.937

All Traffic Data

(916) 771-8700
F(916) 786-2879

File Name : 38F
Site Code : 00000000
Start Date : 8/1/2008
Page No : 2





Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
 800-975-6938 Phone/Fax
 www.metrotraffdata.com

48 Hour Count Report

Prepared For: **Carol Saucedo**
 Dowling Associates, Inc.
 428 J Street, Suite 500
 Sacramento, CA 95814
 (916) 266-2190

LOCATION SR 49 btw Casino Entrance and Main Street

COUNTY Amador

COLLECTION DATE 8/15/08 - 8/16/08

NUMBER OF LANES 2

LATITUDE 38°28'49.33"N

LONGITUDE 120°50'44.78"W

WEATHER Clear

Friday - 8/15/08											Hourly Totals
Hour	Northbound					Southbound					
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	11	5	6	9	31	2	2	2	2	8	39
1:00 AM	6	3	3	5	17	2	5	1	1	9	26
2:00 AM	3	1	1	5	10	3	0	4	4	11	21
3:00 AM	4	1	3	3	11	2	0	6	10	18	29
4:00 AM	1	5	6	4	16	11	10	14	12	47	63
5:00 AM	9	11	9	12	41	22	22	54	33	131	172
6:00 AM	17	16	19	21	73	32	53	48	63	196	269
7:00 AM	30	26	41	47	144	46	60	55	83	244	388
8:00 AM	48	47	45	54	194	84	76	39	56	255	449
9:00 AM	47	39	44	62	192	55	61	65	58	239	431
10:00 AM	52	53	52	55	212	55	52	77	59	243	455
11:00 AM	48	57	76	61	242	60	43	60	75	238	480
12:00 PM	61	82	52	80	275	57	55	67	59	238	513
1:00 PM	79	72	74	74	299	68	67	73	46	254	553
2:00 PM	64	79	77	82	302	62	70	59	65	256	558
3:00 PM	89	77	85	89	340	65	74	87	73	299	639
4:00 PM	92	88	100	84	364	56	50	69	58	233	597
5:00 PM	96	78	103	86	363	60	78	60	61	259	622
6:00 PM	105	70	75	70	320	50	54	36	36	176	496
7:00 PM	65	43	39	49	196	38	32	25	31	126	322
8:00 PM	37	41	26	48	152	29	24	15	26	94	246
9:00 PM	39	30	26	32	127	20	23	14	14	71	198
10:00 PM	21	22	19	22	84	12	13	7	12	44	128
11:00 PM	26	14	10	11	61	8	8	5	0	21	82
Total	52.3%				4066	47.7%				3710	7776

Saturday - 8/16/08											Hourly Totals
Hour	Northbound					Southbound					
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	14	7	9	4	34	13	3	2	3	21	55
1:00 AM	5	3	11	3	22	1	3	0	1	5	27
2:00 AM	4	4	4	4	16	1	1	1	1	4	20
3:00 AM	2	4	1	0	7	1	0	3	6	10	17
4:00 AM	5	0	0	2	7	4	5	4	5	18	25
5:00 AM	13	11	4	7	35	7	11	18	14	50	85
6:00 AM	11	9	16	10	46	13	10	17	25	65	111
7:00 AM	11	19	20	17	67	12	14	27	20	73	140
8:00 AM	23	23	21	33	100	35	24	48	46	153	253
9:00 AM	43	42	31	50	166	46	47	54	63	210	376
10:00 AM	39	52	60	77	228	54	45	59	70	228	456
11:00 AM	74	70	65	83	292	52	57	70	58	237	529
12:00 PM	84	75	88	78	325	69	60	51	43	223	548
1:00 PM	85	60	64	74	283	62	62	46	49	219	502
2:00 PM	71	77	78	64	290	51	52	67	61	231	521
3:00 PM	64	80	64	58	266	70	61	64	61	256	522
4:00 PM	53	67	59	48	227	56	67	55	69	247	474
5:00 PM	51	48	71	61	231	61	60	71	72	264	495
6:00 PM	58	43	40	39	180	51	30	46	28	155	335
7:00 PM	37	26	23	28	114	29	26	30	23	108	222
8:00 PM	35	27	21	27	110	28	27	18	24	97	207
9:00 PM	18	22	18	12	70	27	28	19	24	98	168
10:00 PM	8	15	21	20	64	19	17	20	21	77	141
11:00 PM	13	13	14	16	56	17	8	9	6	40	96
Total	51.2%				3236	48.8%				3089	6325



Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
 800-975-6938 Phone/Fax
 www.metrotraffdata.com

48 Hour Count Report

Prepared For: **Carol Saucedo**
 Dowling Associates, Inc.
 428 J Street, Suite 500
 Sacramento, CA 95814
 (916) 266-2190

LOCATION SR 88 btw Tully Road and SR 12 West

LATITUDE 38° 8'26.01"N

COUNTY San Joaquin

LONGITUDE 121° 9'41.62"W

COLLECTION DATE 8/15/08 - 8/16/08

WEATHER Clear

NUMBER OF LANES 2

Friday - 8/15/08											Hourly Totals
Hour	Eastbound					Westbound					
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	27	19	25	14	85	22	21	16	23	82	167
1:00 AM	21	10	16	18	65	38	14	31	21	104	169
2:00 AM	6	10	8	4	28	31	29	29	23	112	140
3:00 AM	10	14	18	21	63	26	29	32	34	121	184
4:00 AM	9	21	30	27	87	36	30	53	51	170	257
5:00 AM	51	68	88	86	293	62	58	72	81	273	566
6:00 AM	75	80	85	83	323	91	90	130	173	484	807
7:00 AM	100	90	104	129	423	179	159	185	203	726	1149
8:00 AM	135	101	100	121	457	158	125	117	150	550	1007
9:00 AM	112	103	112	134	461	108	118	128	163	517	978
10:00 AM	143	150	164	147	604	125	111	124	133	493	1097
11:00 AM	156	146	176	152	630	89	120	131	136	476	1106
12:00 PM	174	171	165	145	655	127	127	129	159	542	1197
1:00 PM	208	218	210	201	837	131	130	161	146	568	1405
2:00 PM	164	193	237	206	800	142	146	158	147	593	1393
3:00 PM	222	251	235	247	955	140	136	158	162	596	1551
4:00 PM	223	246	247	254	970	116	130	155	139	540	1510
5:00 PM	211	289	275	248	1023	131	135	128	109	503	1526
6:00 PM	245	204	198	194	841	117	103	118	91	429	1270
7:00 PM	199	150	166	144	659	94	87	78	74	333	992
8:00 PM	140	132	155	142	569	86	63	68	67	284	853
9:00 PM	148	128	118	98	492	66	61	65	50	242	734
10:00 PM	124	96	92	101	413	59	56	57	48	220	633
11:00 PM	80	64	63	46	253	39	22	36	28	125	378
Total	56.9%				11986	43.1%				9083	21069

Saturday - 8/16/08											Hourly Totals
Hour	Eastbound					Westbound					
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	53	44	36	32	165	31	34	32	29	126	291
1:00 AM	33	25	20	18	96	39	40	48	24	151	247
2:00 AM	19	16	20	14	69	39	27	35	40	141	210
3:00 AM	13	11	19	20	63	35	36	41	30	142	205
4:00 AM	26	25	23	35	109	41	35	36	28	140	249
5:00 AM	38	41	47	49	175	30	45	48	51	174	349
6:00 AM	37	40	36	55	168	42	48	70	53	213	381
7:00 AM	61	53	72	82	268	68	71	80	67	286	554
8:00 AM	81	90	90	108	369	84	89	106	91	370	739
9:00 AM	115	135	114	161	525	104	106	142	129	481	1006
10:00 AM	152	185	161	162	660	115	113	121	128	477	1137
11:00 AM	175	168	174	213	730	130	119	119	136	504	1234
12:00 PM	171	179	198	167	715	148	126	167	117	558	1273
1:00 PM	185	161	184	185	715	136	113	115	125	489	1204
2:00 PM	155	162	184	166	667	126	130	124	134	514	1181
3:00 PM	180	128	165	141	614	149	141	113	133	536	1150
4:00 PM	162	133	127	129	551	113	112	124	131	480	1031
5:00 PM	135	158	168	145	606	110	99	128	127	464	1070
6:00 PM	128	112	128	109	477	111	133	102	97	443	920
7:00 PM	130	114	129	109	482	105	104	91	102	402	884
8:00 PM	115	109	88	101	413	91	99	105	110	405	818
9:00 PM	107	88	96	90	381	104	94	85	71	354	735
10:00 PM	108	80	89	71	348	69	89	63	72	293	641
11:00 PM	77	61	61	40	239	50	42	44	30	166	405
Total	53.6%				9605	46.4%				8309	17914



Metro Traffic Data Inc.
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48 Hour Count Report

Prepared For: Carol Saucedo
 Dowling Associates, Inc.
 428 J Street, Suite 500
 Sacramento, CA 95814
 (916) 266-2190

LOCATION SR 88 btw SR 12 East and Tully Road

COUNTY San Joaquin

COLLECTION DATE 8/15/08 - 8/16/08

NUMBER OF LANES 2

LATITUDE 38°11'47.12"N

LONGITUDE 121° 4'16.44"W

WEATHER Clear

Friday - 8/15/08											Hourly Totals
Hour	Eastbound					Westbound					
12:00 AM	20	19	12	18	69	22	20	19	37	98	167
1:00 AM	17	13	16	7	53	29	24	18	31	102	155
2:00 AM	12	8	5	5	30	33	32	25	21	111	141
3:00 AM	7	5	21	13	46	34	24	35	41	134	180
4:00 AM	10	10	25	29	74	29	45	49	55	178	252
5:00 AM	21	63	67	79	230	61	51	72	63	247	477
6:00 AM	68	60	95	89	312	77	104	107	172	460	772
7:00 AM	49	75	81	87	292	132	132	168	164	596	888
8:00 AM	89	81	69	110	349	139	113	123	112	487	836
9:00 AM	69	81	109	90	349	110	119	133	119	481	830
10:00 AM	101	116	129	130	476	133	99	114	105	451	927
11:00 AM	130	116	126	153	525	100	114	130	123	467	992
12:00 PM	126	132	130	126	514	111	130	150	120	511	1025
1:00 PM	155	153	152	167	627	132	137	159	135	563	1190
2:00 PM	157	149	159	171	636	129	140	196	137	602	1238
3:00 PM	169	172	195	188	724	132	121	140	140	533	1257
4:00 PM	203	183	210	204	800	154	132	131	150	567	1367
5:00 PM	192	213	220	213	838	113	114	97	106	430	1268
6:00 PM	178	177	167	161	683	90	114	82	81	367	1050
7:00 PM	153	149	127	122	551	95	66	62	85	308	859
8:00 PM	137	150	110	116	513	68	74	62	52	256	769
9:00 PM	128	101	113	120	462	60	58	60	50	228	690
10:00 PM	87	91	84	93	355	56	39	54	46	195	550
11:00 PM	85	67	64	32	248	30	25	51	33	139	387
Total	53.4%				9756	46.6%				8511	18267

Saturday - 8/16/08											Hourly Totals
Hour	Eastbound					Westbound					
12:00 AM	41	39	38	27	145	34	32	43	34	143	288
1:00 AM	22	23	16	16	77	39	50	31	42	162	239
2:00 AM	8	15	13	12	48	31	34	33	42	140	188
3:00 AM	18	8	9	23	58	34	36	49	34	153	211
4:00 AM	12	21	20	29	82	32	48	31	24	135	217
5:00 AM	38	41	44	26	149	38	47	37	43	165	314
6:00 AM	39	32	25	44	140	31	44	68	63	206	346
7:00 AM	52	44	53	78	227	70	75	54	69	268	495
8:00 AM	60	70	80	59	269	88	83	91	98	360	629
9:00 AM	103	102	113	107	425	100	105	108	124	437	862
10:00 AM	153	117	121	148	539	112	109	122	126	469	1008
11:00 AM	153	144	161	117	575	131	91	141	150	513	1088
12:00 PM	170	122	147	167	606	122	137	132	122	513	1119
1:00 PM	135	150	115	183	583	128	104	134	128	494	1077
2:00 PM	113	133	105	149	500	110	123	138	147	518	1018
3:00 PM	126	125	98	130	479	166	142	123	121	552	1031
4:00 PM	110	101	97	102	410	115	99	109	117	440	850
5:00 PM	115	101	116	124	456	114	118	116	121	469	925
6:00 PM	113	86	88	103	390	109	99	91	106	405	795
7:00 PM	94	91	98	94	377	116	98	110	79	403	780
8:00 PM	80	99	81	79	339	81	103	98	89	371	710
9:00 PM	86	82	84	85	337	97	85	86	60	328	665
10:00 PM	66	97	64	55	282	78	74	68	73	293	575
11:00 PM	60	65	41	51	217	42	51	39	44	176	393
Total	48.7%				7710	51.3%				8113	15823



Metro Traffic Data Inc.
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 Hanford, CA 93230
 800-975-6938 Phone/Fax
 www.metrotraffdata.com

48 Hour Count Report

Prepared For: **Carol Saucedo**
 Dowling Associates, Inc.
 428 J Street, Suite 500
 Sacramento, CA 95814
 (916) 266-2190

LOCATION SR 88 btw Liberty Road and SR 12 East

COUNTY San Joaquin

COLLECTION DATE 8/15/08 - 8/16/08

LATITUDE 38°11'59.27"N

LONGITUDE 121° 45.47'W

WEATHER Clear

NUMBER OF LANES 2

Friday - 8/15/08											Hourly Totals
Hour	Eastbound					Westbound					
12:00 AM	25	19	11	19	74	17	16	16	36	85	159
1:00 AM	21	17	12	11	61	21	20	21	25	87	148
2:00 AM	9	3	10	5	27	25	30	18	18	91	118
3:00 AM	13	9	23	11	56	25	30	27	26	108	164
4:00 AM	15	17	30	33	95	20	27	35	28	110	205
5:00 AM	29	59	66	68	222	35	36	38	37	146	368
6:00 AM	57	79	87	104	327	43	60	69	96	268	595
7:00 AM	54	59	93	84	290	63	101	87	71	322	612
8:00 AM	87	81	103	88	359	75	49	62	65	251	610
9:00 AM	88	85	110	85	368	61	68	90	64	283	651
10:00 AM	101	113	102	113	429	76	73	67	53	269	698
11:00 AM	127	124	108	128	487	72	62	66	59	259	746
12:00 PM	120	111	108	108	447	64	94	84	68	310	757
1:00 PM	124	142	133	138	537	67	86	90	87	330	867
2:00 PM	128	134	132	147	541	91	91	134	74	390	931
3:00 PM	132	125	122	159	538	93	94	106	79	372	910
4:00 PM	121	156	148	138	563	119	117	88	94	418	981
5:00 PM	135	152	192	148	627	76	80	69	84	309	936
6:00 PM	132	137	115	119	503	60	67	54	51	232	735
7:00 PM	117	109	106	85	417	65	42	41	62	210	627
8:00 PM	102	111	96	83	392	40	46	48	43	177	569
9:00 PM	92	89	84	84	349	35	42	45	36	158	507
10:00 PM	76	77	73	75	301	37	32	33	26	128	429
11:00 PM	72	56	56	35	219	20	25	33	21	99	318
Total	60.3%				8229	39.7%				5412	13641

Saturday - 8/16/08											Hourly Totals
Hour	Eastbound					Westbound					
12:00 AM	33	38	37	26	134	21	27	29	32	109	243
1:00 AM	21	29	21	18	89	31	36	31	26	124	213
2:00 AM	10	10	15	16	51	33	32	24	38	127	178
3:00 AM	20	7	14	15	56	26	34	28	32	120	176
4:00 AM	16	18	19	23	76	27	38	25	17	107	183
5:00 AM	44	43	51	30	168	26	35	25	22	108	276
6:00 AM	35	40	24	48	147	23	37	35	52	147	294
7:00 AM	45	39	49	65	198	49	46	35	35	165	363
8:00 AM	62	58	77	74	271	51	58	45	51	205	476
9:00 AM	90	77	97	93	357	58	65	64	53	240	597
10:00 AM	122	109	128	134	493	70	65	72	78	285	778
11:00 AM	116	130	135	109	490	75	81	79	84	319	809
12:00 PM	137	137	124	134	532	79	81	63	87	310	842
1:00 PM	104	135	107	144	490	73	82	85	76	316	806
2:00 PM	123	111	88	128	450	70	77	89	91	327	777
3:00 PM	115	113	87	105	420	87	88	69	59	303	723
4:00 PM	98	72	81	69	320	52	55	53	70	230	550
5:00 PM	104	88	92	97	381	60	68	45	76	249	630
6:00 PM	91	82	79	85	337	62	56	56	57	231	568
7:00 PM	81	84	83	88	336	46	44	56	48	194	530
8:00 PM	73	80	74	69	296	52	68	64	56	240	536
9:00 PM	65	70	74	92	301	63	37	64	35	199	500
10:00 PM	69	88	49	50	256	57	56	43	43	199	455
11:00 PM	53	68	46	41	208	37	39	28	31	135	343
Total	57.9%				6857	42.1%				4989	11846



Metro Traffic Data Inc.
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48 Hour Count Report

Prepared For: **Carol Saucedo**
 Dowling Associates, Inc.
 428 J Street, Suite 500
 Sacramento, CA 95814
 (916) 266-2190

LOCATION SR 88 btw SR 124 and Liberty Road

COUNTY Amador

COLLECTION DATE 8/15/08 - 8/16/08

NUMBER OF LANES 2

LATITUDE 38°16'3.89"N

LONGITUDE 121° 1'22.24"W

WEATHER Clear

Friday - 8/15/08											Hourly Totals
Hour	Eastbound					Westbound					
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	23	21	9	8	61	23	26	23	46	118	179
1:00 AM	18	12	7	10	47	29	27	28	33	117	164
2:00 AM	13	2	8	2	25	37	33	20	28	118	143
3:00 AM	7	4	12	16	39	31	32	30	25	118	157
4:00 AM	15	9	15	34	73	29	34	35	33	131	204
5:00 AM	25	29	55	56	165	34	32	35	43	144	309
6:00 AM	57	57	63	94	271	46	68	68	107	289	560
7:00 AM	36	50	69	55	210	73	102	89	74	338	548
8:00 AM	76	70	63	70	279	66	46	78	74	264	543
9:00 AM	77	56	69	77	279	59	67	74	70	270	549
10:00 AM	61	77	94	89	321	92	72	62	55	281	602
11:00 AM	98	87	84	103	372	84	77	75	69	305	677
12:00 PM	80	77	87	87	331	69	108	84	82	343	674
1:00 PM	80	110	105	110	405	64	100	104	91	359	764
2:00 PM	110	94	105	118	427	110	105	142	88	445	872
3:00 PM	103	97	90	122	412	98	95	118	92	403	815
4:00 PM	77	133	99	127	436	114	112	82	98	406	842
5:00 PM	89	130	124	125	468	77	77	95	81	330	798
6:00 PM	102	117	91	105	415	75	62	62	56	255	670
7:00 PM	104	96	88	79	367	66	41	52	59	218	585
8:00 PM	73	83	82	79	317	52	56	48	46	202	519
9:00 PM	79	72	83	80	314	48	40	51	42	181	495
10:00 PM	65	53	64	54	236	48	40	51	36	175	411
11:00 PM	71	55	51	35	212	31	35	40	36	142	354
Total	52.1%				6482	47.9%				5952	12434

Saturday - 8/16/08											Hourly Totals
Hour	Eastbound					Westbound					
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	33	30	21	29	113	31	31	42	35	139	252
1:00 AM	18	22	15	17	72	45	53	38	35	171	243
2:00 AM	10	8	8	12	38	44	37	32	40	153	191
3:00 AM	12	11	8	9	40	41	46	36	36	159	199
4:00 AM	12	14	19	17	62	38	40	32	20	130	192
5:00 AM	37	35	42	28	142	35	40	28	26	129	271
6:00 AM	38	25	21	30	114	30	45	47	44	166	280
7:00 AM	37	38	26	46	147	51	48	44	46	189	336
8:00 AM	44	36	51	55	186	49	54	53	67	223	409
9:00 AM	62	71	73	64	270	61	70	66	61	258	528
10:00 AM	83	75	75	106	339	66	68	76	69	279	618
11:00 AM	104	99	74	83	360	75	71	79	92	317	677
12:00 PM	93	98	76	100	367	86	84	67	96	333	700
1:00 PM	74	91	83	91	339	76	78	80	83	317	656
2:00 PM	106	71	78	69	324	85	77	103	98	363	687
3:00 PM	73	93	61	76	303	104	89	92	67	352	655
4:00 PM	70	76	60	58	264	72	66	83	70	291	555
5:00 PM	58	66	65	72	261	62	83	72	72	289	550
6:00 PM	64	75	46	59	244	60	70	62	70	262	506
7:00 PM	66	72	55	76	269	62	50	70	55	237	506
8:00 PM	67	60	58	59	244	68	69	68	67	272	516
9:00 PM	55	53	61	72	241	64	55	66	48	233	474
10:00 PM	56	71	45	51	223	72	62	55	51	240	463
11:00 PM	41	62	44	35	182	45	46	31	43	165	347
Total	47.6%				5144	52.4%				5667	10811



Metro Traffic Data Inc.
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48 Hour Count Report

Prepared For: **Carol Saucedo**
 Dowling Associates, Inc.
 428 J Street, Suite 500
 Sacramento, CA 95814
 (916) 266-2190

LOCATION SR 124 btw Tonzi Road and SR 104

COUNTY Amador

COLLECTION DATE 8/15/08 - 8/16/08

NUMBER OF LANES 2

LATITUDE 38°22'23.93"N

LONGITUDE 120°55'6.02"W

WEATHER Clear

Friday - 8/15/08											Hourly Totals
Hour	Northbound					Southbound					
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	0	1	5	1	7	2	0	0	1	3	10
1:00 AM	0	0	0	0	0	0	1	0	2	3	3
2:00 AM	3	0	0	1	4	0	4	0	0	4	8
3:00 AM	0	4	0	1	5	2	0	1	2	5	10
4:00 AM	3	1	2	2	8	0	1	2	2	5	13
5:00 AM	10	6	7	9	32	6	6	5	21	38	70
6:00 AM	16	13	15	8	52	18	19	24	24	85	137
7:00 AM	18	11	22	28	79	31	37	26	31	125	204
8:00 AM	23	26	17	19	85	30	36	25	15	106	191
9:00 AM	13	17	20	13	63	15	21	20	15	71	134
10:00 AM	11	14	22	14	61	18	10	23	22	73	134
11:00 AM	19	29	22	31	101	18	18	12	22	70	171
12:00 PM	33	15	21	19	88	28	18	22	24	92	180
1:00 PM	20	24	19	22	85	18	10	21	17	66	151
2:00 PM	28	41	27	24	120	31	12	27	28	98	218
3:00 PM	33	43	39	32	147	16	35	20	20	91	238
4:00 PM	31	31	49	19	130	43	17	15	25	100	230
5:00 PM	34	31	36	24	125	19	25	20	27	91	216
6:00 PM	29	27	29	28	113	21	23	21	17	82	195
7:00 PM	20	21	18	25	84	13	11	11	13	48	132
8:00 PM	14	20	17	19	70	9	18	15	13	55	125
9:00 PM	12	12	15	20	59	15	13	13	9	50	109
10:00 PM	16	12	5	9	42	2	2	6	5	15	57
11:00 PM	5	3	4	10	22	6	5	4	2	17	39
Total	53.2%				1582	46.8%				1393	2975

Saturday - 8/16/08											Hourly Totals
Hour	Northbound					Southbound					
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	4	1	6	2	13	0	3	1	3	7	20
1:00 AM	1	1	1	0	3	2	1	1	1	5	8
2:00 AM	1	3	2	1	7	0	1	0	0	1	8
3:00 AM	2	0	0	1	3	0	1	2	0	3	6
4:00 AM	0	0	0	3	3	2	0	1	5	8	11
5:00 AM	4	3	4	6	17	2	3	9	13	27	44
6:00 AM	4	11	10	6	31	6	4	4	11	25	56
7:00 AM	9	10	2	12	33	13	7	11	13	44	77
8:00 AM	8	14	16	16	54	11	17	15	17	60	114
9:00 AM	13	12	14	14	53	23	26	23	37	109	162
10:00 AM	20	23	25	19	87	23	27	20	21	91	178
11:00 AM	26	23	41	33	123	24	27	31	31	113	236
12:00 PM	19	29	31	25	104	20	19	21	22	82	186
1:00 PM	26	25	31	29	111	24	27	28	14	93	204
2:00 PM	24	32	33	23	112	16	21	16	21	74	186
3:00 PM	24	34	16	21	95	20	22	14	13	69	164
4:00 PM	27	21	24	24	96	20	19	20	17	76	172
5:00 PM	11	25	22	20	78	22	15	31	18	86	164
6:00 PM	20	21	12	12	65	25	15	14	16	70	135
7:00 PM	16	9	10	11	46	12	15	13	10	50	96
8:00 PM	10	7	11	9	37	13	9	15	5	42	79
9:00 PM	11	5	5	7	28	10	13	10	8	41	69
10:00 PM	16	9	11	4	40	11	8	11	7	37	77
11:00 PM	10	5	6	3	24	2	4	8	7	21	45
Total	50.6%				1263	49.4%				1234	2497



Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
 800-975-6938 Phone/Fax
 www.metrotraffdata.com

48 Hour Count Report

Prepared For: **Carol Saucedo**
 Dowling Associates, Inc.
 428 J Street, Suite 500
 Sacramento, CA 95814
 (916) 266-2190

LOCATION SR 124 btw SR 16 and Tonzi Road

COUNTY Amador

COLLECTION DATE 8/15/08 - 8/16/08

NUMBER OF LANES 2

LATITUDE 38°26'28.47"N

LONGITUDE 120°52'31.23"W

WEATHER Clear

Friday - 8/15/08											Hourly Totals
Hour	Northbound					Southbound					
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	0	0	0	1	1	2	0	0	0	2	3
1:00 AM	0	1	0	0	1	0	1	0	1	2	3
2:00 AM	0	0	0	1	1	2	1	0	0	3	4
3:00 AM	0	0	2	1	3	2	0	1	2	5	8
4:00 AM	1	0	2	0	3	0	0	1	2	3	6
5:00 AM	3	7	4	9	23	5	3	11	11	30	53
6:00 AM	6	6	10	8	30	16	13	22	22	73	103
7:00 AM	9	8	14	17	48	20	20	16	15	71	119
8:00 AM	11	18	6	11	46	20	16	20	11	67	113
9:00 AM	15	11	12	9	47	9	18	15	10	52	99
10:00 AM	11	9	8	13	41	9	10	17	18	54	95
11:00 AM	16	16	21	12	65	17	14	7	18	56	121
12:00 PM	16	25	14	11	66	23	13	13	11	60	126
1:00 PM	18	14	14	12	58	14	13	13	13	53	111
2:00 PM	19	21	17	13	70	18	12	16	24	70	140
3:00 PM	16	28	22	18	84	17	17	18	28	80	164
4:00 PM	19	20	23	20	82	20	8	17	19	64	146
5:00 PM	21	21	17	18	77	17	14	20	19	70	147
6:00 PM	21	19	12	19	71	20	18	12	8	58	129
7:00 PM	14	18	12	10	54	10	5	8	3	26	80
8:00 PM	14	7	9	18	48	10	11	8	11	40	88
9:00 PM	5	5	8	9	27	9	9	8	4	30	57
10:00 PM	11	10	2	8	31	2	3	2	2	9	40
11:00 PM	3	2	1	2	8	5	2	2	0	9	17
Total	49.9%				985	50.1%				987	
											1972

Saturday - 8/16/08											Hourly Totals
Hour	Northbound					Southbound					
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	3	0	3	3	9	3	1	0	2	6	15
1:00 AM	1	0	1	0	2	1	1	0	1	3	5
2:00 AM	1	2	0	1	4	0	0	0	0	0	4
3:00 AM	0	0	0	0	0	0	1	0	1	2	2
4:00 AM	2	0	0	2	4	0	0	1	6	7	11
5:00 AM	1	5	2	4	12	2	3	16	3	24	36
6:00 AM	5	3	5	6	19	5	4	4	9	22	41
7:00 AM	6	8	3	4	21	9	6	7	10	32	53
8:00 AM	11	4	11	12	38	5	10	12	15	42	80
9:00 AM	10	10	9	7	36	21	17	20	19	77	113
10:00 AM	9	10	16	11	46	24	14	10	21	69	115
11:00 AM	20	14	24	21	79	19	21	24	16	80	159
12:00 PM	21	15	21	14	71	17	14	22	16	69	140
1:00 PM	21	14	23	22	80	25	18	17	13	73	153
2:00 PM	19	21	20	25	85	12	19	25	16	72	157
3:00 PM	15	23	17	9	64	22	15	9	17	63	127
4:00 PM	18	23	17	17	75	11	11	15	14	51	126
5:00 PM	9	10	14	11	44	20	14	19	12	65	109
6:00 PM	15	6	12	11	44	16	14	12	10	52	96
7:00 PM	9	6	3	6	24	8	15	7	8	38	62
8:00 PM	6	8	3	6	23	8	9	6	6	29	52
9:00 PM	6	5	4	3	18	3	11	8	6	28	46
10:00 PM	4	8	5	3	20	6	2	8	3	19	39
11:00 PM	7	3	5	3	18	5	4	8	1	18	36
Total	47.0%				836	53.0%				941	
											1777



Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
 800-975-6938 Phone/Fax
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48 Hour Count Report

Prepared For: **Carol Saucedo**
 Dowling Associates, Inc.
 428 J Street, Suite 500
 Sacramento, CA 95814
 (916) 266-2190

LOCATION SR 16 btw Lone Road and Old Sacramento Road

COUNTY Sacramento

COLLECTION DATE 8/15/08 - 8/16/08

NUMBER OF LANES 2

LATITUDE 38°28'52.15"N

LONGITUDE 121° 2'16.30"W

WEATHER Clear

Friday - 8/15/08											Hourly Totals
Hour	Eastbound					Westbound					
12:00 AM	7	14	9	10	40	9	6	11	14	40	80
1:00 AM	8	9	5	6	28	7	6	6	7	26	54
2:00 AM	5	6	7	5	23	11	12	11	7	41	64
3:00 AM	3	4	3	4	14	12	5	7	11	35	49
4:00 AM	5	6	5	20	36	13	18	22	17	70	106
5:00 AM	16	11	10	7	44	32	35	42	54	163	207
6:00 AM	14	20	27	25	86	36	52	60	52	200	286
7:00 AM	20	34	30	45	129	43	45	54	42	184	313
8:00 AM	43	28	40	53	164	50	60	54	33	197	361
9:00 AM	45	42	53	51	191	49	34	49	44	176	367
10:00 AM	49	53	73	40	215	43	32	49	50	174	389
11:00 AM	61	50	64	65	240	37	31	42	42	152	392
12:00 PM	54	45	46	71	216	27	39	30	46	142	358
1:00 PM	63	68	61	74	266	38	37	40	37	152	418
2:00 PM	51	80	67	74	272	32	36	37	43	148	420
3:00 PM	99	76	93	91	359	40	34	45	44	163	522
4:00 PM	80	82	86	97	345	51	50	39	46	186	531
5:00 PM	105	84	108	92	389	28	33	41	45	147	536
6:00 PM	77	93	78	70	318	33	32	25	29	119	437
7:00 PM	69	44	56	45	214	31	27	30	26	114	328
8:00 PM	49	35	45	46	175	27	19	26	23	95	270
9:00 PM	41	61	26	38	166	18	10	14	17	59	225
10:00 PM	34	35	30	32	131	15	15	21	16	67	198
11:00 PM	34	31	44	24	133	17	9	15	14	55	188
Total	59.1%				4194	40.9%				2905	7099

Saturday - 8/16/08											Hourly Totals
Hour	Eastbound					Westbound					
12:00 AM	18	12	18	13	61	9	14	10	15	48	109
1:00 AM	10	16	4	10	40	8	12	12	7	39	79
2:00 AM	12	10	8	8	38	13	6	12	8	39	77
3:00 AM	10	3	6	3	22	11	8	8	14	41	63
4:00 AM	8	4	7	5	24	11	11	8	10	40	64
5:00 AM	9	5	5	10	29	14	24	12	13	63	92
6:00 AM	10	12	13	10	45	20	14	20	21	75	120
7:00 AM	18	15	25	19	77	26	16	23	23	88	165
8:00 AM	33	26	34	42	135	17	41	29	35	122	257
9:00 AM	43	49	45	48	185	31	40	49	34	154	339
10:00 AM	57	45	59	61	222	36	39	44	53	172	394
11:00 AM	63	69	60	64	256	30	48	45	36	159	415
12:00 PM	56	49	65	75	245	51	43	46	33	173	418
1:00 PM	55	68	64	58	245	38	34	36	40	148	393
2:00 PM	62	66	47	76	251	30	41	40	34	145	396
3:00 PM	76	64	42	65	247	39	47	48	47	181	428
4:00 PM	61	66	54	71	252	49	36	57	43	185	437
5:00 PM	52	60	73	56	241	51	46	48	41	186	427
6:00 PM	59	49	38	40	186	46	43	28	24	141	327
7:00 PM	59	49	43	52	203	32	34	22	19	107	310
8:00 PM	38	27	28	37	130	27	38	30	31	126	256
9:00 PM	34	36	35	21	126	27	20	28	22	97	223
10:00 PM	30	26	37	39	132	25	28	21	34	108	240
11:00 PM	36	29	22	21	108	22	18	16	18	74	182
Total	56.4%				3500	43.6%				2711	6211



Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
 800-975-6938 Phone/Fax
 www.metrotraffdata.com

48 Hour Count Report

Prepared For: **Carol Saucedo**
 Dowling Associates, Inc.
 428 J Street, Suite 500
 Sacramento, CA 95814
 (916) 266-2190

LOCATION SR 16 btw Stonehouse Road and lone Road

COUNTY Sacramento

COLLECTION DATE 8/15/08 - 8/16/08

NUMBER OF LANES 2

LATITUDE 38°29'7.59"N

LONGITUDE 121° 3'44.86"W

WEATHER Clear

Friday - 8/15/08											Hourly Totals
Hour	Eastbound					Westbound					
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	11	11	13	8	43	8	9	16	16	49	92
1:00 AM	10	11	5	7	33	9	11	6	7	33	66
2:00 AM	5	9	4	4	22	8	12	11	11	42	64
3:00 AM	6	8	2	3	19	10	9	8	13	40	59
4:00 AM	6	8	13	20	47	9	24	24	27	84	131
5:00 AM	27	21	25	34	107	33	52	48	80	213	320
6:00 AM	32	31	43	50	156	53	75	93	76	297	453
7:00 AM	48	46	53	67	214	76	76	99	57	308	522
8:00 AM	56	51	47	50	204	69	94	81	65	309	513
9:00 AM	45	48	72	62	227	74	64	52	72	262	489
10:00 AM	66	63	68	64	261	65	58	73	63	259	520
11:00 AM	67	62	73	70	272	57	39	76	57	229	501
12:00 PM	64	53	71	73	261	54	49	44	63	210	471
1:00 PM	79	76	90	92	337	66	46	69	53	234	571
2:00 PM	68	86	79	81	314	50	65	77	66	258	572
3:00 PM	112	93	96	102	403	75	65	72	59	271	674
4:00 PM	100	115	106	103	424	69	66	55	70	260	684
5:00 PM	135	122	121	107	485	56	46	49	59	210	695
6:00 PM	109	98	91	92	390	41	48	47	33	169	559
7:00 PM	64	61	61	65	251	45	46	34	30	155	406
8:00 PM	51	43	58	48	200	27	35	27	25	114	314
9:00 PM	51	64	42	56	213	25	21	15	16	77	290
10:00 PM	39	42	29	44	154	18	46	28	21	113	267
11:00 PM	46	38	41	32	157	22	12	18	15	67	224
Total	54.9%				5194	45.1%				4263	9457

Saturday - 8/16/08											Hourly Totals
Hour	Eastbound					Westbound					
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	23	15	21	13	72	14	10	11	15	50	122
1:00 AM	10	15	8	8	41	11	16	17	11	55	96
2:00 AM	8	13	12	9	42	12	11	12	9	44	86
3:00 AM	9	8	7	8	32	7	15	6	15	43	75
4:00 AM	9	7	8	8	32	14	13	5	11	43	75
5:00 AM	7	9	27	21	64	15	25	17	19	76	140
6:00 AM	14	20	15	22	71	24	30	29	24	107	178
7:00 AM	24	24	39	42	129	32	32	27	37	128	257
8:00 AM	43	43	62	64	212	27	34	41	48	150	362
9:00 AM	53	69	69	75	266	56	43	58	54	211	477
10:00 AM	69	60	70	75	274	44	56	64	69	233	507
11:00 AM	68	74	62	82	286	67	65	65	55	252	538
12:00 PM	66	61	69	95	291	60	71	81	60	272	563
1:00 PM	65	87	95	64	311	54	50	59	55	218	529
2:00 PM	62	69	82	89	302	56	73	60	60	249	551
3:00 PM	71	67	61	57	256	65	93	60	72	290	546
4:00 PM	77	61	63	75	276	68	64	64	58	254	530
5:00 PM	63	77	71	72	283	66	63	59	65	253	536
6:00 PM	61	56	53	46	216	54	45	42	35	176	392
7:00 PM	58	47	55	45	205	27	47	26	32	132	337
8:00 PM	32	40	37	37	146	32	34	44	39	149	295
9:00 PM	39	52	47	32	170	37	28	33	20	118	288
10:00 PM	31	36	48	52	167	38	58	30	33	159	326
11:00 PM	39	34	28	21	122	26	27	17	19	89	211
Total	53.2%				4266	46.8%				3751	8017



Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
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 www.metrotraffdata.com

48 Hour Count Report

Prepared For: Carol Saucedo
 Dowling Associates, Inc.
 428 J Street, Suite 500
 Sacramento, CA 95814
 (916) 266-2190

LOCATION SR 16 btw Dillard Road and Stonehouse Road

COUNTY Sacramento

COLLECTION DATE 8/15/08 - 8/16/08

NUMBER OF LANES 2

LATITUDE 38°29'46.48"N

LONGITUDE 121° 6'48.18"W

WEATHER Clear

Friday - 8/15/08											Hourly Totals
Hour	Eastbound					Westbound					
12:00 AM	18	19	16	16	69	11	16	17	18	62	131
1:00 AM	11	10	7	11	39	10	6	4	10	30	69
2:00 AM	9	6	4	8	27	15	17	9	15	56	83
3:00 AM	6	6	4	4	20	12	12	11	11	46	66
4:00 AM	10	13	29	39	91	28	27	42	40	137	228
5:00 AM	36	42	26	44	148	67	85	96	132	380	528
6:00 AM	42	44	64	61	211	116	153	155	181	605	816
7:00 AM	107	98	88	76	369	147	175	162	143	627	996
8:00 AM	69	70	85	91	315	175	169	114	138	596	911
9:00 AM	92	85	92	99	368	120	143	133	120	516	884
10:00 AM	118	92	94	115	419	129	125	144	113	511	930
11:00 AM	85	124	96	76	381	98	111	135	97	441	822
12:00 PM	108	103	114	148	473	98	112	116	110	436	909
1:00 PM	91	130	120	124	465	87	106	116	87	396	861
2:00 PM	129	112	144	147	532	121	102	140	121	484	1016
3:00 PM	135	159	164	166	624	111	110	119	103	443	1067
4:00 PM	159	200	185	210	754	123	110	109	111	453	1207
5:00 PM	196	206	188	167	757	94	108	90	94	386	1143
6:00 PM	165	155	143	112	575	90	87	70	59	306	881
7:00 PM	99	77	92	79	347	67	52	56	47	222	569
8:00 PM	74	85	96	106	361	65	45	53	37	200	561
9:00 PM	68	72	78	82	300	42	34	19	31	126	426
10:00 PM	54	48	55	71	228	54	42	35	24	155	383
11:00 PM	70	50	36	27	183	23	32	26	17	98	281
Total	51.1%				8056	48.9%				7712	15768

Saturday - 8/16/08											Hourly Totals
Hour	Eastbound					Westbound					
12:00 AM	35	19	26	18	98	15	18	17	18	68	166
1:00 AM	19	10	11	15	55	20	14	19	15	68	123
2:00 AM	14	14	11	11	50	9	14	13	9	45	95
3:00 AM	7	10	12	8	37	18	10	9	21	58	95
4:00 AM	9	9	10	15	43	11	12	13	17	53	96
5:00 AM	18	28	21	27	94	26	29	27	35	117	211
6:00 AM	19	21	32	36	108	43	40	45	52	180	288
7:00 AM	41	54	67	66	228	42	55	65	52	214	442
8:00 AM	75	80	77	72	304	71	84	101	75	331	635
9:00 AM	88	97	104	94	383	105	114	133	104	456	839
10:00 AM	103	68	99	110	380	110	123	122	120	475	855
11:00 AM	97	105	101	87	390	124	117	104	108	453	843
12:00 PM	117	100	119	115	451	100	110	100	103	413	864
1:00 PM	144	112	89	115	460	105	88	100	88	381	841
2:00 PM	115	117	113	115	460	122	114	85	89	410	870
3:00 PM	108	114	113	109	444	131	119	101	104	455	899
4:00 PM	118	106	111	130	465	102	81	116	102	401	866
5:00 PM	143	101	103	94	441	100	98	103	99	400	841
6:00 PM	87	89	95	78	349	91	67	79	55	292	641
7:00 PM	77	76	71	54	278	67	49	47	45	208	486
8:00 PM	53	55	51	67	226	63	74	66	72	275	501
9:00 PM	68	60	45	60	233	64	54	48	48	214	447
10:00 PM	61	62	74	52	249	74	56	33	41	204	453
11:00 PM	57	34	41	40	172	40	27	27	25	119	291
Total	50.4%				6398	49.6%				6290	12688



Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
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48 Hour Count Report

Prepared For: Carol Saucedo
 Dowling Associates, Inc.
 428 J Street, Suite 500
 Sacramento, CA 95814
 (916) 266-2190

LOCATION SR 16 btw Grant Line Road and Dillard Road

COUNTY Sacramento

COLLECTION DATE 8/15/08 - 8/16/08

NUMBER OF LANES 2

LATITUDE 38°29'33.64"N

LONGITUDE 121°10'3.36"W

WEATHER Clear

Friday - 8/15/08											Hourly Totals
Hour	Eastbound					Westbound					
12:00 AM	18	19	17	16	70	12	15	17	25	69	139
1:00 AM	14	9	7	10	40	8	8	8	9	33	73
2:00 AM	9	6	5	10	30	13	16	13	10	52	82
3:00 AM	5	6	7	4	22	19	11	17	10	57	79
4:00 AM	9	14	29	40	92	22	37	40	34	133	225
5:00 AM	33	47	41	57	178	60	92	105	115	372	550
6:00 AM	57	46	69	86	258	132	157	181	196	666	924
7:00 AM	104	88	108	59	359	180	200	216	158	754	1113
8:00 AM	86	88	106	98	378	179	175	174	126	654	1032
9:00 AM	94	82	108	97	381	148	152	149	140	589	970
10:00 AM	116	99	104	98	417	140	133	155	136	564	981
11:00 AM	91	113	102	91	397	112	105	144	122	483	880
12:00 PM	107	110	136	154	507	128	122	109	125	484	991
1:00 PM	119	112	144	126	501	99	104	130	103	436	937
2:00 PM	138	126	154	137	555	121	132	128	137	518	1073
3:00 PM	151	174	142	167	634	129	149	106	119	503	1137
4:00 PM	185	205	176	240	806	121	112	115	109	457	1263
5:00 PM	227	175	194	170	766	90	115	98	99	402	1168
6:00 PM	180	125	161	114	580	91	90	72	69	322	902
7:00 PM	122	80	92	86	380	61	52	62	48	223	603
8:00 PM	78	94	114	102	388	51	61	46	43	201	589
9:00 PM	64	76	92	71	303	35	42	29	25	131	434
10:00 PM	62	51	73	71	257	44	50	36	34	164	421
11:00 PM	80	46	43	21	190	31	16	28	23	98	288
Total	50.4%				8489	49.6%				8365	
16854											

Saturday - 8/16/08											Hourly Totals
Hour	Eastbound					Westbound					
12:00 AM	37	23	27	19	106	12	21	17	21	71	177
1:00 AM	19	10	12	17	58	15	19	18	14	66	124
2:00 AM	17	14	13	13	57	15	14	16	9	54	111
3:00 AM	9	9	11	7	36	14	12	11	20	57	93
4:00 AM	9	11	13	14	47	13	15	13	17	58	105
5:00 AM	22	31	26	27	106	19	39	33	39	130	236
6:00 AM	25	26	39	37	127	38	44	54	63	199	326
7:00 AM	45	53	72	72	242	52	52	58	75	237	479
8:00 AM	85	95	82	81	343	75	92	114	82	363	706
9:00 AM	85	105	111	96	397	103	121	134	131	489	886
10:00 AM	112	85	101	129	427	139	121	132	129	521	948
11:00 AM	103	113	106	103	425	137	119	125	112	493	918
12:00 PM	118	118	129	107	472	124	120	106	103	453	925
1:00 PM	151	122	94	123	490	100	101	108	110	419	909
2:00 PM	135	123	122	106	486	98	131	115	101	445	931
3:00 PM	127	122	128	111	488	120	125	110	116	471	959
4:00 PM	117	122	122	119	480	121	99	109	111	440	920
5:00 PM	140	112	98	107	457	105	113	97	93	408	865
6:00 PM	76	103	103	75	357	108	81	69	58	316	673
7:00 PM	84	88	73	66	311	75	59	54	52	240	551
8:00 PM	58	61	58	76	253	59	75	62	86	282	535
9:00 PM	61	62	60	64	247	75	57	49	56	237	484
10:00 PM	60	60	80	55	255	59	68	28	54	209	464
11:00 PM	58	45	42	40	185	39	32	26	28	125	310
Total	50.3%				6852	49.7%				6783	
13635											



Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
 800-975-6938 Phone/Fax
 www.metrotraffdata.com

48 Hour Count Report

Prepared For: **Carol Saucedo**
 Dowling Associates, Inc.
 428 J Street, Suite 500
 Sacramento, CA 95814
 (916) 266-2190

LOCATION SR 16 btw Sunrise Boulevard and Grant Line Road

COUNTY Sacramento

COLLECTION DATE 8/15/08 - 8/16/08

NUMBER OF LANES 2

LATITUDE 38°30'10.81"N

LONGITUDE 121°13'42.01"W

WEATHER Clear

Friday - 8/15/08											Hourly Totals
Hour	Eastbound				Westbound				Total		
	1st	2nd	3rd	4th	1st	2nd	3rd	4th	Total		
12:00 AM	24	18	27	30	99	6	7	4	10	27	126
1:00 AM	22	16	16	11	65	0	0	0	1	1	66
2:00 AM	16	18	14	22	70	2	1	2	1	6	76
3:00 AM	14	14	14	12	54	3	3	3	6	15	69
4:00 AM	37	48	59	48	192	0	7	18	13	38	230
5:00 AM	81	92	106	144	423	7	25	34	31	97	520
6:00 AM	106	122	128	121	477	63	71	115	109	358	835
7:00 AM	105	145	125	93	468	145	147	171	117	580	1048
8:00 AM	110	111	129	116	466	126	143	144	88	501	967
9:00 AM	114	124	132	110	480	115	111	110	120	456	936
10:00 AM	120	115	106	117	458	102	112	131	134	479	937
11:00 AM	125	136	104	130	495	68	76	126	84	354	849
12:00 PM	130	115	157	133	535	111	88	100	93	392	927
1:00 PM	120	132	142	159	553	74	93	79	71	317	870
2:00 PM	129	137	161	142	569	79	118	88	108	393	962
3:00 PM	155	173	149	176	653	126	102	99	80	407	1060
4:00 PM	169	212	214	219	814	98	75	87	87	347	1161
5:00 PM	220	180	195	189	784	62	71	46	59	238	1022
6:00 PM	166	178	145	133	622	45	34	55	30	164	786
7:00 PM	122	101	118	86	427	29	29	25	27	110	537
8:00 PM	113	122	90	125	450	15	29	17	25	86	536
9:00 PM	66	84	96	75	321	9	20	8	4	41	362
10:00 PM	77	84	96	82	339	7	13	13	2	35	374
11:00 PM	83	53	47	29	212	14	9	8	6	37	249
Total	64.7%				10026	35.3%				5479	15505

Saturday - 8/16/08											Hourly Totals
Hour	Eastbound				Westbound				Total		
	1st	2nd	3rd	4th	1st	2nd	3rd	4th	Total		
12:00 AM	50	36	31	36	153	2	2	2	2	8	161
1:00 AM	29	21	30	14	94	0	1	4	10	15	109
2:00 AM	20	22	22	20	84	2	2	0	2	6	90
3:00 AM	14	21	21	17	73	0	4	0	1	5	78
4:00 AM	22	20	18	22	82	3	10	6	4	23	105
5:00 AM	34	41	36	58	169	2	14	10	13	39	208
6:00 AM	48	53	62	61	224	22	7	21	9	59	283
7:00 AM	80	91	100	110	381	6	21	17	26	70	451
8:00 AM	114	120	133	124	491	17	38	46	47	148	639
9:00 AM	105	139	127	121	492	75	54	96	93	318	810
10:00 AM	110	138	159	134	541	98	51	68	106	323	864
11:00 AM	132	133	105	131	501	75	89	93	82	339	840
12:00 PM	136	145	133	140	554	76	71	101	85	333	887
1:00 PM	158	119	127	107	511	64	82	79	68	293	804
2:00 PM	128	126	126	134	514	68	94	93	63	318	832
3:00 PM	130	143	118	151	542	61	91	75	57	284	826
4:00 PM	137	133	134	158	562	66	67	44	58	235	797
5:00 PM	139	134	144	131	548	67	42	45	51	205	753
6:00 PM	108	142	108	83	441	33	21	42	35	131	572
7:00 PM	99	108	97	90	394	29	15	13	13	70	464
8:00 PM	66	71	79	84	300	22	32	23	50	127	427
9:00 PM	106	72	89	73	340	34	20	18	17	89	429
10:00 PM	85	106	85	75	351	22	21	0	12	55	406
11:00 PM	70	62	42	59	233	8	12	8	3	31	264
Total	70.9%				8575	29.1%				3524	12099



Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
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 www.metrotrafficdata.com

48 Hour Count Report

Prepared For: Carol Saucedo
 Dowling Associates, Inc.
 428 J Street, Suite 500
 Sacramento, CA 95814
 (916) 266-2190

LOCATION SR 16 btw Bradshaw Road and Excelsior Road

COUNTY Sacramento

COLLECTION DATE 8/15/08 - 8/16/08

NUMBER OF LANES 2

LATITUDE 38°31'41.60"N

LONGITUDE 121°19'57.19"W

WEATHER Clear

Hour	Friday - 8/15/08					Westbound					Hourly Totals
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	18	14	19	10	61	21	20	13	17	71	132
1:00 AM	10	6	8	9	33	9	8	5	5	27	60
2:00 AM	4	5	8	3	20	5	10	9	13	37	57
3:00 AM	6	4	5	18	33	13	13	19	13	58	91
4:00 AM	18	11	28	24	81	25	25	42	36	128	209
5:00 AM	35	30	49	41	155	43	56	91	73	263	418
6:00 AM	34	56	67	63	220	107	149	137	167	560	780
7:00 AM	102	77	67	88	334	163	160	147	154	624	958
8:00 AM	77	93	81	77	328	139	153	146	131	569	897
9:00 AM	70	92	86	83	331	115	132	110	110	467	798
10:00 AM	58	76	99	88	321	121	109	114	141	485	806
11:00 AM	88	102	81	101	372	94	124	120	134	472	844
12:00 PM	99	97	90	81	367	104	77	123	94	398	765
1:00 PM	103	96	102	109	410	99	91	100	92	382	792
2:00 PM	99	120	126	105	450	95	114	103	97	409	859
3:00 PM	125	113	137	136	511	133	96	106	105	440	951
4:00 PM	163	153	196	212	724	94	99	88	63	344	1068
5:00 PM	201	207	176	186	770	100	93	91	90	374	1144
6:00 PM	156	211	185	214	766	84	75	154	58	371	1137
7:00 PM	161	142	111	78	492	53	52	103	110	318	810
8:00 PM	76	96	90	73	335	59	63	30	57	209	544
9:00 PM	70	82	69	69	290	42	53	88	90	273	563
10:00 PM	66	49	56	74	245	76	109	90	70	345	590
11:00 PM	44	46	30	38	158	53	32	27	27	139	297
Total	50.1%				7807	49.9%				7763	
15570											

Hour	Saturday - 8/16/08					Westbound					Hourly Totals
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	24	19	23	21	87	21	23	31	44	119	206
1:00 AM	18	17	15	16	66	28	21	10	8	67	133
2:00 AM	8	11	9	9	37	10	7	10	11	38	75
3:00 AM	6	9	6	6	27	7	17	9	14	47	74
4:00 AM	17	3	6	15	41	17	12	15	7	51	92
5:00 AM	12	12	27	14	65	18	21	26	18	83	148
6:00 AM	19	19	31	34	103	45	40	43	51	179	282
7:00 AM	47	36	51	56	190	48	44	56	51	199	389
8:00 AM	67	70	55	77	269	57	69	71	81	278	547
9:00 AM	77	91	87	79	334	80	94	94	118	386	720
10:00 AM	61	81	94	88	324	104	109	83	85	381	705
11:00 AM	115	118	133	145	511	95	108	95	105	403	914
12:00 PM	131	127	105	133	496	87	92	114	92	385	881
1:00 PM	104	101	91	97	393	82	91	91	103	367	760
2:00 PM	92	128	104	91	415	96	77	87	94	354	769
3:00 PM	90	102	115	111	418	86	113	81	97	377	795
4:00 PM	117	104	114	121	456	88	106	65	94	353	809
5:00 PM	112	123	110	87	432	71	101	99	79	350	782
6:00 PM	99	106	99	93	397	81	89	69	64	303	700
7:00 PM	85	88	67	60	300	54	56	52	58	220	520
8:00 PM	72	63	56	66	257	53	60	70	71	254	511
9:00 PM	68	59	52	44	223	76	83	80	99	338	561
10:00 PM	68	72	56	53	249	110	132	108	82	432	681
11:00 PM	46	35	41	25	147	76	76	69	66	287	434
Total	49.9%				6237	50.1%				6251	
12488											



Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
 800-975-6938 Phone/Fax
 www.metrotrafficonline.com

48 Hour Count Report

Prepared For: **Carol Saucedo**
 Dowling Associates, Inc.
 428 J Street, Suite 500
 Sacramento, CA 95814
 (916) 266-2190

LOCATION SR 124 btw Main Street and SR 88

COUNTY Amador

COLLECTION DATE 8/15/08 - 8/16/08

NUMBER OF LANES 2

LATITUDE 38°19'35.97"N

LONGITUDE 120°56'11.99"W

WEATHER Clear

Friday - 8/15/08											Hourly Totals
Hour	Northbound					Southbound					
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	1	1	2	0	4	1	2	0	2	5	9
1:00 AM	1	0	0	0	1	2	0	2	1	5	6
2:00 AM	0	0	1	0	1	0	2	1	0	3	4
3:00 AM	3	3	3	7	16	1	0	6	2	9	25
4:00 AM	2	3	2	9	16	1	3	7	9	20	36
5:00 AM	14	7	23	34	78	9	12	7	14	42	120
6:00 AM	26	23	23	23	95	22	19	33	23	97	192
7:00 AM	29	21	43	39	132	42	31	18	27	118	250
8:00 AM	37	13	25	20	95	29	25	25	9	88	183
9:00 AM	35	22	19	15	91	25	21	19	21	86	177
10:00 AM	20	9	19	24	72	21	24	18	22	85	157
11:00 AM	22	23	22	39	106	25	29	18	25	97	203
12:00 PM	31	21	23	20	95	24	27	16	24	91	186
1:00 PM	23	21	39	32	115	23	29	21	32	105	220
2:00 PM	33	31	20	25	109	30	39	52	30	151	260
3:00 PM	39	21	30	30	120	35	47	32	43	157	277
4:00 PM	11	17	36	26	90	30	38	34	35	137	227
5:00 PM	32	27	28	37	124	22	27	25	31	105	229
6:00 PM	25	29	23	18	95	26	19	17	22	84	179
7:00 PM	17	19	12	19	67	21	13	23	11	68	135
8:00 PM	12	4	17	8	41	14	16	12	6	48	89
9:00 PM	9	11	16	15	51	16	14	7	6	43	94
10:00 PM	8	5	6	4	23	7	34	6	1	48	71
11:00 PM	4	3	3	5	15	6	6	2	6	20	35
Total	49.1%				1652	50.9%				1712	3364

Saturday - 8/16/08											Hourly Totals
Hour	Northbound					Southbound					
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	3	3	2	2	10	2	4	4	3	13	23
1:00 AM	1	1	0	0	2	1	0	0	0	1	3
2:00 AM	3	1	0	0	4	0	1	2	0	3	7
3:00 AM	1	1	0	3	5	0	1	0	0	1	6
4:00 AM	1	1	7	4	13	2	0	1	3	6	19
5:00 AM	16	21	24	31	92	2	2	4	13	21	113
6:00 AM	5	3	4	3	15	10	16	25	21	72	87
7:00 AM	19	11	12	17	59	16	5	13	14	48	107
8:00 AM	11	17	22	33	83	10	21	14	22	67	150
9:00 AM	21	17	23	29	90	17	31	13	22	83	173
10:00 AM	29	23	31	23	106	22	38	18	31	109	215
11:00 AM	44	32	31	33	140	23	28	36	34	121	261
12:00 PM	27	26	30	22	105	31	38	28	45	142	247
1:00 PM	25	32	34	25	116	25	39	34	22	120	236
2:00 PM	26	13	27	16	82	23	36	27	50	136	218
3:00 PM	21	10	10	14	55	31	33	16	21	101	156
4:00 PM	22	14	17	14	67	19	20	28	15	82	149
5:00 PM	15	18	16	18	67	16	14	22	11	63	130
6:00 PM	11	18	10	7	46	23	17	9	17	66	112
7:00 PM	10	12	6	10	38	16	12	14	13	55	93
8:00 PM	8	9	6	8	31	5	11	14	9	39	70
9:00 PM	10	8	16	5	39	9	10	7	6	32	71
10:00 PM	11	3	10	8	32	16	23	11	3	53	85
11:00 PM	3	6	2	8	19	4	8	4	4	20	39
Total	47.5%				1316	52.5%				1454	2770



Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
 800-975-6938 Phone/Fax
 www.metrotrafficonline.com

48 Hour Count Report

Prepared For: **Carol Saucedo**
 Dowling Associates, Inc.
 428 J Street, Suite 500
 Sacramento, CA 95814
 (916) 266-2190

LOCATION Main Street btw Preston Ave and Church Street

COUNTY Amador

COLLECTION DATE 8/15/08 - 8/16/08

NUMBER OF LANES 2

LATITUDE 38°21'9.71"N

LONGITUDE 120°56'1.91"W

WEATHER Clear

Friday - 8/15/08											Hourly Totals
Hour	Eastbound					Westbound					
12:00 AM	4	4	4	0	12	8	10	2	2	22	34
1:00 AM	0	8	1	3	12	4	3	5	3	15	27
2:00 AM	8	1	3	1	13	0	0	3	3	6	19
3:00 AM	2	4	4	4	14	8	5	5	4	22	36
4:00 AM	5	6	6	10	27	8	8	9	25	50	77
5:00 AM	20	11	36	31	98	27	39	66	57	189	287
6:00 AM	43	41	49	77	210	50	61	87	86	284	494
7:00 AM	61	76	108	131	376	80	88	124	104	396	772
8:00 AM	79	77	70	68	294	84	68	91	63	306	600
9:00 AM	47	64	64	71	246	74	51	40	62	227	473
10:00 AM	68	69	61	55	253	54	57	71	69	251	504
11:00 AM	99	64	88	90	341	75	66	94	91	326	667
12:00 PM	73	65	91	78	307	77	79	69	82	307	614
1:00 PM	76	73	92	117	358	69	89	101	65	324	682
2:00 PM	107	113	96	105	421	98	122	77	91	388	809
3:00 PM	129	110	96	107	442	96	88	100	86	370	812
4:00 PM	101	108	118	87	414	119	107	89	90	405	819
5:00 PM	93	99	68	72	332	87	87	93	70	337	669
6:00 PM	79	86	70	75	310	84	69	63	58	274	584
7:00 PM	51	66	70	49	236	54	59	71	49	233	469
8:00 PM	43	59	34	49	185	48	77	47	46	218	403
9:00 PM	39	31	38	23	131	37	51	34	36	158	289
10:00 PM	65	24	28	20	137	23	29	28	25	105	242
11:00 PM	16	17	15	8	56	13	17	19	14	63	119
Total	49.8%				5225	50.2%				5276	10501

Saturday - 8/16/08											Hourly Totals
Hour	Eastbound					Westbound					
12:00 AM	11	12	7	7	37	7	10	13	15	45	82
1:00 AM	5	5	11	3	24	10	5	3	2	20	44
2:00 AM	5	1	4	4	14	8	3	1	4	16	30
3:00 AM	2	2	2	4	10	5	2	5	4	16	26
4:00 AM	4	8	11	7	30	6	5	8	7	26	56
5:00 AM	7	17	19	19	62	15	31	51	20	117	179
6:00 AM	30	23	30	31	114	15	15	20	28	78	192
7:00 AM	31	32	42	40	145	25	27	42	38	132	277
8:00 AM	58	53	82	60	253	35	62	47	51	195	448
9:00 AM	51	80	85	90	306	52	53	55	63	223	529
10:00 AM	82	78	92	69	321	78	72	63	87	300	621
11:00 AM	89	91	85	101	366	85	122	128	87	422	788
12:00 PM	95	92	96	76	359	87	78	77	87	329	688
1:00 PM	87	82	78	81	328	87	106	101	60	354	682
2:00 PM	75	78	103	91	347	84	79	76	85	324	671
3:00 PM	94	59	66	65	284	85	63	69	62	279	563
4:00 PM	86	80	53	60	279	66	70	66	52	254	533
5:00 PM	63	68	58	67	256	73	54	80	64	271	527
6:00 PM	56	46	57	46	205	52	48	44	48	192	397
7:00 PM	40	50	40	43	173	56	46	38	48	188	361
8:00 PM	41	30	30	29	130	37	39	37	41	154	284
9:00 PM	37	27	29	39	132	26	43	42	36	147	279
10:00 PM	50	22	18	18	108	15	31	15	25	86	194
11:00 PM	12	20	12	11	55	18	16	17	17	68	123
Total	50.6%				4338	49.4%				4236	8574



Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
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 www.metrotrafficonline.com

48 Hour Count Report

Prepared For: **Carol Saucedo**
 Dowling Associates, Inc.
 428 J Street, Suite 500
 Sacramento, CA 95814
 (916) 266-2190

LOCATION SR 104 btw SR 124 and Main Street
 COUNTY Amador
 COLLECTION DATE 8/15/08 - 8/16/08
 NUMBER OF LANES 2

LATITUDE 38°21'11.50"N
 LONGITUDE 120°56'5.97"W
 WEATHER Clear

Friday - 8/15/08											
Hour	Northbound					Southbound					Hourly Totals
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	9	8	11	3	31	3	5	4	5	17	48
1:00 AM	2	4	3	5	14	0	1	9	2	12	26
2:00 AM	3	0	0	3	6	3	8	1	4	16	22
3:00 AM	4	8	5	4	21	1	3	5	5	14	35
4:00 AM	8	9	10	11	38	4	5	7	7	23	61
5:00 AM	26	30	48	74	178	10	21	12	39	82	260
6:00 AM	59	58	66	95	278	43	45	41	65	194	472
7:00 AM	100	81	103	161	445	77	67	92	147	383	828
8:00 AM	157	91	85	110	443	163	98	83	70	414	857
9:00 AM	82	65	58	39	244	67	61	73	80	281	525
10:00 AM	74	62	63	82	281	65	71	75	72	283	564
11:00 AM	80	87	68	100	335	71	81	62	85	299	634
12:00 PM	98	81	82	81	342	97	95	78	88	358	700
1:00 PM	94	75	90	112	371	89	76	59	107	331	702
2:00 PM	67	113	136	83	399	135	121	129	118	503	902
3:00 PM	91	136	114	94	435	143	156	135	105	539	974
4:00 PM	114	165	138	110	527	127	141	167	124	559	1086
5:00 PM	103	98	97	102	400	107	116	111	71	405	805
6:00 PM	72	83	78	69	302	84	94	89	80	347	649
7:00 PM	62	60	64	70	256	76	61	67	77	281	537
8:00 PM	56	55	69	57	237	57	49	55	55	216	453
9:00 PM	44	50	59	43	196	49	45	36	40	170	366
10:00 PM	38	35	22	29	124	30	65	30	33	158	282
11:00 PM	25	13	22	18	78	21	19	20	17	77	155
Total	50.1%				5981	49.9%				5962	
11943											

Saturday - 8/16/08											
Hour	Northbound					Southbound					Hourly Totals
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	13	10	9	10	42	7	13	12	7	39	81
1:00 AM	13	10	5	3	31	5	7	4	9	25	56
2:00 AM	2	9	3	2	16	4	6	2	4	16	32
3:00 AM	4	5	2	6	17	2	2	1	2	7	24
4:00 AM	3	7	7	8	25	3	4	7	10	24	49
5:00 AM	9	15	29	55	108	13	10	19	25	67	175
6:00 AM	17	13	14	20	64	18	34	24	33	109	173
7:00 AM	30	29	34	41	134	32	29	37	49	147	281
8:00 AM	43	43	76	59	221	42	64	69	79	254	475
9:00 AM	62	65	62	84	273	70	66	81	102	319	592
10:00 AM	74	85	85	81	325	88	87	85	93	353	678
11:00 AM	86	108	128	134	456	85	101	98	89	373	829
12:00 PM	103	96	91	83	373	96	102	108	96	402	775
1:00 PM	96	99	119	108	422	81	97	95	79	352	774
2:00 PM	57	92	77	87	313	95	81	93	104	373	686
3:00 PM	82	94	70	70	316	112	103	75	68	358	674
4:00 PM	76	72	76	66	290	70	86	86	63	305	595
5:00 PM	62	75	68	101	306	84	72	70	82	308	614
6:00 PM	70	66	53	47	236	81	67	53	70	271	507
7:00 PM	52	58	56	45	211	47	53	52	46	198	409
8:00 PM	60	41	43	38	182	51	43	32	34	160	342
9:00 PM	41	24	46	48	159	33	35	23	32	123	282
10:00 PM	35	18	29	21	103	50	51	23	20	144	247
11:00 PM	23	21	16	16	76	17	15	24	17	73	149
Total	49.5%				4699	50.5%				4800	
9499											



Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
 800-975-6938 Phone/Fax
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48 Hour Count Report

Prepared For: **Carol Saucedo**
 Dowling Associates, Inc.
 428 J Street, Suite 500
 Sacramento, CA 95814
 (916) 266-2190

LOCATION Latrobe Road n/o SR 16

COUNTY Amador

COLLECTION DATE 8/15/08 - 8/16/08

NUMBER OF LANES 2

LATITUDE 38°27'14.82"N

LONGITUDE 120°55'4.22"W

WEATHER Clear

Friday - 8/15/08											Hourly Totals
Hour	Northbound					Southbound					
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	1	3	3	1	8	1	5	1	1	8	16
1:00 AM	4	1	2	0	7	3	4	2	1	10	17
2:00 AM	2	3	2	2	9	2	0	2	0	4	13
3:00 AM	3	1	3	0	7	1	1	0	1	3	10
4:00 AM	6	4	2	3	15	0	1	0	4	5	20
5:00 AM	2	12	8	10	32	1	5	7	2	15	47
6:00 AM	8	10	22	24	64	12	6	15	20	53	117
7:00 AM	19	19	18	21	77	12	13	31	25	81	158
8:00 AM	18	12	22	23	75	20	11	15	12	58	133
9:00 AM	23	11	17	27	78	20	20	19	18	77	155
10:00 AM	19	25	17	12	73	8	28	21	9	66	139
11:00 AM	13	22	20	19	74	14	24	29	24	91	165
12:00 PM	15	22	13	14	64	20	7	20	18	65	129
1:00 PM	15	20	15	16	66	21	20	23	27	91	157
2:00 PM	19	23	18	24	84	22	22	32	35	111	195
3:00 PM	27	24	25	22	98	29	27	27	38	121	219
4:00 PM	24	30	13	24	91	51	24	45	32	152	243
5:00 PM	22	22	14	30	88	30	36	35	39	140	228
6:00 PM	17	23	11	17	68	39	22	19	26	106	174
7:00 PM	16	11	9	9	45	19	27	22	22	90	135
8:00 PM	12	8	9	10	39	20	23	11	11	65	104
9:00 PM	5	2	8	7	22	11	18	14	9	52	74
10:00 PM	13	5	6	6	30	8	10	15	6	39	69
11:00 PM	5	1	3	1	10	4	5	8	12	29	39
Total	44.4%				1224	55.6%				1532	2756

Saturday - 8/16/08											Hourly Totals
Hour	Northbound					Southbound					
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	4	1	2	1	8	7	3	3	3	16	24
1:00 AM	2	1	3	4	10	2	5	3	0	10	20
2:00 AM	1	1	1	0	3	6	5	1	1	13	16
3:00 AM	4	2	1	4	11	1	0	0	0	1	12
4:00 AM	0	1	2	1	4	2	2	4	2	10	14
5:00 AM	1	2	4	2	9	2	2	5	4	13	22
6:00 AM	2	3	6	7	18	4	1	5	5	15	33
7:00 AM	4	5	7	7	23	3	5	16	5	29	52
8:00 AM	13	12	9	24	58	7	10	14	19	50	108
9:00 AM	17	15	25	20	77	15	15	39	19	88	165
10:00 AM	18	8	18	17	61	16	26	27	16	85	146
11:00 AM	20	15	29	21	85	34	26	25	36	121	206
12:00 PM	17	20	28	15	80	18	21	28	25	92	172
1:00 PM	22	15	18	20	75	31	19	23	27	100	175
2:00 PM	17	15	21	27	80	26	32	29	29	116	196
3:00 PM	23	12	23	22	80	18	17	29	25	89	169
4:00 PM	20	17	14	25	76	30	31	20	30	111	187
5:00 PM	18	14	25	18	75	37	21	20	26	104	179
6:00 PM	17	18	14	13	62	25	20	26	15	86	148
7:00 PM	18	13	6	16	53	18	11	17	17	63	116
8:00 PM	11	13	8	11	43	13	17	10	16	56	99
9:00 PM	12	8	6	11	37	9	11	17	18	55	92
10:00 PM	15	15	7	4	41	11	17	21	10	59	100
11:00 PM	8	6	6	5	25	9	12	11	5	37	62
Total	43.5%				1094	56.5%				1419	2513



Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
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 www.metrotraffdata.com

48 Hour Count Report

Prepared For: **Carol Saucedo**
 Dowling Associates, Inc.
 428 J Street, Suite 500
 Sacramento, CA 95814
 (916) 266-2190

LOCATION SR 16 btw SR 124 and Latrobe Road

COUNTY Amador

COLLECTION DATE 8/15/08 - 8/16/08

NUMBER OF LANES 2

LATITUDE 38°27'8.61"N

LONGITUDE 120°54'55.79"W

WEATHER Clear

Friday - 8/15/08											Hourly Totals
Hour	Eastbound					Westbound					
12:00 AM	12	17	13	10	52	10	14	14	13	51	103
1:00 AM	12	11	8	9	40	11	8	7	7	33	73
2:00 AM	8	7	8	6	29	14	20	8	10	52	81
3:00 AM	5	4	2	5	16	13	9	12	10	44	60
4:00 AM	4	6	6	17	33	19	25	24	24	92	125
5:00 AM	18	15	17	9	59	37	48	59	60	204	263
6:00 AM	26	20	40	40	126	51	64	90	70	275	401
7:00 AM	29	43	67	66	205	63	63	74	57	257	462
8:00 AM	60	36	51	55	202	75	72	70	67	284	486
9:00 AM	57	64	72	68	261	73	43	66	67	249	510
10:00 AM	43	76	85	48	252	54	63	74	57	248	500
11:00 AM	68	75	71	97	311	50	59	77	58	244	555
12:00 PM	75	43	67	73	258	43	65	44	70	222	480
1:00 PM	73	77	70	83	303	55	64	56	61	236	539
2:00 PM	79	97	86	94	356	58	63	67	75	263	619
3:00 PM	118	104	100	118	440	67	64	72	67	270	710
4:00 PM	125	98	128	126	477	79	71	43	86	279	756
5:00 PM	125	120	123	131	499	49	69	55	77	250	749
6:00 PM	123	113	93	110	439	54	53	38	42	187	626
7:00 PM	81	67	76	68	292	43	37	42	34	156	448
8:00 PM	71	64	47	62	244	39	29	38	32	138	382
9:00 PM	47	67	50	41	205	22	18	17	23	80	285
10:00 PM	49	41	40	41	171	28	20	20	22	90	261
11:00 PM	39	37	46	40	162	23	12	24	11	70	232
Total	56.0%				5432	44.0%				4274	9706

Saturday - 8/16/08											Hourly Totals
Hour	Eastbound					Westbound					
12:00 AM	30	18	16	20	84	14	13	12	14	53	137
1:00 AM	13	21	11	9	54	12	13	13	14	52	106
2:00 AM	8	18	10	9	45	10	9	10	11	40	85
3:00 AM	8	4	3	3	18	15	12	8	19	54	72
4:00 AM	8	11	6	11	36	11	12	8	9	40	76
5:00 AM	7	8	12	13	40	19	24	16	16	75	115
6:00 AM	15	10	19	13	57	27	17	26	28	98	155
7:00 AM	23	19	38	21	101	31	24	28	30	113	214
8:00 AM	31	34	47	59	171	30	50	40	50	170	341
9:00 AM	55	52	83	60	250	49	50	74	51	224	474
10:00 AM	75	59	85	61	280	53	56	65	69	243	523
11:00 AM	98	94	71	99	362	52	60	77	63	252	614
12:00 PM	80	59	86	96	321	63	79	72	46	260	581
1:00 PM	85	71	92	77	325	58	53	58	60	229	554
2:00 PM	71	97	72	102	342	50	65	58	57	230	572
3:00 PM	85	71	85	86	327	69	62	60	70	261	588
4:00 PM	82	92	72	89	335	74	60	64	77	275	610
5:00 PM	94	79	90	78	341	59	66	74	54	253	594
6:00 PM	81	71	59	59	270	68	55	45	36	204	474
7:00 PM	73	59	60	70	262	54	45	28	42	169	431
8:00 PM	48	40	42	49	179	39	54	37	41	171	350
9:00 PM	39	52	50	41	182	36	35	31	34	136	318
10:00 PM	34	39	54	47	174	47	39	29	43	158	332
11:00 PM	50	37	35	26	148	29	24	22	27	102	250
Total	54.9%				4704	45.1%				3862	8566



Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
 800-975-6938 Phone/Fax
 www.metrotrafficonline.com

48 Hour Count Report

Prepared For: **Carol Saucedo**
 Dowling Associates, Inc.
 428 J Street, Suite 500
 Sacramento, CA 95814
 (916) 266-2190

LOCATION SR 16 btw SR 49 and SR 124

COUNTY Amador

COLLECTION DATE 8/15/08 - 8/16/08

NUMBER OF LANES 2

LATITUDE 38°27'15.05"N

LONGITUDE 120°52'15.67"W

WEATHER Clear

Friday - 8/15/08											Hourly Totals
Hour	Eastbound					Westbound					
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	18	10	15	9	52	17	22	10	14	63	115
1:00 AM	13	8	10	4	35	12	9	9	20	50	85
2:00 AM	7	7	6	4	24	19	11	16	10	56	80
3:00 AM	3	4	6	6	19	8	16	13	25	62	81
4:00 AM	4	7	13	20	44	22	31	29	43	125	169
5:00 AM	21	19	16	21	77	51	73	66	63	253	330
6:00 AM	24	55	34	39	152	88	98	90	81	357	509
7:00 AM	46	63	91	81	281	90	70	71	104	335	616
8:00 AM	57	50	69	75	251	97	82	86	83	348	599
9:00 AM	70	87	76	52	285	72	82	89	60	303	588
10:00 AM	87	77	87	64	315	84	90	78	62	314	629
11:00 AM	102	101	102	88	393	83	97	84	65	329	722
12:00 PM	66	87	96	83	332	72	74	93	60	299	631
1:00 PM	79	93	94	108	374	82	80	64	88	314	688
2:00 PM	117	106	108	124	455	70	76	97	78	321	776
3:00 PM	131	115	130	122	498	91	96	99	109	395	893
4:00 PM	114	143	133	150	540	77	88	81	79	325	865
5:00 PM	123	152	142	141	558	79	94	85	75	333	891
6:00 PM	131	112	111	98	452	78	53	61	56	248	700
7:00 PM	84	81	81	83	329	39	54	43	54	190	519
8:00 PM	61	59	76	43	239	38	51	42	36	167	406
9:00 PM	74	60	50	56	240	31	22	31	25	109	349
10:00 PM	50	43	39	39	171	21	24	33	22	100	271
11:00 PM	42	42	41	38	163	25	19	17	17	78	241
Total	53.4%				6279	46.6%				5474	11753

Saturday - 8/16/08											Hourly Totals
Hour	Eastbound					Westbound					
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	13	16	21	14	64	13	19	17	14	63	127
1:00 AM	15	12	6	10	43	16	15	17	9	57	100
2:00 AM	13	15	9	6	43	13	12	10	19	54	97
3:00 AM	9	7	1	8	25	12	10	26	9	57	82
4:00 AM	8	5	9	14	36	12	14	16	24	66	102
5:00 AM	11	10	16	20	57	27	30	21	28	106	163
6:00 AM	12	22	22	21	77	18	30	42	30	120	197
7:00 AM	25	39	25	40	129	36	41	33	37	147	276
8:00 AM	40	43	92	63	238	48	64	60	67	239	477
9:00 AM	55	112	74	81	322	63	96	65	85	309	631
10:00 AM	84	105	73	108	370	71	80	89	77	317	687
11:00 AM	114	97	129	95	435	83	103	81	84	351	786
12:00 PM	76	105	94	102	377	107	87	64	76	334	711
1:00 PM	86	102	106	84	378	75	63	68	71	277	655
2:00 PM	105	96	122	98	421	88	72	76	80	316	737
3:00 PM	87	92	80	86	345	82	79	81	91	333	678
4:00 PM	108	75	116	88	387	74	80	99	82	335	722
5:00 PM	82	100	81	80	343	86	98	82	80	346	689
6:00 PM	70	72	53	70	265	74	57	51	58	240	505
7:00 PM	58	61	68	56	243	50	44	51	49	194	437
8:00 PM	39	46	47	42	174	60	47	49	37	193	367
9:00 PM	50	46	33	31	160	48	34	51	39	172	332
10:00 PM	38	47	50	50	185	41	36	35	33	145	330
11:00 PM	25	45	26	26	122	27	32	30	22	111	233
Total	51.8%				5239	48.2%				4882	10121



Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
 800-975-6938 Phone/Fax
 www.metrotrafficonline.com

48 Hour Count Report

Prepared For: **Carol Saucedo**
 Dowling Associates, Inc.
 428 J Street, Suite 500
 Sacramento, CA 95814
 (916) 266-2190

LOCATION SR 49 btw Main Casino Entrance and SR 49/SR 16 Junction

LATITUDE 38°27'30.43"N

COUNTY Amador

LONGITUDE 120°51'30.35"W

COLLECTION DATE 8/15/08 - 8/16/08

WEATHER Clear

NUMBER OF LANES 2

Friday - 8/15/08											Hourly Totals
Hour	Northbound					Southbound					
12:00 AM	9	5	6	11	31	4	2	3	6	15	46
1:00 AM	4	3	3	4	14	4	3	3	2	12	26
2:00 AM	4	4	1	6	15	4	1	3	4	12	27
3:00 AM	5	1	3	3	12	3	0	8	9	20	32
4:00 AM	1	3	5	3	12	6	8	17	13	44	56
5:00 AM	8	10	12	11	41	17	23	47	45	132	173
6:00 AM	18	14	20	24	76	34	52	57	65	208	284
7:00 AM	31	33	41	43	148	46	78	55	94	273	421
8:00 AM	50	48	40	51	189	97	83	55	48	283	472
9:00 AM	47	36	44	62	189	54	63	75	67	259	448
10:00 AM	43	55	52	55	205	58	60	70	70	258	463
11:00 AM	43	62	73	62	240	56	53	58	87	254	494
12:00 PM	66	68	62	77	273	67	63	66	68	264	537
1:00 PM	71	59	65	74	269	59	62	77	64	262	531
2:00 PM	87	71	80	77	315	66	76	74	89	305	620
3:00 PM	79	84	78	89	330	58	85	84	81	308	638
4:00 PM	87	73	86	90	336	83	62	74	73	292	628
5:00 PM	94	78	92	80	344	75	73	74	79	301	645
6:00 PM	87	73	67	56	283	53	57	52	37	199	482
7:00 PM	53	39	39	38	169	45	33	34	28	140	309
8:00 PM	40	39	35	56	170	33	33	21	27	114	284
9:00 PM	37	25	21	30	113	25	25	19	16	85	198
10:00 PM	28	23	22	30	103	9	13	13	16	51	154
11:00 PM	23	11	12	13	59	13	11	5	4	33	92
Total	48.8%				3936	51.2%				4124	8060

Saturday - 8/16/08											Hourly Totals
Hour	Northbound					Southbound					
12:00 AM	10	9	9	7	35	10	5	2	6	23	58
1:00 AM	5	4	11	3	23	2	2	1	1	6	29
2:00 AM	5	4	3	3	15	2	1	1	2	6	21
3:00 AM	2	5	1	0	8	1	1	3	4	9	17
4:00 AM	4	0	2	3	9	3	6	5	6	20	29
5:00 AM	11	10	5	9	35	8	10	26	10	54	89
6:00 AM	8	10	15	10	43	11	12	17	24	64	107
7:00 AM	15	20	25	19	79	19	22	30	31	102	181
8:00 AM	19	24	19	39	101	25	36	47	52	160	261
9:00 AM	39	35	37	40	151	47	51	58	72	228	379
10:00 AM	45	43	54	67	209	67	42	65	67	241	450
11:00 AM	62	70	64	82	278	54	63	74	67	258	536
12:00 PM	74	68	79	74	295	78	65	67	53	263	558
1:00 PM	80	56	64	69	269	75	56	67	43	241	510
2:00 PM	72	64	77	67	280	67	62	59	53	241	521
3:00 PM	67	63	64	55	249	56	72	60	70	258	507
4:00 PM	62	72	64	53	251	61	52	60	67	240	491
5:00 PM	49	40	62	57	208	70	63	73	73	279	487
6:00 PM	46	35	42	40	163	70	42	49	35	196	359
7:00 PM	38	22	26	26	112	35	26	28	27	116	228
8:00 PM	30	21	16	23	90	25	36	33	27	121	211
9:00 PM	24	13	14	13	64	25	26	31	26	108	172
10:00 PM	9	17	22	17	65	20	12	23	29	84	149
11:00 PM	21	14	12	16	63	21	15	14	9	59	122
Total	47.8%				3095	52.2%				3377	6472



Metro Traffic Data Inc.
 310 N. Irwin Street - Suite 20
 Hanford, CA 93230
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 www.metrotraffdata.com

48 Hour Count Report

Prepared For: **Carol Saucedo**
 Dowling Associates, Inc.
 428 J Street, Suite 500
 Sacramento, CA 95814
 (916) 266-2190

LOCATION SR 88 btw SR 12 West and Kettleman Lane

COUNTY San Joaquin

COLLECTION DATE 8/15/08 - 8/16/08

NUMBER OF LANES 2

LATITUDE 38° 7'56.99"N

LONGITUDE 121° 9'54.41"W

WEATHER Clear

Friday - 8/15/08											Hourly Totals
Hour	Eastbound					Westbound					
12:00 AM	16	19	9	14	58	22	19	16	9	66	124
1:00 AM	12	8	10	13	43	39	17	19	21	96	139
2:00 AM	6	7	2	6	21	27	31	29	16	103	124
3:00 AM	8	7	15	16	46	22	31	26	30	109	155
4:00 AM	8	8	25	23	64	33	20	38	44	135	199
5:00 AM	31	43	54	75	203	56	48	53	62	219	422
6:00 AM	56	50	59	42	207	64	69	93	110	336	543
7:00 AM	52	46	60	76	234	130	110	147	128	515	749
8:00 AM	60	79	68	75	282	133	103	62	101	399	681
9:00 AM	71	69	59	85	284	91	98	96	104	389	673
10:00 AM	93	88	89	105	375	87	84	82	110	363	738
11:00 AM	108	88	119	98	413	72	85	83	88	328	741
12:00 PM	82	101	103	87	373	91	94	96	100	381	754
1:00 PM	137	155	121	147	560	108	99	98	122	427	987
2:00 PM	103	113	129	128	473	97	104	111	139	451	924
3:00 PM	141	150	135	131	557	112	116	107	114	449	1006
4:00 PM	126	140	158	167	591	107	117	115	108	447	1038
5:00 PM	135	152	183	163	633	104	90	100	88	382	1015
6:00 PM	154	122	111	132	519	87	80	84	74	325	844
7:00 PM	121	98	106	87	412	72	71	56	62	261	673
8:00 PM	88	81	102	92	363	68	50	57	52	227	590
9:00 PM	101	80	87	68	336	55	46	56	42	199	535
10:00 PM	76	71	64	64	275	50	53	34	41	178	453
11:00 PM	61	46	45	33	185	37	26	26	28	117	302
Total	52.1%				7507	47.9%				6902	14409

Saturday - 8/16/08											Hourly Totals
Hour	Eastbound					Westbound					
12:00 AM	32	27	29	23	111	27	19	29	25	100	211
1:00 AM	21	16	13	11	61	24	46	40	28	138	199
2:00 AM	14	6	13	4	37	26	25	28	25	104	141
3:00 AM	10	9	11	10	40	33	32	30	31	126	166
4:00 AM	15	16	12	22	65	31	32	34	27	124	189
5:00 AM	33	32	28	31	124	22	33	50	37	142	266
6:00 AM	30	21	30	31	112	42	38	53	42	175	287
7:00 AM	43	26	46	48	163	61	69	76	54	260	423
8:00 AM	51	58	49	58	216	55	63	75	87	280	496
9:00 AM	76	81	72	100	329	72	77	101	99	349	678
10:00 AM	97	95	97	99	388	93	85	93	102	373	761
11:00 AM	115	113	98	127	453	96	93	95	100	384	837
12:00 PM	105	106	133	85	429	105	87	109	96	397	826
1:00 PM	116	95	101	110	422	97	88	85	98	368	790
2:00 PM	93	83	94	88	358	108	85	115	101	409	767
3:00 PM	112	74	97	89	372	84	124	106	97	411	783
4:00 PM	85	88	70	79	322	81	100	86	90	357	679
5:00 PM	90	72	101	92	355	78	83	83	87	331	686
6:00 PM	92	73	78	62	305	84	76	84	69	313	618
7:00 PM	75	69	81	67	292	76	71	79	79	305	597
8:00 PM	70	75	55	60	260	72	72	75	84	303	563
9:00 PM	58	56	56	59	229	75	69	55	57	256	485
10:00 PM	62	49	50	49	210	43	64	55	50	212	422
11:00 PM	45	50	44	26	165	42	39	37	24	142	307
Total	47.8%				5818	52.2%				6359	12177