Mooretown Rancheria
Transportation Planning Study

Prepared by:

Local Government Commission;
Michael Sweeney, AICP; and
KD Anderson and Associates

January 2009

ATTACHMENTS

Traffic Impact Analysis
Community Image Survey

A Report for the Mooretown Rancheria of Concow-Maidu

TRAFFIC IMPACT ANALYSIS

For

MOORETOWN RANCHERIA TRANSPORTATION PLAN
Butte, CA

FINAL REPORT

Prepared For:

Local Government Commission
1414 K Street, Suite 600
Sacramento, CA 95814

Prepared By:

KD Anderson & Associates, Inc.
3853 Taylor Road, Suite G
Loomis, CA 95650
(916) 660-1555

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TRAFFIC IMPACT ANALYSIS FOR MOORETOWN RANCHERIA TRANSPORTATION PLAN

Butte County, CA

FINAL REPORT

INTRODUCTION

This report summarizes **KD Anderson & Associates, Inc.** analysis of the potential short term and long term traffic impacts associated with development within the **Mooretown Rancheria** in Butte County, California. The Rancheria is currently the home to Feather Falls Casino, as well as tribal residences and support facilities. The Mooretown Rancheria is located immediately east of Lower Wyandotte Road in rural Butte County approximately three miles east of State Route 70 and three miles outside of the City of Oroville. The overall development plan for the Rancheria addresses the possibility of residential / commercial growth and potential casino / lodging expansion, as well as the development of new access and changes to on-site circulation.

Study Scope. The purpose of the overall analysis is to present an assessment of potential project specific and cumulative traffic impacts associated with development at the Rancheria and to suggest feasible measures for mitigating identified impacts. The first phase of the analysis included evaluation of existing circulation conditions in the area. The second phase of the study identified the characteristics of development alternatives, including estimated trip generation, directional distribution, and assignment of the project traffic. The effects of this new traffic on on-site circulation and site access were identified. The third study phase considers the impacts of the project both on-site and off-site within the context of current traffic conditions and long term future traffic volume forecasts developed using the BCAG countywide travel demand forecasting model for year 2030 conditions.

EXISTING SETTING

This report section describes current traffic volume levels and accompanying traffic operations on the roadways and intersections within the study area.

Existing Street System

Regional access to Mooretown Rancheria is via several Butte County roads that link the site with State Route 70 to the west of the site and with State Route 162 through Oroville.

State Route 70. State Route 70 (SR 70) is the primary route linking Oroville with the Sacramento metropolitan area to the south. This route extends from Sacramento through Marysville to Oroville before continuing northeasterly to US 395 in Nevada. Today SR 70 is a two lane rural road in the area where routes to Mooretown Rancheria access the state highway. SR 70 widens to a multi-lane controlled access freeway through the City of Oroville. The 2005 Butte County Regional Transportation Plan (RTP) notes that widening SR 70 to 4 lanes from SR 162 in Oroville to Ophir Road with construction of an interchange at the Ophir Road intersection is one of 14 listed priorities.

The volume of traffic on SR 70 varies along its length. Today the California Department of Transportation (Caltrans) reports that SR 70 carries an *Average Annual Daily Traffic (AADT)* volume of 12,900 vehicles per day in the area of the Ophir Road intersection.

Ophir Road is a major road that links the Mooretown Rancheria with SR 70. Ophir Road originates at an unsignalized intersection on the state highway and continues east for approximately 3 miles to a signalized intersection with Lower Wyandotte Road just west of the Rancheria. Today Ophir Road is a two lane rural highway. Traffic counts by Butte County in 2001 indicated that Ophir Road carries approximately 6,500 vehicles per day in the area between SR 70 and Lower Wyandotte Road.

Lower Wyandotte Road provides direct access to the Rancheria. Lower Wyandotte Road extends south from an intersection on SR 162 in Oroville for approximately 3 miles to the Rancheria before continuing another three miles to its terminus at Foothill Blvd in the community of Wyandotte. Lower Wyandotte Road is a major two lane road, and Butte County traffic counts made in 2003 indicated that the road carries 6,600 vehicles per day north of the Ophir Road intersection.

Various local roads link portions of the Rancheria with Lower Wyandotte Road.

Alverda Drive is the primary access to the non-casino portions of the Rancheria, although traffic counts suggest that it is also used by some casino guests. Alverda Drive extends east as a two lane road from an unsignalized intersection on Lower Wyandotte Road to an all-way stop controlled intersection with the Feather Falls Access Road. Alverda Drive continues east from that intersection through the entrance to the main Feather Falls Casino parking lot to Lorene Court.

Feather Falls Blvd is the designated entrance to the Casino. This two lane road begins at an intersection on Lower Wyandotte Road east of Alverda Drive and continues north along the RV campground access to Alverda Drive.

Pano Lane, Concow Maidu Drive and **Majhi Lane** are two lane local streets that serve the Rancheria's residential area north of Alverda Drive.

Traffic Count Program

An extensive traffic count program was conducted to provide a basis for evaluating current traffic operations and also for estimating future traffic volumes.

Daily Traffic Counts were made on key roads over a 7 day period at ten (10) locations identified in Table 1. These counts were broken down by hour to separate traffic volumes occurring during normal daylight hours from the volumes associated with peak casino activity. (The counts are included in the Appendix.)

Intersection Turning Movement Counts were made at the times when peak traffic volumes occurred in order to identify travel patterns and to provide a basis for evaluating the operating Level of Service at important locations. Weekday (Friday) p.m. (4:00 to 6:00 p.m.) peak hour intersection turning movement counts were made at five (5) intersections. These counts would be representative of "worst case" weekday conditions. Weekend (Saturday Night) counts were made at these intersections before a show (6:00 to 8:00 p.m.) and after a show (9:00 to 11:00 p.m.).

Pedestrian Volume counts were also made at the casino entrance during the Saturday peak hour intersection counts.

Daily Traffic Volume Counts. The results of the machine traffic counts collected during the week of Tuesday September 25th to Monday October 1st 2007 are included in the appendix to this report, and key statistics from that data are presented in Table 1.

While it is likely that the volume of traffic on these roads may vary somewhat throughout the year, review of this information yields the following conclusions:

- The volume on Lower Wyandotte Road is higher on weekdays than on weekends, even with the traffic being generated by Feather Falls Casino.

- The weekday volumes on the Rancheria's roads that link the site with Lower Wyandotte Road are also similar too but slightly higher than the observed weekend volumes.

TABLE 1
DAILY TRAFFIC VOLUME COUNTS

Road	From	To	Weekday (Monday thru Friday)			Weekend (Saturday thru Sunday)		
			Daily	Highest Hour		Daily	Highest Hour	
			Volume	Volume	Time	Volume	Volume	Hour
Lower Wyandotte Rd	Upper Palermo Rd	Pano Lane	7,112	650	7:30 am	5,343	488	5:00 p.m. Sunday
	Pano Lane	Alverda Drive	9,304	869	4:45 pm	7,894	727	5:30 p.m. Sunday
	Alverda Drive	Feather Falls Blvd	6,550	628	5:00 pm	5,772	507	5:00 p.m. Sunday
	Feather Falls Blvd	Iron Horse Road	4,058	349	4:45 pm	3,070	253	4:45 p.m. Sunday
Pano Lane	Lower Wyandotte Rd	Concow Maidu Dr	366	39	2:30 pm	320	35	7:45 p.m. Saturday
Alverda Drive	Lower Wyandotte Rd	Concow Maidu Dr	2,772	247	6:00 pm	2,448	244	5:30 p.m. Sunday
	Feather Falls Blvd	Main Parking Lot	3,116	363	8:15 pm	3,059	336	6:00 p.m. Sunday
	Main Parking lot	Lorene Court	736	71	3:15 pm	693	58	2:00 p.m. Saturday
Feather Falls Blvd	Lower Wyandotte Rd	Campground	4,001	436	4:45 pm	3,742	417	5:15 p.m. Sunday
	Campground	Alverda Drive	3,977	436	4:45 pm	3,652	415	5:15 p.m. Sunday

Peak Hour Intersection Traffic Counts. Turning movement counts were conducted at study intersections on Friday September 28th and Saturday September 29th, 2007. The hours selected for these counts were selected before the daily count program was conducted and were intended to capture the typical weekday peak hour and the peak periods before and after a Saturday night event. Figure 1 presents the results of these counts.

While this data will subsequently be used for calculation of intersection operating Levels of Service, review of this data does yield the following conclusions.

- During these peak hours, close to 90% of the traffic arriving at the Rancheria is from the west on Lower Wyandotte Road.
- Entering traffic during these peak hours typically uses the Feather Fall Access (80%) rather than Alverda Drive (20%) even though they drive past the Alverda Drive entrance, but more than half of the exiting traffic uses Alverda Drive to reach Lower Wyandotte Road.

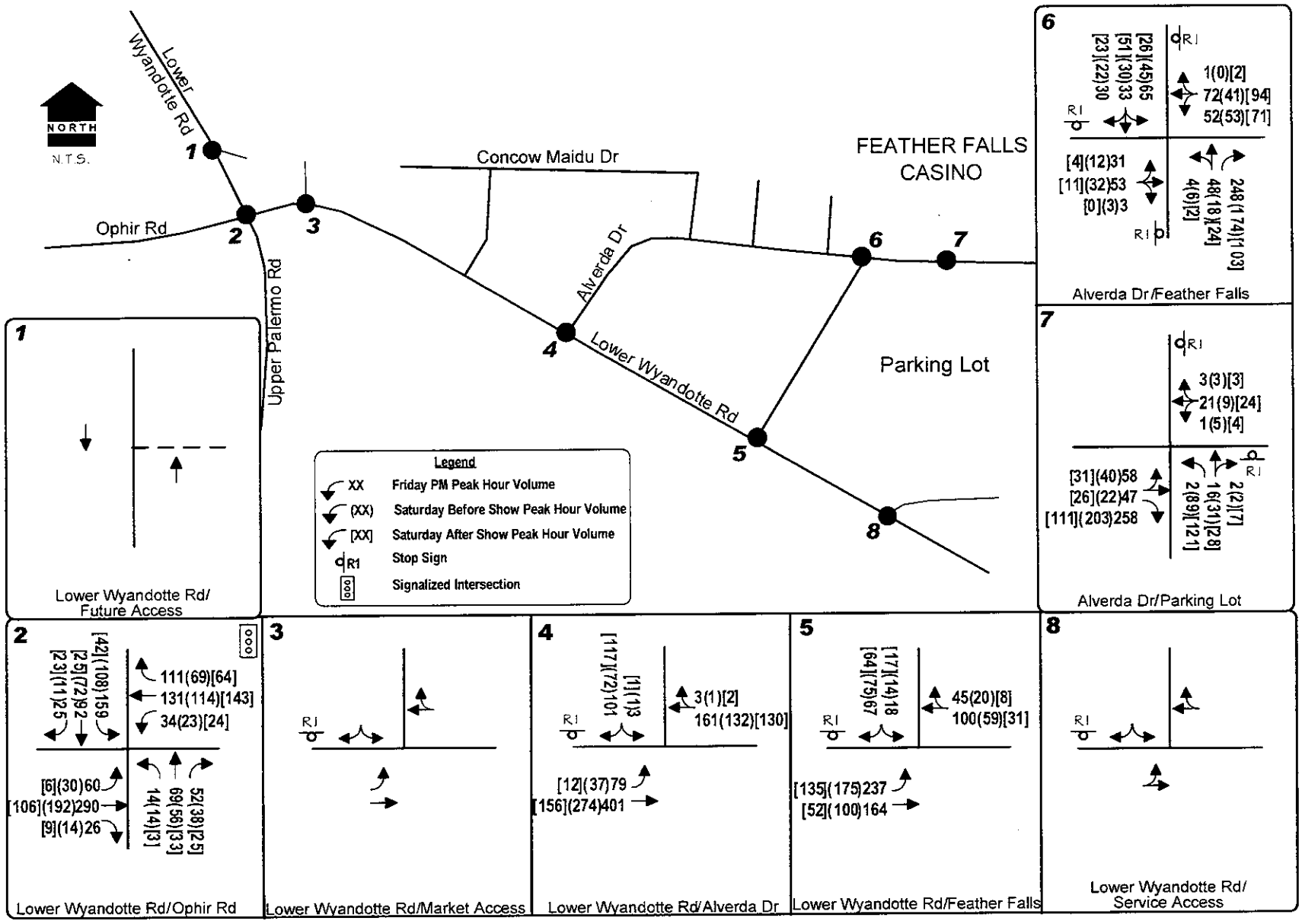
Pedestrian Counts. The number of pedestrians crossing local streets was counted during the peak hour traffic volume counts. On the weekend evenings that these observations were made, there was very little pedestrian activity at any location except for the main Casino access intersection on Alverda Drive. At this intersection 422 and 455 pedestrians were observed crossing Alverda Drive during the highest volume hour before and after the show, respectively.

TABLE 2
PEDESTRIAN COUNTS

Location	Direction	Number of Pedestrians per hour - Saturday	
		Before Show	After Show
Main Entrance	Across Alverda Drive	422	455

This pedestrian activity was observed on Saturday night by the consultant, and the following initial conclusions were made:

- There is a well marked crosswalk across Alverda Drive at the Casino Entrance and 90% of the pedestrians crossing Alverda Drive used this crosswalk.
- However, before or after crossing Alverda Drive, nearly all of the pedestrians parking in the western half of the main parking lot "jay-walk" across the throat of the driveway approaching the intersection.
- To a high degree, this pedestrian pattern results from the layout of the parking lot, which has a main aisle that is connected to the throat of the entrance in very close proximity to Alverda Drive.
- Jaywalking pedestrians create conflicts with both entering and exiting vehicles, particularly with arriving vehicles that are making right turns into the parking lot. However, because this right turning traffic proceeds slowly, drivers generally had time to stop for pedestrians.



KD Anderson & Associates, Inc.
Transportation Engineers

EXISTING TRAFFIC VOLUMES AND LANE CONFIGURATIONS

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figure 1

Level of Service: Methodology and Standards

To quantitatively evaluate traffic conditions and to provide a basis for comparison of operating conditions with and without project generated traffic, "Levels of Service" were determined at study area intersections and on individual roadway segments.

"Level of Service" (LOS) is a quantitative measure of traffic operating conditions whereby a letter grade "A" through "F" is assigned to an intersection. LOS "A" through "F" represents progressively worsening traffic conditions. The characteristics associated with the various LOS for intersections are presented in Table 3.

The Butte County General Plan Circulation Element establishes the allowable Level of Service standard for public roads, and this measure could be applicable to roads on the Rancheria itself. The desirable Level of Service is LOS "C".

Levels of Service were calculated for different intersection control types and roadway segments using the applicable methodology contained in the 2000 Highway Capacity Manual, as well as information contained in the *Butte County General Plan Update 2030 Setting and Trends* using the procedures outlined as follows:

It is important to recognize, however, that these thresholds deal with the flow of traffic and the ability of the road to accommodate projected traffic volumes are desired speeds with minimal delay. Other factors may come into play on residential streets where the quality of life for Rancheria residents may be affected at much lower traffic volumes.

Signalized Intersections. Procedures used for calculating Levels of Service at signalized intersections are as presented in the Highway Capacity Manual, 2000 edition. In addition to traffic volume, these procedures make use of geometric information and traffic signal timing data to estimate delay by approach and overall delay.

Unsignalized Intersections. The procedure for calculating the Level of Service at unsignalized intersections is based on the relative availability of gaps in traffic and the delay experienced for each movement that must yield the right-of-way. The number of gaps is related to delay and is a function of the volume and speed of conflicting traffic, type of control (stop or yield), and qualitative intersection geometrics. Like signalized intersections where overall traffic operation is described by one Level of Service grade, a Level of Service is calculated for the intersection but can also be calculated for each movement yielding the right-of-way to others. Levels of Service at unsignalized intersections controlled by side street stops are indicative of the magnitude of the delay incurred by motorists turning at the intersection.

TABLE 3
LEVEL OF SERVICE DEFINITIONS

Level of Service	Signalized Intersection	Unsignalized Intersection	Roadway (Daily)
"A"	Uncongested operations, all queues clear in a single-signal cycle. Delay ≤ 10.0 sec	Little or no delay. Delay ≤ 10 sec/veh	Completely free flow.
"B"	Uncongested operations, all queues clear in a single cycle. Delay > 10.0 sec and ≤ 20.0 sec	Short traffic delays. Delay > 10 sec/veh and ≤ 15 sec/veh	Free flow, presence of other vehicles noticeable.
"C"	Light congestion, occasional backups on critical approaches. Delay > 20.0 sec and ≤ 35.0 sec	Average traffic delays. Delay > 15 sec/veh and ≤ 25 sec/veh	Ability to maneuver and select operating speed affected.
"D"	Significant congestions of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. Delay > 35.0 sec and ≤ 55.0 sec	Long traffic delays. Delay > 25 sec/veh and ≤ 35 sec/veh	Unstable flow, speeds and ability to maneuver restricted.
"E"	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). Delay > 55.0 sec and ≤ 80.0 sec	Very long traffic delays, failure, extreme congestion. Delay > 35 sec/veh and ≤ 50 sec/veh	At or near capacity, flow quite unstable.
"F"	Total breakdown, stop-and-go operation. Delay > 80.0 sec	Intersection blocked by external causes. Delay > 50 sec/veh	Forced flow, breakdown.
Sources: 2000 Highway Capacity Manual.			

While the unsignalized Level of Service may indicate very long delays (i.e., LOS "E") traffic conditions are generally not assumed to be unacceptable unless a significant number of motorists are delayed. For this analysis, the satisfaction of traffic signal warrants has been used to suggest the significance of unsignalized Level of Service. Meeting signal warrants signifies that an intersection has unacceptable operating conditions, but it does not mean that installation of a signal is the only way to mitigate those conditions. It is often possible to improve an intersection with additional lanes or improved geometrics so that signalization is not necessary. The signal warrant criteria employed for this study are those presented in the California Edition of the Manual of Uniform Traffic Control Devices (CMUTCD).

Level of Service based on Roadway Segment Traffic Volume. For planning purposes, it is also possible to suggest the general Level of Service that is likely to occur on roadways based on the observed traffic volumes. The Transportation and Circulation section of *Butte County General Plan Update 2030 Setting and Trends* presents guidelines for identifying Levels of Service based on the

Butte County Association of Governments (BCAG) regional travel demand forecasting model. These guidelines make use of peak hour roadway segment traffic volumes. These guidelines are presented in Table 4. As shown, the upper limit of LOS C for minor 2-lane rural highway like Lower Wyandotte Road is 680 vehicles per hour.

TABLE 4
ROADWAY SEGMENT LEVEL OF SERVICE THRESHOLDS

Road Type	Peak Hour Traffic Volume					
	A	B	C	D	E	F
Minor 2 Lane Highway	< 90	90-200	201-680	680-1,410	1,410-1,740	>1,741
4-lane Highway	<1,070	1,070- 1,760	1,761-2,530	2,531-3,280	3,281-3,650	>3,651

As noted previously, these volume thresholds are reflective of roadway capacity. Local residents and pedestrians may view volumes at the upper end of the LOS range as being unacceptable due to traffic noise, delays in access, etc. Tribal representatives will need to consider these issues and identify preferred traffic volume levels for internal streets.

Current Levels of Service

Current operating Levels of Service have been calculated using the identified thresholds and methodologies as the basis.

Intersection Level of Service. Table 5 summarizes the results of intersection Level of Service calculations and traffic signal warrant analysis. As shown, all of the study intersections deliver Levels of Service that are LOS B or better. None of the intersections carry traffic volumes that would warrant the installation of traffic signals.

Roadway Level of Service. Table 6 presents the daily and peak hour traffic volumes counted on study area roads and notes the Level of Service associated with each volume. As shown, the Level of Service on the portion of Lower Wyandotte Road west of Alverda Drive reaches LOS D during the peak hours, but other segments and other streets operate at LOS C or better.

TABLE 5
PEAK HOUR INTERSECTION LEVEL OF SERVICE

Intersection	Control	Peak Hour Level of Service						Signal Warranted?
		Friday Peak Hour		Saturday				
				Before Show		After Show		
		Average Delay (sec)	LOS	Average Delay (sec)	LOS	Average Delay (sec)	LOS	
Lower Wyandotte Rd / Ophir Rd / Palermo Rd	Signal	17.8	B	17.0	B	13.8	B	Not applicable
Lower Wyandotte Road / Market Access	SB Stop							
EB left turn		8.0	A	7.7	A	7.8	A	No
SB left+right turn		13.0	B	11.1	B	10.2	B	
Lower Wyandotte Road / Alverda Dr								
SB left turn	SB Stop	7.8	A	7.6	A	7.5	A	No
WB left+right turn		10.1	B	9.4	A	9.7	A	
Lower Wyandotte Rd / Feather Falls Blvd								
SB left turn	SB Stop	8.1	A	7.7	A	7.6	A	No
WB left+right turn		11.6	B	9.9	A	9.6	A	
Alverda Drive / Feather Falls Blvd	All-way stop	10.0	B	8.3	A	8.4	A	No
Alverda Drive / Casino / Main Parking								
WB left+through+right turn	NB Stop	7.8	A	7.7	A	7.8	A	No
NB left+through+right turn		13.6	B	12.8	B	13.5	B	

TABLE 6
LEVELS OF SERVICE ON ROADWAYS

Road	From	To	Weekday (Monday thru Friday)			Weekend (Saturday thru Sunday)		
			Daily	Highest Hour		Daily	Highest Hour	
			Volume	Volume	LOS	Volume	Volume	LOS
Lower Wyandotte Road	Upper Palermo Road	Pano Lane	7,112	650	C	5,343	488	C
	Pano Lane	Alverda Drive	9,304	869	D	7,894	727	D
	Alverda Drive	Feather Falls Access	6,550	628	C	5,772	507	C
	Feather Falls Access	Iron Horse Road	4,058	349	C	3,070	253	C
Pano Lane	Lower Wyandotte Road	Concow Maidu Drive	366	39	A	320	35	A
Alverda Drive	Lower Wyandotte Road	Concow Maidu Drive	2,772	247	C	2,448	244	C
	Feather Falls Access	Main Parking Lot	3,116	363	C	3,059	336	C
	Main Parking Lot	Lorene Court	736	71	A	693	58	A
Feather Falls Access	Lower Wyandotte Road	Campground	4,001	436	C	3,742	417	C
	Campground	Alverda Drive	3,977	436	C	3,652	415	C

PROJECT CHRACTERISTICS

This report section describes the future land uses that may be developed at Mooretown Rancheria and identifies circulation system changes that are expected to be implemented by the tribe. Automobile trip generation associated with new land uses have been identified.

Land Use

The Mooretown Rancheria's land uses fall within the Community and Public Realms. Some of these uses generate automobile traffic; others do not.

Community Realm. The community realm is composed of residential neighborhoods and tribal support services such as administrative offices, head start, gymnasium, fire protection, and the log house special events center.

- Currently, there are 58 housing units developed. Roads and utilities are in place and ready for lot development of an ***additional 42 housing units*** for a total of 100 housing units. In addition to 42 new residences, the conceptual plan envisions the following:

- Sports fields (baseball and soccer) to be located in the overflow parking area fronting on Alverda Drive once the parking garage has been constructed. This area would include parking for sports field events and gymnasium activities and possibly big-rigs and busses.

- A cultural heritage park to be located in the overflow parking area fronting on Lower Wyandotte Road.

- A family park and natural area would be located around the storm water detention pond in the rear portion of the Rancheria.

- A community trail system would connect existing and proposed residential areas to the park and natural area as well as providing pedestrian access to the mini-mart and a "safe route to school" along the north leg of Lower Wyandotte Road.

Public Realm. The public realm is composed of the casino, lodge, parking lot, RV park, and the mini-mart/gas station. The public realm provides revenue to support Tribal operations as well as job training and employment opportunities to community members. The conceptual plan envisions the following additions.

- 855 space parking garage (with future expansion of 400). The garage will be five levels, two below ground, one at grade, and two above ground (Spring/Summer 2008).

- New 1600 seat events center to be built behind the casino. Currently, the event seating capacity is around 850 (3 years).

- One hundred additional slot machines are expected in the foreseeable future. Currently, the casino has 1,100 slot machines. The casino is permitted for up to 2,000 slot machines, and this "worst case" analysis addresses the traffic impacts of adding **900 slot machines.**

- Propose 80-***90 additional rooms onto the existing Lodge*** to be built behind the existing Lodge (5 years).

- Currently, there are 43 RV spaces (each space allows for a motor home/coach and vehicle). Another ***37 RV spaces*** are expected, which will roughly double the available supply to around 80 spaces (2-5 years).

- Currently, the parking lot has about 400 parking spaces. An additional 200 parking spaces are proposed. The existing parking lot would be expanded to the west and east (5 years).

- Additional neighborhood commercial development to provide for off-Rancheria patrons as well as locals has been discussed by the Tribal Council. The best location for neighborhood commercial facilities would be adjacent to the exiting mini-mart/gas station (10 years plus). For analysis purposes approximately ***12,000 sf of commercial / office space*** has been assumed.

- A new loop road would be developed as part of the expansion of the Lodge, new events center and parking garage that would provide access for employee parking (behind the casino), service vehicles, and possibly another means of emptying the garage after special events. This loop road would continue east on the existing portion of Alverda Drive to the Lodge, turn north on existing Lorene Court, go behind the existing (and expanded) lodge and new events center to the backside of the new parking garage, through the parking garage, and out the main entrance to the intersection with Alverda Drive and Feather Falls Boulevard (Spring/Summer 2008). The road will eventually be extended to the south to intersect Lower Wyandotte Road at the south end of the site.

Transportation Elements

During focus group discussions, walking audit, and design table sessions, most of the community design issues centered on transportation-related conflicts between the community realm and the public realm.

Alverda Drive. Vehicular traffic destined to the public realm frequently enters or exits on Alverda Drive and increases traffic and traffic hazards in the community realm. Under the conceptual plan Alverda Drive would be modified to reflect its role as a collector road providing access to the residential neighborhoods and make it more pedestrian friendly. There is adequate room to provide a 6-foot planting strip and a 4-foot bicycle lane on each side of Alverda Drive reducing the travel lane to approximately 10-feet. Sidewalks parallel this road on the north side only from the casino exit drive to Majhi Lane. On the north side, the sidewalk should be

completed from Majhi Lane to Lower Wyandotte Road east. Sidewalks should also be constructed on the southern side from Sawwali Court to Lower Wyandotte Road east.

Crosswalks. Few dedicated crosswalks exist. Under the conceptual plan dedicated striped (and raised) cross walks would be constructed at each roadway intersection (*Concow Maidu Drive, Sumi Court, Sawwali Court* and *Majhi Lane*) with Alverda Drive and from the administration building and gymnasium to the future parking, sports field and heritage park to provide safer pedestrian crossing points as well as providing additional traffic calming.

Community Gateway. Improvements proposed for Alverda Drive are intended to reinforce the function of the road as a residential collector. Correspondingly, the gateway to the Rancheria Community should reflect the use of this road as residential access only. This could be accomplished by a residential scale "gateway" feature that could include signage limiting access to residential areas only and/or directing casino traffic to Feather Falls Boulevard.

Residential Streets. Speeding along residential streets was also reported as a major concern among area residents. The conceptual plan proposes tree planting in bulb outs along residential streets to provide shade and aesthetic enhancement to the streetscape as well as promoting additional traffic calming by narrowing the driver's field of vision. Maintaining on-street parking would further narrow the travel way and further slow down motor vehicle traffic. Striping speed bumps would make them more visible. Raising them would further limit speeding.

Access to Log Cabin and Fire Protection Equipment. The log cabin is used for special community events such as weddings, birthday parties, etc. and fire protection equipment has been recently relocated from an area adjacent to the gymnasium to an area east of the casino parking lot. Under the conceptual plan the unimproved road east of Feather Falls Boulevard will be improved to provide direct access from Lower Wyandotte Road east to both the log cabin and fire protection equipment. This road would be improved and dedicated for community access to these facilities. It will also be used for service access to casino and lodge facilities further removing traffic and traffic conflicts from Feather Falls Boulevard and Alverda Drive east.

Community Trails and Safe Routes to School. Within the residential area, pedestrian trails other than sidewalks are informal and unimproved. Currently there are no "safe routes to school" along the north or east leg of Lower Wyandotte Road. Students either must walk along narrow shoulders or are driven to school by parents who do not want children walking along a high-traffic, high-speed roadway. Under the conceptual plan dedicated and improved (paved) trails would support walking and bicycling activities within the residential areas while providing pedestrian access to Tribal Operations Center facilities and the mini-mart. Developing a safe route to school with a dedicated sidewalk/bike lane along north Lower Wyandotte could connect with the community trail system. A "safe route to school" plan will require coordination with Butte County as both legs of Lower Wyandotte Road are in their jurisdiction.

Feather Falls Boulevard. Feather Falls Boulevard is intended as the primary access to the public realm facilities. A Feather Falls casino sign, with flashing lights, is intended to attract attention of arriving motorists that this is the entrance to the casino and lodge. Under the

conceptual plan Feather Falls Boulevard should be enhanced to reflect its role as the primary (only) access to public realm facilities. In addition to the existing lighted sign, an enhanced gateway entrance to Feather Falls Boulevard might include flags or banners (lighting) or distinctive trees that reinforce the sense of "gateway" or "sense of arrival" to the public realm. Eventfully a traffic signal will be justified at this location if background traffic increases as expected.

Roundabout. A bottle-neck occurs at the intersection of Feather Falls Boulevard and Alverda Drive near the parking lot access as motorists encounter a mix of employee, patron, bus, and service traffic entering and leaving the area from either roadway. Sidewalks in front of the casino within the bus loading zone end abruptly without providing for adequate or safe pedestrian routes through the intersection. Traffic can become chaotic during peak casino use. The Feather Falls Boulevard leg of the intersection does not line up with the exit lane from the casino (nor with the future exit of the parking garage). Patrons and employees of the casino and/or lodge frequently use Alverda Drive as an exit route in large part because it is easier to go straight than negotiating the offset left-hand turn to the Feather Falls Boulevard exit.

The conceptual plan proposes realigning the intersection to bring Feather Falls Blvd into the intersection at an angle that is closer to 90 degrees.

Parking lot access. The access to the existing parking lot opposite the Feather Falls Casino entrance creates appreciable vehicular and pedestrian conflicts. Under the conceptual plan, new access into the parking lot could occur just north of the RV park. This would reduce traffic congestion and pedestrian conflicts.

Mini-mart/gas station (future neighborhood commercial). Though located in the community realm, the mini-mart and gas station serve the community surrounding Mooretown as well as casino, lodge, and RV park patrons, and local community residents. This area is also considered as the best location for future neighborhood commercial development given its location at the intersection of major intra-county roadways. The major issue identified in site surveys and focus groups is associated with the entrance and exit drive which requires entering vehicles to drive behind the mini-mart in a counter clockwise direction and exiting traffic to exit the same driveway. A problem occurs when entering traffic intuitively want to go in a clockwise direction creating a serious conflict point with exiting traffic. Currently, bright yellow barriers stop entering vehicles from accessing in a clockwise direction.

The conceptual plan creates another entry/exit from the north leg of Lower Wyandotte Road. This new access would be especially important if neighborhood commercial facilities are developed in the future. The tribe is currently pursuing plans for a "right turn exit only" onto Lower Wyandotte Road. Expanding this access to permit full movements will require coordination with Butte County as both legs of Lower Wyandotte Road are in their jurisdiction.

Trip Generation / Distribution

Trip Generation. The amount of additional traffic traveling to and from new land uses at Mooretown Rancheria can be estimated by applying trip generation rates developed from observation of similar uses. In the case of casino operations, the forecasts were predicated on our observation of a similar casino. In the case of other uses, the ITE publications, *Trip Generation, 7th Edition* was consulted.

Table 7 identifies the trip generation rates that have been used used. Regular trip generation rates are not applicable to the parking structure and to the events center. In the case of the parking supply, the vehicles parking in lots and structure are attracted by the casino itself. In the case of the events center, the amount of traffic is dependent on the nature of each event, as some events will attract persons who do not remain on site to gamble and others attract persons who linger on the site for extended time periods.

Table 8 identifies the trips generation forecast associated with regular site uses. Total forecasts have been made for the land uses described earlier. As shown, the forecasts are sensitive to the change in the number of gaming devises. If the device count increases by 100, then the total estimated site trip generation increase would be in the range of 1,500 vehicles per day, with 120 to 140 more vehicles during peak traffic hours. However, if the casino grows to encompass the entire permitted gaming devise supply, (i.e., 2,100 devices) then site trips generation could increase by 4,500 to 5,200 vehicles trips per day, with 320 to 360 trips generated during peak hours.

Directional Trip Distribution. The direction that new trips generated at Mooretown Rancheria my go and the routes they may use has been estimated based on current travel patterns. As noted earlier, most of the traffic traveling to and from Mooretown Rancheria is oriented to the northwest on Lower Wyandotte Road. As noted in Table 9, this pattern is expected to remain, although the internal roads used to reach Lower Wyandotte Road may change.

TABLE 7
TRIP GENERATION RATES

Land Use	Unit	Trips per Unit							
		Weekday				Saturday			
			Peak Hour				Peak Hour		
		Daily	In	Out	Total	Daily	In	Out	Total
Casino	10 Gaming devices	37.91	1.01	1.23	2.24	46.79	1.48	1.48	2.96
Events center	Seat	-	-	-	-	-	-	-	-
Parking Garage	Parking space	-	-	-	-	-	-	-	-
Hotel	Rooms	8.17	0.31	0.28	0.59	8.19	0.40	0.32	0.72
Recreational Vehicle Park	Space	7.00	0.26	0.11	0.37	7.00	0.26	0.11	0.37
Neighborhood Commercial	1,000 sf	37.25	1.93	4.68	6.61	21.02	1.32	1.67	2.99
Residential Housing	Dwelling	9.57	0.65	0.36	1.01	10.10	0.51	0.43	0.94
Assumes 12,000 sf of mixed use (½ retail and ½ Office)									

TABLE 8
TRIP GENERATION FORECAST

Land Use	Quantity	Trips							
		Weekday				Saturday			
			Peak Hour				Peak Hour		
		Daily	In	Out	Total	Daily	In	Out	Total
	100 gaming devises	379	10	12	22	468	15	15	30
Casino	900 gaming devices	3,412	91	111	202	4,211	133	133	266
Events center	Seat	-	-	-	-	-	-	-	-
Parking Garage	Parking space	-	-	-	-	-	-	-	-
Hotel	90 Rooms	735	28	25	53	737	36	29	65
	<match casino>	2/3	2/3	2/3	2/3	2/3	2/.3	2/3	2/3
	net	245	9	8	17	246	12	9	21
Recreational Vehicle Park	37 spaces	260	10	4	14	260	10	4	14
	<match casino>	1/2	1/2	1/2	1/2	1/2	1/2	1/2	½
		130	5	2	7	130	5	2	7
Neighborhood Commercial	12,000 sf	447	23	56	79	252	16	20	36
	<match residential>	1/3	1/3	1/3	1/3	1/3	1/3	1/3	1/3
	net	298	15	37	52	168	11	13	24
Residential Housing	42 Dwellings	402	27	15	42	424	21	18	39
Total Net with 100 devices		**1,454**	**66**	**74**	**140**	**1,436**	**64**	**57**	**121**
Total Net with 900 devices		**4,487**	**147**	**173**	**320**	**5,179**	**182**	**175**	**357**

TABLE 9
DIRECTIONAL TRIP DISTRIBUTION

Direction	Route	Percentage of Total
North	Lower Wyandotte Road north of Ophir Road	28%
West	Ophir Road west of Lower Wyandotte Road	50%
South	Upper Palermo Road south of Lower Wyandotte Road	10%
	Lower Wyandotte Road couth of Mooretown Rancheria	12%
	Total	100%

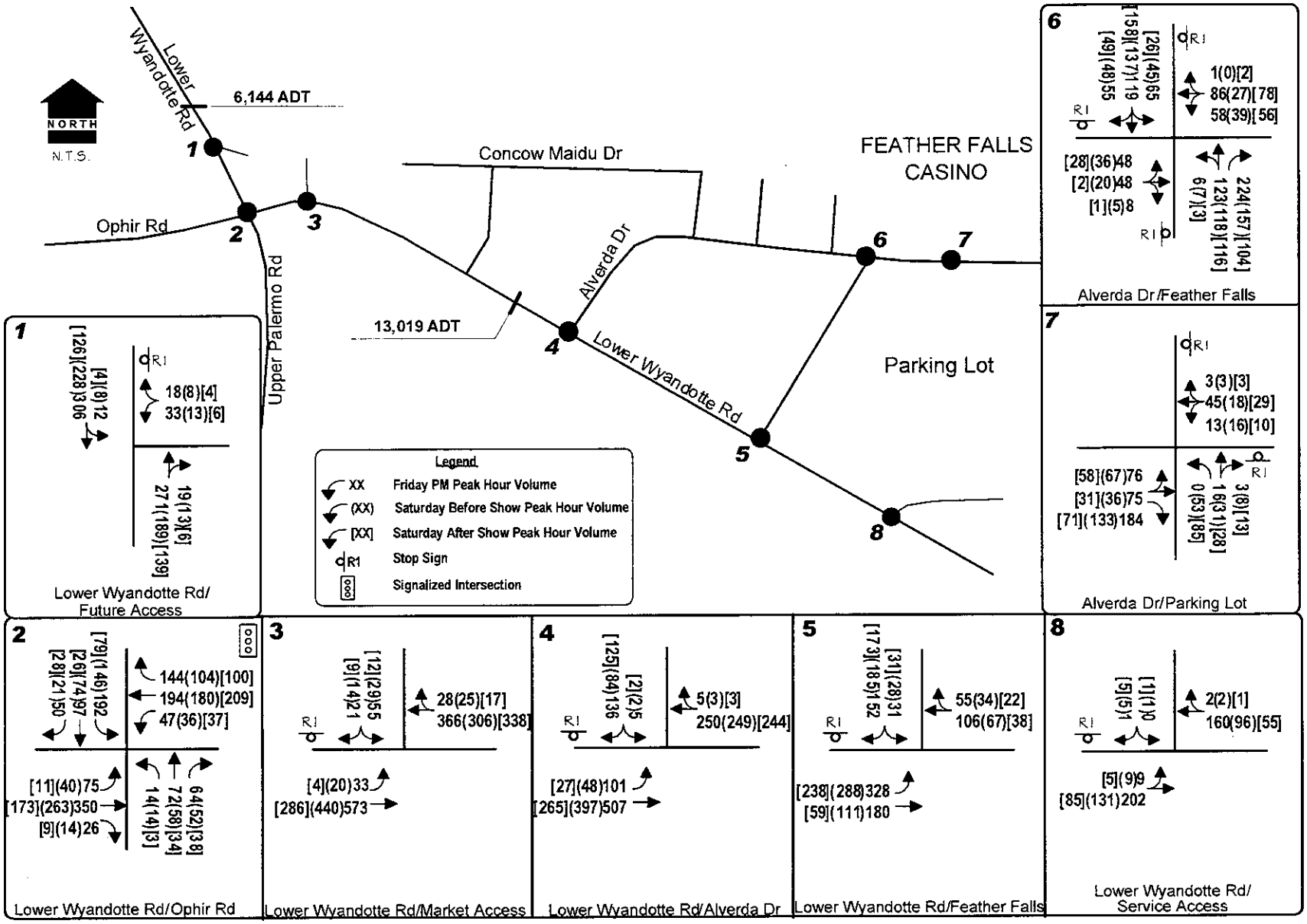
EXISTING PLUS PROJECT TRAFFIC IMPACTS

Traffic Volume Forecasts

The volume of traffic that is likely on Mooretown Rancheria's roads and on the streets providing access to the site has been estimated assuming development of planned land uses and circulation system elements. As suggested by the trip generation analysis, the volumes are sensitive to the development of additional gaming stations at the Casino and to the effects of circulation system changes on Alverda Drive. These "worst case" forecasts assume the maximum slot machine allocation.

Implementation of the planned improvements may encourage current and future Alverda Drive users to move to the Feather Falls access. For this analysis we have assumed that new trips to the non-residential elements of the Rancheria will be split 20% to Alverda Drive and 80% to the Feather Falls Boulevard access. This represents a significant departure from the current travel pattern. New residential trips that leave the Rancheria will be split between the Pano Lane and Alverda Drive access points. It is possible that some existing traffic on Alverda Drive will also be diverted to Feather Falls Boulevard, and we have assumed that 20% of the current traffic will move to that street.

Resulting peak hour traffic volumes are shown in Figures 2. Resulting hourly traffic volumes during each study period are presented in Table 10.



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EXISTING PLUS PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS

4520-001 REV.VSD 1/7/2009

figure 2

TABLE 10
EXISTING PLUS PROJECT LEVELS OF SERVICE ON ROADWAYS

Road	From	To	Existing Weekday (Monday thru Friday)			Weekend (Saturday thru Sunday)				
				Highest Hour		Daily Volume		Highest Hourly Volume		
			Daily Volume	Volume	LOS	Project Net	Total	Project Net	Total	LOS
Lower Wyandotte Road		New Access	4,874	516	C	1,270	6,144	91	607	C
	New Access	Ophir –Upper Palermo	4,874	516	C	1,405	6,279	113	629	C
	Upper Palermo Road	Commercial Access	7,112	650	C	3,415	10,527	213	**863**	**D**
	Commercial Access	Pano Lane	7,112	650	C	3,870	10,982	268	**918**	**D**
	Pano Lane	Alverda Drive	9,304	**869**	**D**	3,715	13,019	252	**1,121**	**D**
	Alverda Drive	Feather Falls Blvd	6,550	628	C	3,130	9,680	199	**827**	**D**
	Feather Falls Blvd	Service Access	4,058	349	C	600	4,658	45	394	C
	Service Access	Iron Horse Road	4,058	349	C	525	4,583	37	386	C
Pano Lane	Lower Wyandotte Road	Concow Maidu Dr	366	39	A	200	320	22	61	A
Alverda Drive	Lower Wyandotte Road	Concow Maidu Dr	2,772	247	C	670	3,442	61	308	C
	Feather Falls Blvd	Main Parking Lot	3,116	363	C	300	3,416	-10	353	C
	Main Parking Lot	Lorene Court	736	71	A	850	1,586	65	136	B
Feather Falls Blvd	Lower Wyandotte Road	Campground	4,001	436	C	3,325	7,326	199	635	C
	Campground	Alverda Drive	3,977	436	C	2,785	6,762	150	586	C

TABLE 11
EXISTING PLUS PROJECT PEAK HOUR INTERSECTION LEVEL OF SERVICE

Intersection	Control	Peak Hour Level of Service												Signal Warranted?
		Friday Peak Hour				Saturday								
						Before Show				After Show				
		Existing		Plus Project		Existing		Plus Project		Existing		Plus Project		
		Ave Delay (sec)	LOS	Ave Delay (sec)	LOS	Ave Delay (sec)	LOS	Ave Delay (sec)	LOS	Ave Delay (sec)	LOS	Ave Delay (sec)	LOS	
Lower Wyandotte Road / New Access														
SB left turn	WB			7.9	A			7.7	A			7.5	A	No
WB left+right turn	Stop	-	-	13.3	B	-	-	11.1	B	-	-	9.9	A	
Lower Wyandotte Rd / Ophir Rd / Palermo Rd	Signal	17.8	B	18.2	B	17.0	B	17.1	B	13.8	B	14.4	B	Not Applicable
Lower Wyandotte Road / Market Access														
EB left turn		8.0	A	8.3	A	7.7	A	8.1	A	7.8	A	8.1	A	No
SB left+right turn	SB Stop	13.0	B	16.5	C	11.1	B	13.1	B	10.2	B	11.7	B	
Lower Wyandotte Road / Alverda Dr														
SB left turn		7.8	A	8.1	A	7.6	A	7.9	A	7.5	A	7.9	A	No
WB left+right turn	SB Stop	10.1	B	11.5	B	9.4	A	10.5	B	9.7	A	10.8	B	
Lower Wyandotte Rd / Feather Falls Blvd														
SB left turn		8.1	A	8.5	A	7.7	A	8.1	A	7.6	A	7.9	A	No
WB left+right turn	SB Stop	11.6	B	14.6	B	9.9	A	12.1	B	9.6	A	11.2	B	
Alverda Drive / Feather Falls Blvd	All-way stop	10.0	B	11.5	B	8.3	A	9.2	A	8.4	A	9.4	A	No
Alverda Drive / Casino / Main Parking														
WB left+through+right turn	NB	7.8	A	8.0	A	7.7	A	7.8	A	7.8	A	7.8	A	No
NB left+through+right turn	Stop	13.6	B	15.5	C	12.8	B	13.6	B	13.5	B	14.0	B	
Loer Wyandotte Road / Secondary Access														
SB left turn	WB			7.6	A			7.4	A			7.3	A	No
WB left+right turn	Stop	-	-	9.2	A	-	-	9.0	A	-	-	8.7	A	

Evaluation / Impacts

Level of Service Impacts. Table 10 identifies peak hour Level of Service on Rancheria streets and Butte County roads. As noted, the addition of new traffic accompanying buildout of expected uses at the Rancheria could result in peak hour volumes on Lower Wyandotte Road that exceed the LOS C-D threshold (i.e., more than 680 vehicles per hour). This portion of Lower Wyandotte Road could operate at LOS D. This would exceed the minimum LOS C standard in the current Butte County General Plan.

The effects of project traffic at study area intersections are noted in Table 11. As shown, each intersection will deliver LOS C or better conditions.

Assessment of Traffic Issues: Alverda Drive. The daily traffic volume on Alverda Drive is likely to drop initially with implementation of the circulation plan as background traffic is diverted to Feather Falls Blvd. However, with the full development of permitted gaming the future volume could be slightly higher than the volumes that exist today.

Alternatives for reducing the traffic volume on Alverda Drive require more drastic measures that have not been deemed desirable or feasible by the tribe. Totally disconnecting Alverta Drive from the Casino access would force all commercial traffic to use Feather Falls Boulevard, and the Alverda Drive volume would drop. However, the legal requirements of access to adjoining properties may preclude this option, and such a plan would eliminate residential access to Casino. Installing a traffic diverter Alverda Drive between Suni Court and Sawwalli Court would further discourage through traffic but would require traffic between Rancheria residences and Casino to pass through the neighborhood. This option was rejected by the tribe.

Assessment of Traffic Issues: Lower Wynadotte / Feather Falls Boulevard. Implementation of the concept plan will increase the volume of traffic through the Lower Wyandotte Road / Feather Falls Boulevard intersection and improvements will likely be needed. Separate left turn lane and right turn lanes should be developed on the exit, and as noted in the discussion of cumulative long term traffic impacts, the combination of through traffic growth and Rancheria development may result in the need to signalize the intersection.

Assessment of Traffic Issues: Casino / Parking Access. The conceptual plan attempts to reduce automobile / pedestrian conflicts near the casino and its existing surface parking supply in two ways. First a new entrance to the existing parking lot is being created on Feather Falls Boulevard south of Alverda Drive. This new entrance will reduce the amount of automobile traffic entering on Alverda Drive at the point of high pedestrian activity.

Developing the new parking structure will add traffic to what will be the north leg of the Alverda Drive / Feather Creek Drive intersection. With the development of this new traffic demand, it will be important to control traffic in a manner that expeditiously handles Casino traffic while helping to limit intrusion onto Alverda Drive to the west. Because the existing intersection is skewed, it will be desirable to reconstruct the intersection in a manner that is more "conventional". This would either require realigning Alverda Drive to intersect Feather Falls

Blvd at a new location further west, realigning the southern leg of Feather Falls Blvd to approach the intersection at 90 degrees or reconstructing the intersection in the form of a "roundabout.

The configuration of a roundabout is governed by the angle of approach on each street and by the need to orient entering traffic as "right turns" as they enter the roundabout. Roundabouts as small as 90 feet in diameter are possible, and these small roundabouts have a comfortable travel speed of about 15 mph. Larger diameter roundabouts are used to accommodate higher speeds, to accommodate closely spaced approaches and to reduce the need for large vehicles to mount the inside apron when passing through the roundabout. In this case, a roundabout that was intended to accommodate the skewed intersection without encroaching significantly into neighboring lands uses would likely need to be 110 feet in diameter. After consideration of its overall impacts, the tribe has rejected the option of a roundabout at this location

Assessment of Traffic Issues: Gas Station / Convenience Market Access. The conceptual plan suggests that a new access will be created on Lower Wyandotte Road north of the traffic signal. This connection is actually being installed today as a "right turn exit only" driveway. In the long term, full access could be needed to support the planned commercial uses. A full access needs to be far enough away from the signalized Ophir Road intersection to avoid interfering with the operation of the signal but also far enough from the culvert on Lower Wyandotte to facilitate creating a left turn lane to serve traffic that wants to enter the site.

Providing this new connection may reduce the volume of traffic at the existing Lower Wyandotte Road driveway. This volume reduction could eliminate the need for the channelization that exists there today, but this issue would need to be resolved when the access is actually operating.

Assessment of Traffic Issues: New South Access to Lower Wyandotte Road. The conceptual plan suggests that the existing roads serving the Log Cabin will be paved to link the Casino area with the south access to Lower Wyandotte Road. This access is approximately 500 feet from the Feather Falls Blvd access and is immediately north of a large culvert.

The vertical alignment of Lower Wyandotte Road in the area of this access and the presence of the culvert are constraints. Sight distance looking north is somewhat limited, although it appears that minimum sight distance standards can be met. If this access is to be available to large trucks and regular use, it will be necessary to widen Lower Wyandotte Road to provide a left turn lane.

CUMULATIVE IMPACTS

The impacts of implementing the plan for Mooretown Rancheria have also been considered within the context of long term future conditions. While additional changes to the Rancheria are not anticipated, the combination of new development and regional traffic growth may drastically change the character of traffic on Butte County Road in the vicinity of Mooretown Rancheria.

Traffic Volume Forecasts

The Butte Council Association of Governments (BCAG) is the typical source of long term traffic planning information for the County. However, Butte County is currently in the process of updating its General Plan, and as a result there are two sources of information regarding future traffic conditions.

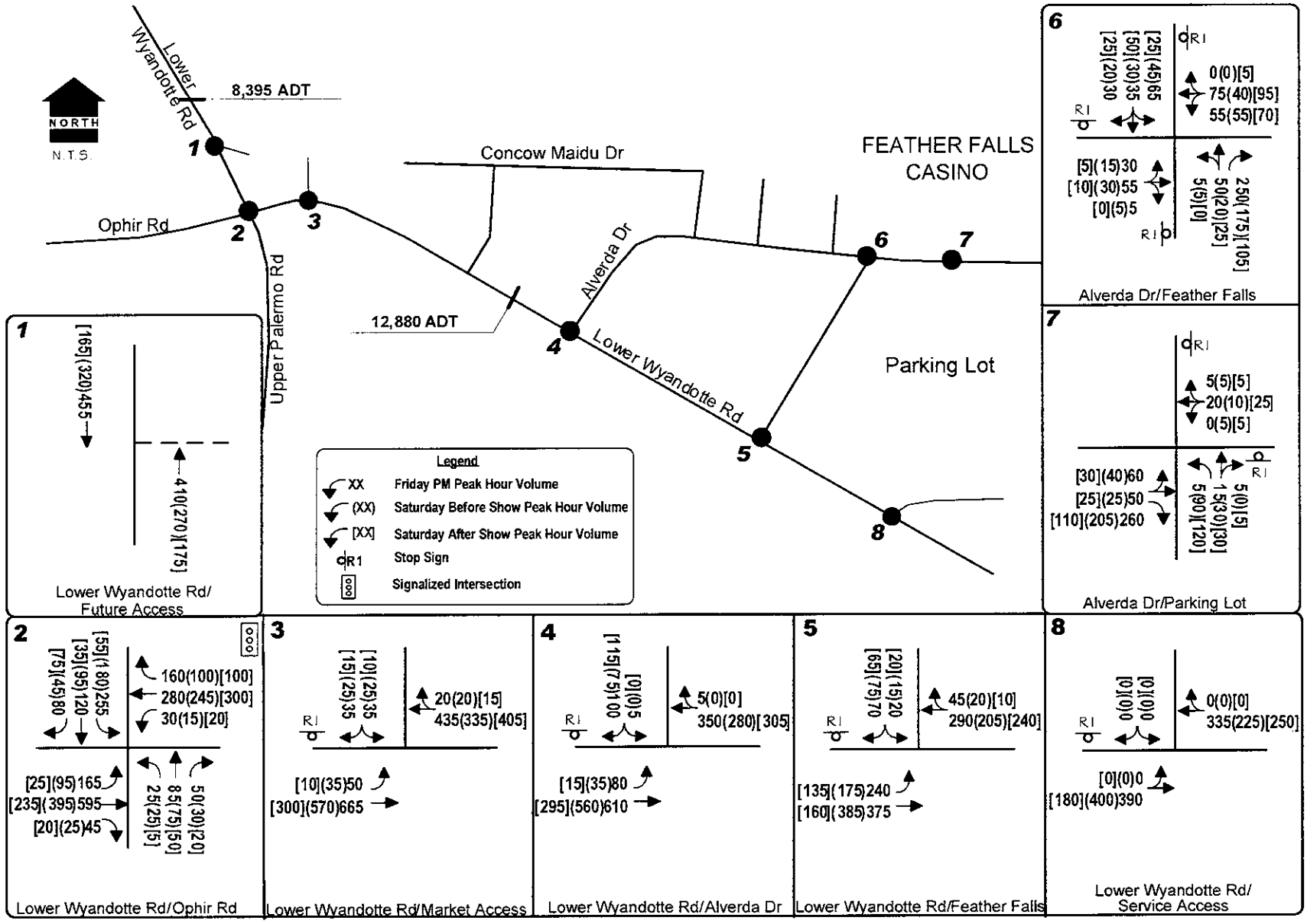
Butte County Association of Governments Forecasts. Table 12 identifies daily traffic volume forecasts provided by the Butte County Association of Governments (BCAG). As noted, the current BCAG model forecasts that the volume of traffic on Lower Wyandotte Road in the area of Mooretown Rancheria will increase by a factor of 1.79 from now until the year 2030. This factor is equivalent to an annual average growth rate of roughly 2.7%.

TABLE 12
BCAG TRAFFIC VOLUME GROWTH RATES

Road	Location	Daily Volume		Growth
		Baseline	2030	Factor
Ophir Road	Lincoln Blvd to Lower Wyandotte Rd	5,757	12,950	2.25
Lower Wyandotte Road	Oroville-Bangor Hwy to Ophir Road	4,874	8,393	1.72
	Ophir Road to Alverda Drive	7,210	12,880	1.79
Upper Palermo Road	Ophir Road to Pinecrest Road	3,904	4,680	1.22

Figure 3 and figure 4 identify peak hour traffic volumes with and without the project in Mooretown Rancheria with background traffic volume growth as anticipated under the BCAG regional traffic model.

Butte County General Plan Update Year 2035 Forecasts. Butte County is currently updating is General Plan, and the new plan features more intense land use in the areas south of Oroville. As a result, the travel demand forecasting model created for the GPU EIR suggests much greater traffic volume growth rates could occur in the area of Mooretown Rancheria. As noted in Table 13, the most appreciable difference is on Lower Wyandotte Road north of Ophir Road where projected traffic volumes area more than five times the current volume. In the area of Mooretown Rancheria, the future traffic volume is expected to reach 24,400 vehicles per day. The equivalent annual growth rate on this piece of roadway is 4.7% annually.



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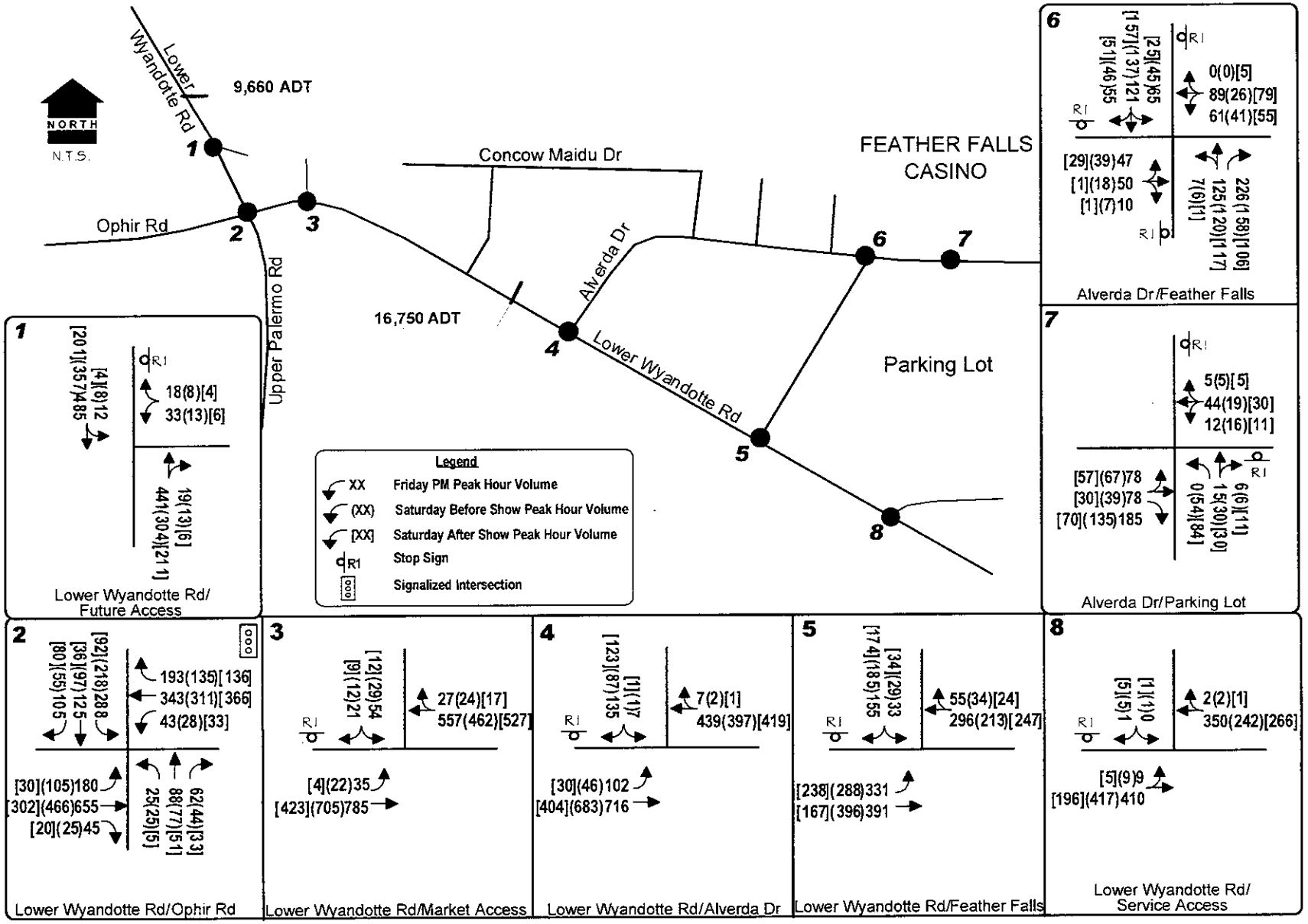
2025 NO PROJECT
TRAFFIC VOLUMES AND LANE CONFIGURATIONS

4520-001 REV.VSD 1/7/2009

figure 3



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YEAR 2025 PLUS PROJECT
TRAFFIC VOLUMES AND LANE CONFIGURATIONS

4520-001 REV.VSD 1/7/2009

figure 4

TABLE 13
BUTTE COUNTY GPU TRAFFIC VOLUME GROWTH RATES

Road	Location	Peak Hour Volume		Growth Factor
		Baseline	2030	
Ophir Road	Lincoln Blvd to Lower Wyandotte Rd	546	1,170	2.14
Lower Wyandotte Road	Oro-Bangor Highway to Ophir Road	516	2,850	5.52
	Ophir Road to Alverda Drive	777	2,700	3.48

Roadway Segment Levels of Service

Tables 14 and 15 identify daily and peak hour traffic volumes on study area roads with and without development of new land uses in Mooretown Rancheria.

Conditions based on BCAG traffic forecasts. As noted in Table 14 assuming the background traffic volumes suggested by the BCAG traffic model, Lower Wyandotte Road is projected to deliver LOS D. These conditions will exceed the current LOS C standard with and without the future uses that may occur at Mooretown Rancheria. A 4 lane section would be needed to deliver LOS C. The addition of new trips from future uses at Mooretown Rancheria would result in LOS E conditions in the immediate area of the Rancheria, and a 4 lane section on Lower Wyandotte Road would still be needed to achieve LOS C.

Conditions based on Year 2035 Butte County GPU. Level of Service on Lower Wyandotte Road would be worse under the forecasts developed for the Year 2035 Butte County GPU. The existing two lane roadway would deliver LOS F north of Feather Falls Blvd and LOS D south of the casino access. These conditions are expected with and without the new land uses included in the Mooretown Rancheria.

Lower Wyandotte Road would have to be widened to lanes to improve the operating Level of Service whether the future land uses in Mooretown Rancheria are developed or not. The limits of LOS C on a four lane highway is 2,530 vehicles per hour, while LOS D occurs with volumes ranging from 2,531 to 3,280 vehicles per hour. Review of Table 15 reveals that the background volume on Lower Wyandotte Road would create LOS D conditions even if the road is widened to 4 lanes, and LOS D would continue with the addition of Mooretown Rancheria traffic.

It should be noted that the Butte County General Plan Update has not been completed nor adopted. Thus the traffic volume forecasts accompanying the appreciable south Oroville growth included in the "preferred" plan is not certain. For that reason, no additional analysis for the ramifications of Rancheria development under this plan has been prepared.

TABLE 14
CUMULATIVE PLUS PROJECT LEVELS OF SERVICE ON ROADWAYS
BCAG TRAFFIC MODEL BASIS

			BCAG 2025								
			No Project			Plus Project					
			Daily	Peak Hour		Daily Volume		Peak Hour Volume			
Road	From	To	Volume	Volume	LOS	Project Net	Total	Project Net	Total	LOS
Lower Wyandotte Road		New Access	8,393	**888**	**D**	1,270	9,663	91	**979**	**D**
	New Access	Ophir –Upper Palermo	8,393	**888**	**D**	1,405	9,798	113	**1,001**	**D**
	Upper Palermo Road	Commercial Access	12,880	**1,164**	**D**	3,415	16,295	213	**1,377**	**D**
	Commercial Access	Pano Lane	12,880	**1,164**	**D**	3,870	16,750	268	**1,432**	**E**
	Pano Lane	Alverda Drive	12,880	**1,164**	**D**	3,715	16,595	252	**1,416**	**E**
	Alverda Drive	Feather Falls Blvd	11,700	**1,124**	**D**	3,130	14,830	199	**1,323**	**D**
	Feather Falls Blvd	Service Access	9,200	**844**	**D**	600	7,860	45	**889**	**D**
	Service Access	Iron Horse Road	9,200	**844**	**D**	525	7,785	37	**881**	**D**

TABLE 15
CUMULATIVE PLUS PROJECT LEVELS OF SERVICE ON ROADWAYS
BUTTE COUNTY 2035 GPU TRAFFIC MODEL BASIS

			BCAG 2025							
			No Project			Plus Project				
			Daily	Peak Hour		Daily Volume		Peak Hour Volume		
Road	From	To	Volume	Volume	LOS	Project Net	Total	Project Net	Total	LOS
Lower Wyandotte Road		New Access	26,900	**2,850**	**F**	1,270	28,170	91	**2,941**	**F**
	New Access	Ophir –Upper Palermo	26,900	**2,850**	**F**	1,405	28,305	113	**2,963**	**F**
	Upper Palermo Road	Commercial Access	25,100	**2,700**	**F**	3,415	27,815	213	**2,913**	**F**
	Commercial Access	Pano Lane	25,100	**2,700**	**F**	3,870	28,270	268	**2,968**	**F**
	Pano Lane	Alverda Drive	25,100	**2,700**	**F**	3,715	28,115	252	**2,952**	**F**
	Alverda Drive	Feather Falls Blvd	24,000	**2,600**	**F**	3,130	26,460	199	**2,799**	**F**
	Feather Falls Blvd	Service Access	21,500	**2,320**	**F**	600	14,300	45	**2,365**	**F**
	Service Access	Iron Horse Road	21,500	**2,320**	**F**	525	14,225	37	**2,357**	**D**

Intersection Levels of Service

Table 16 identifies weekday p.m. peak hour Levels of Service at study area intersections under the Year 2025 cumulative conditions forecast from the BCAG traffic model.

Year 2025 Conditions. Because the BCAG regional traffic model assumes modest growth by the year 2025, the Levels of Service at study intersections remain relatively good with and without implementation of the planned land uses and circulation system improvements at Mooretown Rancheria. With one exception, LOS C or better conditions are projected at each intersection. The exception is the existing exit onto **Lower Wyandotte Road from at Feather Falls Blvd**. With the addition of traffic accompanying planned uses, motorist waiting to leave the site will experience delays that are indicative of LOS D. Technically, the volume of traffic at this location could reach the level of warranting a traffic signal, but because nearly all exiting traffic turns right, a traffic signal may not be the best option. The exit could be widened to provide separate left turn and right turn lanes. With these improvements the intersection would operate at LOS C. Further improvement could be achieved by lengthening the left turn lane in this area to provide a refuge for outbound traffic turning onto southbound Lower Wyandotte Road. This refuge area would reduce delays for outbound motorists. This improvement could be created with the left turn lane that will likely be required at the new southern access.

Year 2035 Conditions Under Butte County General Plan. While development of intersection specific traffic volume forecasts and Level of Service has not been conducted as part of this analysis, it is possible to suggest the relative impacts of additional background traffic growth.

It is likely that left turn access at the new **northern access on Lower Wyandotte Road** will be very difficult if background traffic increases as suggested. Limiting this access to right turns only is likely to be needed.

The **Lower Wyandotte Road / Ophir Road intersection** would need to be widened to accommodate forecast traffic volumes. While the current intersection footprint can accommodate two thorough lanes in each direction without relocating existing hardware, it is likely that additional widening could be needed to handle year 2035 traffic volumes.

The **Commercial Access on Lower Wyandotte Road** is likely to operate with a poor Levels of Service. While widened Lower Wyandotte Road to 4 lanes will help, because the driveway is so close to the signalized intersection, measure to reduce delays and achieve LOS C are limited.

The **Lower Wyandotte Road / Averda Drive intersection** will operate with poor Levels of Service that could be corrected by widening the road to 4 lanes.

The **Lower Wyandotte Road / Feather Falls Blvd intersection** will experience considerable delays. If background traffic increases as suggested, then Lower Wyandotte Road will need to be widened to 4 lanes to deliver adequate Level of Service. The tribe will need to consider whether to signalized the intersection to provide suitable access during peak periods and after major events.

TABLE 16
CUMULATIVE PLUS PROJECT INTERSECTION PM PEAK HOUR LEVELS OF SERVICE

Intersection	Control	BCAG Year 2025				Traffic Signal Warranted?
		No Project		Plus Project		
		Ave Delay (sec)	LOS	Ave Delay (sec)	LOS	
Lower Wyandotte Road / New Access						
SB left turn						
WB left+right turn				8.4	A	No
	WB Stop	-	-	18.9	C	
Lower Wyandotte Rd / Ophir Rd / Palermo Rd	Signal	21.0	C	24.2	C	Not Applicable
Lower Wyandotte Road / Market Access						
EB left turn						
SB left+right turn		8.5	A	9.0	A	No
	SB Stop	16.4	C	22.0	C	
Lower Wyandotte Road / Alverda Dr						
SB left turn						
WB left+right turn		8.3	A	8.7	A	No
	SB Stop	12.0	B	14.1	B	
Lower Wyandotte Rd / Feather Falls Blvd						
SB left turn						
WB left+right turn		8.9	A	9.4	A	No
	SB Stop	16.7	C	**27.4**	**D**	
Lower Wyandotte Road / Secondary Access						
SB left turn						No
WB left+right turn				8.1	A	
	WB Stop	-	-	10.4	B	

4520-001

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

LOWER WYANDOTTE ROAD BETWEEN PALERMO
MARYSVILLE ROAD AND PANO LANE

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-1
Page : 1

Direction 1

Begin	Tues.	NB		SB		Combined		Wed.	NB		SB		Combined	
Time	09/25	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/26	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		11	33	5	43	16	76		17	43	5	52	22	95
12:15		7	38	4	55	11	93		9	26	8	42	17	68
12:30		9	37	8	46	17	83		7	36	10	42	17	78
12:45		9	43	6	47	15	90		10	28	3	59	13	87
01:00		13	42	8	41	21	83		9	29	9	47	18	76
01:15		5	39	5	34	10	73		10	42	11	48	21	90
01:30		8	46	4	39	12	85		5	41	1	50	6	91
01:45		6	30	1	33	7	63		3	47	6	48	9	95
02:00		10	43	4	65	14	108		6	61	3	51	9	112
02:15		6	65	6	45	12	110		4	63	2	48	6	111
02:30		2	59	7	71	9	130		5	66	3	65	8	131
02:45		6	49	8	62	14	111		1	69	7	60	8	129
03:00		8	60	4	77	12	137		3	72	3	72	6	144
03:15		1	42	3	93	4	135		5	46	3	71	8	117
03:30		3	51	6	62	9	113		3	44	7	61	10	105
03:45		4	49	5	64	9	113		2	43	9	57	11	100
04:00		2	58	8	77	10	135		6	60	1	55	7	115
04:15		3	51	10	71	13	122		3	54	4	50	7	104
04:30		6	71	13	61	19	132		2	55	12	63	14	118
04:45		4	47	12	64	16	111		4	54	10	54	14	108
05:00		8	51	10	51	18	102		9	49	12	73	21	122
05:15		6	55	11	57	17	112		8	48	12	57	20	105
05:30		12	65	19	67	31	132		12	53	13	51	25	104
05:45		19	47	14	58	33	105		15	57	20	54	35	111
06:00		18	53	19	48	37	101		16	51	26	47	42	98
06:15		17	52	18	48	35	100		13	45	16	52	29	97
06:30		31	50	20	35	51	85		15	36	24	59	39	95
06:45		26	35	25	39	51	74		22	59	22	48	44	107
07:00		27	34	28	48	55	82		32	41	38	55	70	96
07:15		42	30	42	43	84	73		55	39	45	61	100	100
07:30		93	32	55	31	148	63		93	45	63	50	156	95
07:45		93	36	95	33	188	69		100	43	98	34	198	77
08:00		87	25	93	32	180	57		69	29	62	48	131	77
08:15		59	34	75	37	134	71		57	31	65	37	122	68
08:30		47	26	54	33	101	59		50	31	45	39	95	70
08:45		58	28	44	22	102	50		33	27	34	35	67	62
09:00		33	19	38	27	71	46		27	31	35	27	62	58
09:15		40	22	37	21	77	43		36	21	26	16	62	37
09:30		41	15	38	25	79	40		45	22	30	27	75	49
09:45		43	23	36	19	79	42		39	37	25	17	64	54
10:00		40	18	38	22	78	40		31	30	29	36	60	66
10:15		38	19	47	9	85	28		36	25	25	26	61	51
10:30		42	25	40	20	82	45		52	37	32	22	84	59
10:45		49	13	39	16	88	29		37	10	40	11	77	21
11:00		46	14	41	17	87	31		33	16	47	14	80	30
11:15		43	13	41	16	84	29		40	12	29	11	69	23
11:30		50	10	28	11	78	21		28	19	41	6	69	25
11:45		40	9	40	10	80	19		42	14	38	8	80	22
Totals		1271	1806	1212	2045	2483	3851		1159	1937	1109	2116	2268	4053
Day Totals			3077		3257		6334			3096		3225		6321
% Total		20.0%	28.5%	19.1%	32.2%				18.3%	30.6%	17.5%	33.4%		
Peaks		07:30	02:15	07:30	02:30	07:30	02:30		07:30	02:15	07:30	02:30	07:30	02:30
Volume		332	233	318	303	650	513		319	270	288	268	607	521
P.H.F.		.89	.89	.83	.81	.86	.93		.79	.93	.73	.93	.76	.90

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-1
Page : 2

LOWER WYANDOTTE ROAD BETWEEN PALERMO
MARYSVILLE ROAD AND PANO LANE

Direction 1

Begin	Thur.	NB		SB		Combined		Fri.	NB		SB		Combined	
Time	09/27	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/28	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		17	37	7	43	24	80		28	59	12	59	40	118
12:15		7	43	6	42	13	85		14	46	10	66	24	112
12:30		13	43	3	58	16	101		14	60	8	97	22	157
12:45		10	45	8	45	18	90		8	54	7	92	15	146
01:00		13	48	8	43	21	91		10	51	13	81	23	132
01:15		6	44	8	41	14	85		8	57	6	47	14	104
01:30		7	41	10	39	17	80		5	56	7	57	12	113
01:45		7	43	2	58	9	101		3	58	2	64	5	122
02:00		5	48	4	69	9	117		13	52	6	64	19	116
02:15		5	80	3	38	8	118		9	48	11	59	20	107
02:30		2	65	3	81	5	146		3	51	7	60	10	111
02:45		7	61	5	56	12	117		5	41	4	58	9	99
03:00		3	64	6	76	9	140		3	40	1	52	4	92
03:15		1	48	7	87	8	135		8	38	3	44	11	82
03:30		4	57	1	63	5	120		6	34	5	63	11	97
03:45		7	50	5	59	12	109		4	57	4	62	8	119
04:00		5	52	7	52	12	104		4	53	7	48	11	101
04:15		1	46	8	65	9	111		2	40	6	62	8	102
04:30		5	61	11	62	16	123		5	44	14	54	19	98
04:45		5	62	8	97	13	159		4	61	11	55	15	116
05:00		7	73	19	73	26	146		12	52	16	62	28	114
05:15		6	66	13	79	19	145		9	60	10	82	19	142
05:30		16	81	19	80	35	161		9	61	20	67	29	128
05:45		12	66	14	64	26	130		15	51	20	75	35	126
06:00		16	80	24	58	40	138		16	45	20	59	36	104
06:15		17	58	21	82	38	140		7	44	24	36	31	80
06:30		24	65	21	49	45	114		20	44	24	47	44	91
06:45		37	56	25	44	62	100		30	57	26	54	56	111
07:00		31	49	30	68	61	117		30	51	29	39	59	90
07:15		50	49	43	55	93	104		34	40	39	47	73	87
07:30		95	47	63	69	158	116		95	40	48	48	143	88
07:45		90	57	99	48	189	105		82	47	90	35	172	82
08:00		92	37	84	41	176	78		74	34	78	34	152	68
08:15		75	44	71	24	146	68		72	27	68	42	140	69
08:30		50	38	55	29	105	67		32	22	46	41	78	63
08:45		36	40	33	37	69	77		40	28	33	23	73	51
09:00		32	33	51	41	83	74		35	38	25	18	60	56
09:15		43	34	49	29	92	63		46	41	32	27	78	68
09:30		38	31	41	26	79	57		61	28	25	24	86	52
09:45		49	33	33	27	82	60		76	20	43	24	119	44
10:00		43	30	37	24	80	54		54	30	58	30	112	60
10:15		25	21	46	22	71	43		64	25	47	31	111	56
10:30		51	18	44	20	95	38		67	29	64	35	131	64
10:45		30	25	26	19	56	44		62	16	46	12	108	28
11:00		39	16	47	22	86	38		51	27	56	17	107	44
11:15		32	22	53	18	85	40		47	24	58	17	105	41
11:30		40	19	47	22	87	41		62	24	48	26	110	50
11:45		40	13	40	15	80	28		41	13	61	22	102	35
Totals		1246	2239	1268	2359	2514	4598		1399	2018	1298	2318	2697	4336
Day Totals		3485		3627		7112			3417		3616		7033	
% Total		17.5%	31.4%	17.8%	33.1%				19.8%	28.6%	18.4%	32.9%		
Peaks		07:30	05:15	07:30	04:45	07:30	04:45		07:30	04:45	07:30	12:15	07:30	12:15
Volume		352	293	317	329	669	611		323	234	284	336	607	547
P.H.F.		.92	.90	.80	.84	.88	.94		.85	.95	.78	.86	.88	.87

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-1

LOWER WYANDOTTE ROAD BETWEEN PALERMO
MARYSVILLE ROAD AND PANO LANE

Direction 1

Begin	Sat.	NB		SB		Combined		Sun.	NB		SB		Combined	
Time	09/29	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/30	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		36	41	19	36	55	77		28	40	15	36	43	76
12:15		27	44	9	41	36	85		18	33	20	43	38	76
12:30		9	30	10	34	19	64		9	52	19	35	28	87
12:45		15	45	11	35	26	80		14	44	12	54	26	98
01:00		12	31	9	35	21	66		11	44	8	35	19	79
01:15		16	47	10	53	26	100		13	54	11	38	24	92
01:30		11	35	9	52	20	87		13	43	11	34	24	77
01:45		8	39	12	47	20	86		13	36	12	51	25	87
02:00		22	43	5	42	27	85		8	32	9	50	17	82
02:15		15	42	12	37	27	79		11	37	8	33	19	70
02:30		15	37	8	44	23	81		6	30	5	44	11	74
02:45		11	36	8	32	19	68		2	38	7	48	9	86
03:00		9	49	8	46	17	95		4	43	3	34	7	77
03:15		2	39	7	51	9	90		5	36	6	40	11	76
03:30		4	46	5	44	9	90		5	42	5	43	10	85
03:45		3	46	4	51	7	97		4	30	2	32	6	62
04:00		8	49	5	43	13	92		9	31	8	51	17	82
04:15		7	37	8	44	15	81		3	46	6	46	9	92
04:30		8	41	10	55	18	96		9	30	7	67	16	97
04:45		8	44	9	48	17	92		4	34	1	70	5	104
05:00		6	30	11	32	17	62		3	54	5	75	8	129
05:15		6	36	5	47	11	83		5	49	7	56	12	105
05:30		11	40	8	44	19	84		9	54	15	69	24	123
05:45		7	32	13	52	20	84		8	72	7	59	15	131
06:00		12	37	5	32	17	69		11	54	5	62	16	116
06:15		8	41	8	43	16	84		5	60	7	51	12	111
06:30		11	37	13	50	24	87		8	49	7	50	15	99
06:45		9	51	15	50	24	101		8	59	12	51	20	110
07:00		9	40	18	54	27	94		8	50	13	46	21	96
07:15		13	44	17	49	30	93		12	48	18	44	30	92
07:30		16	45	22	34	38	79		19	52	19	36	38	88
07:45		19	36	16	41	35	77		18	48	17	34	35	82
08:00		24	34	26	45	50	79		31	47	15	42	46	89
08:15		33	43	24	45	57	88		13	38	9	35	22	73
08:30		30	42	28	24	58	66		19	36	12	40	31	76
08:45		35	37	28	33	63	70		38	43	15	36	53	79
09:00		33	38	22	27	55	65		27	32	30	34	57	66
09:15		21	33	32	26	53	59		25	23	33	16	58	39
09:30		34	22	28	34	62	56		39	21	29	18	68	39
09:45		36	24	30	28	66	52		42	22	34	28	76	50
10:00		22	29	26	27	48	56		32	21	28	18	60	39
10:15		40	29	40	21	80	50		28	14	26	14	54	28
10:30		37	27	46	27	83	54		29	26	36	15	65	41
10:45		33	20	33	18	66	38		36	15	39	12	75	27
11:00		42	21	42	17	84	38		28	14	38	7	66	21
11:15		40	18	38	19	78	37		44	10	28	7	72	17
11:30		48	21	47	21	95	42		43	20	30	20	73	40
11:45		34	16	34	21	68	37		26	10	35	15	61	25
Totals		915	1744	853	1831	1768	3575		803	1816	744	1874	1547	3690
Day Totals		2659		2684		5343			2619		2618		5237	
% Total		17.1%	32.6%	15.9%	34.2%				15.3%	34.6%	14.2%	35.7%		
Peaks		11:00	03:00	10:15	06:30	11:00	06:30		10:45	05:30	10:30	04:45	10:45	05:00
Volume		164	180	161	203	325	375		151	240	141	270	286	488
P.H.F.		.85	.91	.87	.93	.85	.92		.85	.83	.90	.9	.95	.93

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-1

LOWER WYANDOTTE ROAD BETWEEN PALERMO
MARYSVILLE ROAD AND PANO LANE

Direction 1

Begin	Mon.	NB		SB		Combined		Tues.	NB		SB		Combined	
Time	10/01	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	10/02	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		19	38	9	32	28	70		*	*	*	*	*	*
12:15		11	39	12	47	23	86		*	*	*	*	*	*
12:30		6	48	1	47	7	95		*	*	*	*	*	*
12:45		8	45	6	37	14	82		*	*	*	*	*	*
01:00		7	34	8	41	15	75		*	*	*	*	*	*
01:15		8	43	4	50	12	93		*	*	*	*	*	*
01:30		5	34	6	45	11	79		*	*	*	*	*	*
01:45		5	44	5	50	10	94		*	*	*	*	*	*
02:00		11	42	9	35	20	77		*	*	*	*	*	*
02:15		7	67	2	44	9	111		*	*	*	*	*	*
02:30		6	57	2	74	8	131		*	*	*	*	*	*
02:45		4	63	9	87	13	150		*	*	*	*	*	*
03:00		10	71	3	75	13	146		*	*	*	*	*	*
03:15		6	45	4	71	10	116		*	*	*	*	*	*
03:30		2	56	5	69	7	125		*	*	*	*	*	*
03:45		3	58	7	52	10	110		*	*	*	*	*	*
04:00		0	51	6	46	6	97		*	*	*	*	*	*
04:15		4	48	5	70	9	118		*	*	*	*	*	*
04:30		7	59	13	46	20	105		*	*	*	*	*	*
04:45		7	42	8	51	15	93		*	*	*	*	*	*
05:00		8	55	11	75	19	130		*	*	*	*	*	*
05:15		3	58	6	67	9	125		*	*	*	*	*	*
05:30		14	52	17	64	31	116		*	*	*	*	*	*
05:45		10	43	17	52	27	95		*	*	*	*	*	*
06:00		15	48	12	60	27	108		*	*	*	*	*	*
06:15		13	44	25	55	38	99		*	*	*	*	*	*
06:30		20	43	19	48	39	91		*	*	*	*	*	*
06:45		20	42	25	47	45	89		*	*	*	*	*	*
07:00		26	31	25	51	51	82		*	*	*	*	*	*
07:15		45	52	46	45	91	97		*	*	*	*	*	*
07:30		72	31	44	36	116	67		*	*	*	*	*	*
07:45		54	34	81	27	135	61		*	*	*	*	*	*
08:00		54	26	47	17	101	43		*	*	*	*	*	*
08:15		35	26	36	27	71	53		*	*	*	*	*	*
08:30		33	19	41	24	74	43		*	*	*	*	*	*
08:45		42	27	21	24	63	51		*	*	*	*	*	*
09:00		33	27	25	22	58	49		*	*	*	*	*	*
09:15		39	32	36	15	75	47		*	*	*	*	*	*
09:30		43	16	46	28	89	44		*	*	*	*	*	*
09:45		30	13	22	23	52	36		*	*	*	*	*	*
10:00		23	26	43	12	66	38		*	*	*	*	*	*
10:15		45	18	33	23	78	41		*	*	*	*	*	*
10:30		48	16	35	16	83	32		*	*	*	*	*	*
10:45		42	15	44	7	86	22		*	*	*	*	*	*
11:00		38	12	48	25	86	37		*	*	*	*	*	*
11:15		40	8	44	11	84	19		*	*	*	*	*	*
11:30		36	23	36	15	72	38		*	*	*	*	*	*
11:45		39	15	50	12	89	27		*	*	*	*	*	*
Totals		1056	1836	1059	1997	2115	3833		0	0	0	0	0	0
Day Totals		2892		3056		5948			0		0		0	
% Total		17.7%	30.8%	17.8%	33.5%				*	*	*	*		
Peaks		07:15	02:15	07:15	02:30	07:15	02:30							
Volume		225	258	218	307	443	543							
P.H.F.		.78	.90	.67	.88	.82	.90							

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-2

LOWER WYANDOTTE ROAD BETWEEN PANO LANE
AND ALVERDA DRIVE

Direction 1

Page : 1

Begin	Tues.	WB		EB		Combined		Wed.	WB		EB		Combined	
Time	09/25	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/26	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		25	47	10	66	35	113		20	43	12	67	32	110
12:15		14	48	8	50	22	98		22	43	12	66	34	109
12:30		18	66	12	57	30	123		14	58	17	65	31	123
12:45		23	60	8	61	31	121		15	40	8	69	23	109
01:00		15	59	7	50	22	109		24	55	11	62	35	117
01:15		16	46	5	38	21	84		18	48	10	64	28	112
01:30		21	74	7	41	28	115		12	64	8	53	20	117
01:45		11	49	4	50	15	99		8	69	3	60	11	129
02:00		21	60	6	49	27	109		22	59	9	62	31	121
02:15		13	55	10	62	23	117		12	51	10	57	22	108
02:30		5	50	9	65	14	115		15	49	7	65	22	114
02:45		8	56	6	54	14	110		14	62	13	64	27	126
03:00		18	62	8	64	26	126		7	67	3	74	10	141
03:15		8	47	4	96	12	143		11	59	8	75	19	134
03:30		11	67	4	85	15	152		10	75	4	69	14	144
03:45		8	62	5	77	13	139		12	62	4	80	16	142
04:00		12	69	4	89	16	158		18	86	2	89	20	175
04:15		8	55	8	76	16	131		11	63	3	86	14	149
04:30		12	56	6	101	18	157		15	62	5	92	20	154
04:45		17	45	6	82	23	127		12	56	7	75	19	131
05:00		17	70	6	73	23	143		17	64	8	88	25	152
05:15		11	59	6	101	17	160		16	61	7	102	23	163
05:30		21	68	14	117	35	185		34	64	17	80	51	144
05:45		28	57	19	88	47	145		32	55	22	89	54	144
06:00		42	41	9	71	51	112		36	56	10	75	46	131
06:15		32	55	26	60	58	115		35	47	23	69	58	116
06:30		39	60	20	61	59	121		38	42	21	80	59	122
06:45		27	36	39	74	66	110		36	52	28	89	64	141
07:00		54	40	27	65	81	105		56	57	27	96	83	153
07:15		70	45	32	62	102	107		61	49	49	78	110	127
07:30		83	42	50	38	133	80		87	53	57	69	144	122
07:45		70	51	75	48	145	99		74	42	88	69	162	111
08:00		50	32	58	28	108	60		45	45	50	63	95	108
08:15		51	45	69	42	120	87		54	46	46	49	100	95
08:30		46	29	71	39	117	68		69	34	56	48	125	82
08:45		62	47	39	31	101	78		49	36	52	54	101	90
09:00		43	38	45	33	88	71		43	48	43	47	86	95
09:15		59	47	52	32	111	79		53	41	46	34	99	75
09:30		61	34	58	30	119	64		61	52	34	34	95	86
09:45		62	43	42	30	104	73		52	63	40	23	92	86
10:00		51	38	41	33	92	71		56	98	48	27	104	125
10:15		46	21	52	17	98	38		51	68	36	31	87	99
10:30		47	31	55	20	102	51		39	80	38	34	77	114
10:45		53	30	66	23	119	53		52	45	46	18	98	63
11:00		64	24	35	20	99	44		48	39	51	32	99	71
11:15		36	30	63	27	99	57		51	28	51	23	102	51
11:30		51	31	43	27	94	58		45	34	56	15	101	49
11:45		55	19	52	17	107	36		49	25	61	20	110	45
Totals		1615	2296	1301	2620	2916	4916		1631	2595	1267	2930	2898	5525
Day Totals			3911		3921		7832			4226		4197		8423
% Total		20.6%	29.3%	16.6%	33.4%				19.3%	30.8%	15.0%	34.7%		
Peaks		07:00	05:00	07:45	05:00	07:30	05:00		07:00	09:45	07:15	05:00	07:15	03:45
Volume		277	254	273	379	506	633		278	309	244	359	511	620
P.H.F.		.83	.90	.91	.80	.87	.85		.79	.78	.69	.87	.78	.88

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-2

LOWER WYANDOTTE ROAD BETHEEN PANO LANE
AND ALVERDA DRIVE

Direction 1

Begin	Thur.	WB		EB		Combined		Fri.	WB		EB		Combined	
Time	09/27	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/28	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		32	51	12	58	44	109		33	62	17	50	50	112
12:15		18	55	16	53	34	108		30	47	14	61	44	108
12:30		26	59	5	57	31	116		33	54	8	78	41	132
12:45		21	60	7	73	28	133		18	53	16	67	34	120
01:00		22	54	4	46	26	100		24	55	11	70	35	125
01:15		11	46	7	51	18	97		14	47	8	62	22	109
01:30		15	59	8	55	23	114		14	63	10	57	24	120
01:45		18	51	7	73	25	124		7	68	2	75	9	143
02:00		15	64	17	72	32	136		20	62	6	62	26	124
02:15		12	64	6	68	18	132		18	58	8	80	26	138
02:30		7	58	10	71	17	129		10	76	12	94	22	170
02:45		15	46	4	66	19	112		11	55	4	82	15	137
03:00		7	83	6	81	13	164		12	69	5	82	17	151
03:15		10	63	4	77	14	140		10	53	7	73	17	126
03:30		9	58	6	69	15	127		16	54	5	110	21	164
03:45		11	68	8	74	19	142		11	76	8	82	19	158
04:00		17	76	7	85	24	161		18	70	5	90	23	160
04:15		9	53	4	99	13	152		15	56	5	100	20	156
04:30		11	60	6	106	17	166		12	55	8	102	20	157
04:45		19	75	6	131	25	206		16	54	10	117	26	171
05:00		12	84	12	134	24	218		17	59	10	105	27	164
05:15		19	87	7	126	26	213		29	57	5	126	34	183
05:30		38	107	19	125	57	232		25	88	17	125	42	213
05:45		29	79	17	116	46	195		22	65	23	126	45	191
06:00		35	101	18	87	53	188		27	68	19	103	46	171
06:15		27	81	14	115	41	196		32	57	20	94	52	151
06:30		28	81	25	93	53	174		31	78	21	94	52	172
06:45		45	63	40	94	85	157		50	65	33	103	83	168
07:00		58	74	29	87	87	161		59	51	28	78	87	129
07:15		65	77	35	80	100	157		62	50	39	79	101	129
07:30		78	72	57	105	135	177		91	42	30	71	121	113
07:45		55	58	83	78	138	136		52	48	79	80	131	128
08:00		62	57	65	70	127	127		74	39	60	56	134	95
08:15		66	75	51	53	117	128		58	46	61	65	119	111
08:30		41	69	64	50	105	119		60	37	46	68	106	105
08:45		61	67	29	56	90	123		56	38	45	56	101	94
09:00		39	54	52	42	91	96		49	86	45	41	94	127
09:15		52	57	54	33	106	90		58	65	37	37	95	102
09:30		66	48	50	45	116	93		62	51	40	45	102	96
09:45		49	50	51	37	100	87		67	32	46	44	113	76
10:00		56	54	43	33	99	87		60	69	58	49	118	118
10:15		48	50	53	32	101	82		56	42	51	44	107	86
10:30		68	37	41	45	109	82		69	53	72	52	141	105
10:45		39	39	55	18	94	57		46	40	48	29	94	69
11:00		56	35	46	27	102	62		50	45	36	43	86	88
11:15		51	35	59	39	110	74		42	65	57	31	99	96
11:30		54	48	54	21	108	69		66	45	54	41	120	86
11:45		59	35	59	28	118	63		49	32	56	31	105	63
Totals		1661	2977	1332	3334	2993	6311		1761	2700	1305	3510	3066	6210
Day Totals			4638		4666		9304			4461		4815		9276
% Total		17.8%	32.0%	14.3%	35.8%				18.9%	29.1%	14.0%	37.8%		
Peaks		07:30	05:15	07:45	04:45	07:30	04:45		07:15	05:15	07:45	05:00	07:30	05:15
Volume		261	374	263	516	517	869		279	278	246	482	505	758
P.H.F.		.83	.87	.79	.96	.93	.93		.76	.78	.77	.95	.94	.88

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-2
Page : 3

LOWER WYANDOTTE ROAD BETWEEN PANO LANE
AND ALVERDA DRIVE

Direction 1

Begin	Sat.	WB		EB		Combined		Sun.	WB		EB		Combined	
Time	09/29	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/30	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		74	42	19	41	93	83		53	44	21	53	74	97
12:15		59	44	16	59	75	103		38	38	21	54	59	92
12:30		33	45	20	52	53	97		22	47	22	63	44	110
12:45		24	50	15	57	39	107		32	43	27	46	59	89
01:00		40	36	12	43	52	79		41	46	12	48	53	94
01:15		29	55	5	50	34	105		35	48	13	61	48	109
01:30		24	44	17	68	41	112		40	64	11	40	51	104
01:45		18	59	9	60	27	119		29	49	13	67	42	116
02:00		65	60	6	51	71	111		22	54	8	57	30	111
02:15		40	57	14	64	54	121		31	55	17	54	48	109
02:30		32	51	12	68	44	119		21	57	11	59	32	116
02:45		21	37	8	66	29	103		21	52	10	57	31	109
03:00		26	69	6	70	32	139		19	68	9	54	28	122
03:15		23	47	15	55	38	102		14	47	7	65	21	112
03:30		16	46	4	64	20	110		15	55	3	46	18	101
03:45		15	58	4	68	19	126		17	60	3	70	20	130
04:00		25	77	8	56	33	133		14	59	6	60	20	119
04:15		18	52	2	52	20	104		10	61	7	65	17	126
04:30		15	53	9	71	24	124		11	52	11	85	22	137
04:45		13	51	13	69	26	120		17	58	7	93	24	151
05:00		15	60	7	43	22	103		11	63	3	100	14	163
05:15		13	54	10	55	23	109		13	84	8	78	21	162
05:30		25	47	15	65	40	112		12	90	14	92	26	182
05:45		18	39	13	84	31	123		11	88	12	110	23	198
06:00		17	41	7	63	24	104		13	80	11	89	24	169
06:15		12	48	20	56	32	104		14	92	21	86	35	178
06:30		18	48	19	78	37	126		16	75	12	74	28	149
06:45		22	54	19	87	41	141		17	96	15	77	32	173
07:00		31	53	29	71	60	124		21	77	19	81	40	158
07:15		20	50	29	92	49	142		18	81	21	65	39	146
07:30		22	49	33	80	55	129		23	62	34	58	57	120
07:45		37	41	38	69	75	110		17	79	32	49	49	128
08:00		51	41	30	57	81	98		38	59	15	62	53	121
08:15		30	47	28	57	58	104		23	73	20	58	43	131
08:30		34	41	31	65	65	106		36	59	16	57	52	116
08:45		41	51	31	50	72	101		41	57	23	52	64	109
09:00		40	43	45	64	85	107		35	50	28	36	63	86
09:15		35	48	40	56	75	104		35	46	46	31	81	77
09:30		53	40	41	59	94	99		44	44	35	24	79	68
09:45		45	51	54	37	99	88		54	48	53	27	107	75
10:00		39	58	45	42	84	100		42	48	43	23	85	71
10:15		50	59	43	49	93	108		47	37	34	19	81	56
10:30		46	60	61	40	107	100		42	37	43	25	85	62
10:45		53	64	57	38	110	102		53	23	39	23	92	46
11:00		51	39	42	35	93	74		41	37	45	15	86	52
11:15		47	46	49	30	96	76		47	26	35	16	82	42
11:30		46	52	50	26	96	78		33	39	36	25	69	64
11:45		65	34	46	39	111	73		45	15	42	25	87	40
Totals		1586	2391	1146	2771	2732	5162		1344	2722	994	2674	2338	5396
Day Totals			3977		3917		7894			4066		3668		7734
% Total		20.0%	30.2%	14.5%	35.1%				17.3%	35.2%	12.8%	34.5%		
Peaks		11:00	10:00	10:30	06:45	10:30	06:45		09:30	05:30	09:15	05:00	09:45	05:30
Volume		209	241	209	330	406	536		187	350	177	380	358	727
P.H.F.		.80	.94	.85	.89	.92	.94		.86	.95	.83	.86	.83	.91

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-2

LOWER WYANDOTTE ROAD BETWEEN PANO LANE
AND ALVERDA DRIVE

Direction 1

Begin	Mon.	WB		EB		Combined		Tues.	WB		EB		Combined	
Time	10/01	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	10/02	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		36	44	13	56	49	100		*	*	*	*	*	*
12:15		25	48	10	49	35	97		*	*	*	*	*	*
12:30		20	48	8	54	28	102		*	*	*	*	*	*
12:45		15	48	8	52	23	100		*	*	*	*	*	*
01:00		13	51	11	62	24	113		*	*	*	*	*	*
01:15		15	58	9	52	24	110		*	*	*	*	*	*
01:30		14	49	7	62	21	111		*	*	*	*	*	*
01:45		14	46	7	51	21	97		*	*	*	*	*	*
02:00		23	77	9	44	32	121		*	*	*	*	*	*
02:15		15	60	4	57	19	117		*	*	*	*	*	*
02:30		7	58	6	57	13	115		*	*	*	*	*	*
02:45		9	62	9	78	18	140		*	*	*	*	*	*
03:00		18	68	2	75	20	143		*	*	*	*	*	*
03:15		10	56	6	66	16	122		*	*	*	*	*	*
03:30		18	71	6	74	24	145		*	*	*	*	*	*
03:45		8	56	5	72	13	128		*	*	*	*	*	*
04:00		14	69	6	68	20	137		*	*	*	*	*	*
04:15		13	50	0	79	13	129		*	*	*	*	*	*
04:30		18	57	7	75	25	132		*	*	*	*	*	*
04:45		20	59	6	87	26	146		*	*	*	*	*	*
05:00		22	64	11	85	33	149		*	*	*	*	*	*
05:15		22	35	13	88	35	123		*	*	*	*	*	*
05:30		25	55	14	85	39	140		*	*	*	*	*	*
05:45		27	49	12	71	39	120		*	*	*	*	*	*
06:00		36	42	13	63	49	105		*	*	*	*	*	*
06:15		34	48	19	68	53	116		*	*	*	*	*	*
06:30		27	45	15	61	42	106		*	*	*	*	*	*
06:45		34	50	33	59	67	109		*	*	*	*	*	*
07:00		49	36	34	69	83	105		*	*	*	*	*	*
07:15		57	41	35	61	92	102		*	*	*	*	*	*
07:30		79	29	46	43	125	72		*	*	*	*	*	*
07:45		64	38	91	50	155	88		*	*	*	*	*	*
08:00		57	38	58	40	115	78		*	*	*	*	*	*
08:15		47	32	45	35	92	67		*	*	*	*	*	*
08:30		42	32	49	37	91	69		*	*	*	*	*	*
08:45		54	44	52	33	106	77		*	*	*	*	*	*
09:00		61	44	32	26	93	70		*	*	*	*	*	*
09:15		54	44	49	26	103	70		*	*	*	*	*	*
09:30		67	41	40	26	107	67		*	*	*	*	*	*
09:45		58	27	54	33	112	60		*	*	*	*	*	*
10:00		39	37	34	22	73	59		*	*	*	*	*	*
10:15		42	29	41	21	83	50		*	*	*	*	*	*
10:30		40	38	36	14	76	52		*	*	*	*	*	*
10:45		41	27	37	25	78	52		*	*	*	*	*	*
11:00		46	22	35	27	81	49		*	*	*	*	*	*
11:15		40	26	64	27	104	53		*	*	*	*	*	*
11:30		50	30	52	22	102	52		*	*	*	*	*	*
11:45		53	23	52	22	105	45		*	*	*	*	*	*
Totals		1592	2201	1205	2509	2797	4710		0	0	0	0	0	0
Day Totals			3793		3714		7507			0		0		0
% Total		21.2%	29.3%	16.0%	33.4%				*	*	*	*		
Peaks		07:15	02:00	07:45	04:45	07:15	04:45							
Volume		257	257	243	345	487	558							
P.H.F.		.81	.83	.66	.98	.78	.93							

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 00000000000
Start Date: 09/25/2007
File I.D. : 7362-1

LOWER WYANDOTTE ROAD BETWEEN ALVERDA DRIVE AND FEATHER FALLS ACCESS ROAD

Direction 1

Begin	Tues.	WB		EB		Combined		Wed.	WB		EB		Combined	
Time	09/25	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/26	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		10	28	10	58	20	86		11	27	10	61	21	88
12:15		9	33	8	40	17	73		7	29	8	43	15	72
12:30		7	49	8	42	15	91		3	41	16	44	19	85
12:45		11	37	5	43	16	80		7	34	5	53	12	87
01:00		7	29	3	43	10	72		8	33	10	53	18	86
01:15		8	30	4	32	12	62		4	40	9	51	13	91
01:30		9	42	6	25	15	67		6	33	5	42	11	75
01:45		5	34	2	44	7	78		2	51	1	46	3	97
02:00		8	42	5	42	13	84		11	39	6	44	17	83
02:15		7	35	8	56	15	91		3	36	9	40	12	76
02:30		2	37	6	63	8	100		6	36	5	44	11	80
02:45		4	36	6	44	10	80		7	41	11	47	18	88
03:00		7	44	8	55	15	99		5	40	2	59	7	99
03:15		2	37	3	75	5	112		7	45	7	65	14	110
03:30		3	32	3	61	6	93		4	57	2	61	6	118
03:45		9	35	1	69	10	104		6	44	4	57	10	101
04:00		7	40	3	75	10	115		13	63	1	68	14	131
04:15		3	36	5	64	8	100		9	44	2	63	11	107
04:30		11	33	3	83	14	116		9	36	2	73	11	109
04:45		15	24	3	72	18	96		11	41	5	59	16	100
05:00		13	44	6	63	19	107		10	43	7	74	17	117
05:15		7	34	4	78	11	112		13	39	3	76	16	115
05:30		20	46	12	93	32	139		30	47	12	70	42	117
05:45		20	38	11	80	31	118		23	34	15	69	38	103
06:00		34	27	8	55	42	82		26	51	8	59	34	110
06:15		23	33	20	50	43	83		31	37	17	59	48	96
06:30		32	35	19	53	51	88		36	38	17	65	53	103
06:45		28	28	32	56	60	84		36	28	23	67	59	95
07:00		47	28	24	50	71	78		51	46	23	73	74	119
07:15		66	27	21	49	87	76		55	33	37	60	92	93
07:30		69	30	41	26	110	56		81	34	40	52	121	86
07:45		49	37	54	35	103	72		61	32	64	41	125	73
08:00		43	13	40	19	83	32		29	29	32	52	61	81
08:15		38	23	54	35	92	58		48	26	33	33	81	59
08:30		37	17	52	32	89	49		59	24	45	35	104	59
08:45		48	27	32	24	80	51		33	24	51	41	84	65
09:00		33	21	35	23	68	44		32	26	33	34	65	60
09:15		40	27	40	21	80	48		35	23	33	26	68	49
09:30		35	20	44	23	79	43		39	34	28	22	67	56
09:45		40	20	35	22	75	42		32	43	27	14	59	57
10:00		32	17	35	31	67	48		45	59	34	16	79	75
10:15		27	13	41	14	68	27		36	45	30	21	66	66
10:30		38	10	45	14	83	24		26	40	30	25	56	65
10:45		41	11	48	14	89	25		39	22	34	13	73	35
11:00		47	10	33	11	80	21		33	14	37	21	70	35
11:15		30	17	50	20	80	37		36	16	37	13	73	29
11:30		27	17	35	21	62	38		31	15	39	12	70	27
11:45		30	9	46	13	76	22		32	11	42	12	74	23
Totals		1138	1392	1017	2111	2155	3503		1177	1723	951	2228	2128	3951
Day Totals		2530		3128		5658			2900		3179		6079	
% Total		20.1%	24.6%	17.9%	37.3%				19.3%	28.3%	15.6%	36.6%		
Peaks		07:00	05:00	07:45	05:00	07:30	05:00		07:00	03:15	07:45	05:00	07:00	03:15
Volume		231	162	200	314	388	476		248	209	174	289	412	460
P.H.F.		.83	.88	.92	.84	.88	.85		.76	.82	.67	.95	.82	.87

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-3

LOWER WYANDOTTE ROAD BETWEEN ALVERDA DRIVE AND FEATHER FALLS ACCESS ROAD

Direction 1

Begin	Thur.	WB		EB		Combined		Fri.	WB		EB		Combined	
Time	09/27	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/28	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		13	32	6	42	19	74		11	33	11	47	22	80
12:15		10	40	11	46	21	86		12	32	12	47	24	79
12:30		7	42	5	44	12	86		13	40	6	58	19	98
12:45		7	36	3	56	10	92		8	44	14	59	22	103
01:00		8	35	4	45	12	80		6	36	9	58	15	94
01:15		3	38	7	37	10	75		4	37	4	55	8	92
01:30		8	37	5	37	13	74		7	55	4	50	11	105
01:45		7	35	4	57	11	92		3	53	1	57	4	110
02:00		8	37	10	60	18	97		4	43	4	54	8	97
02:15		4	40	4	56	8	96		11	45	5	65	16	110
02:30		4	39	9	55	13	94		5	53	9	71	14	124
02:45		5	30	4	52	9	82		5	38	4	68	9	106
03:00		5	59	4	58	9	117		5	48	2	69	7	117
03:15		4	42	4	65	8	107		1	36	6	61	7	97
03:30		0	47	4	55	4	102		9	49	3	91	12	140
03:45		8	43	5	52	13	95		5	56	6	73	11	129
04:00		12	55	4	66	16	121		12	46	3	66	15	112
04:15		8	43	4	72	12	115		9	40	3	82	12	122
04:30		10	46	4	81	14	127		10	45	6	75	16	120
04:45		17	49	3	101	20	150		10	43	8	84	18	127
05:00		9	52	8	110	17	162		11	39	6	77	17	116
05:15		16	55	5	97	21	152		23	46	2	99	25	145
05:30		30	60	12	99	42	159		23	63	12	98	35	161
05:45		23	57	11	98	34	155		17	46	18	98	35	144
06:00		26	57	14	67	40	124		17	42	16	82	33	124
06:15		24	46	13	86	37	132		25	39	16	73	41	112
06:30		26	55	20	64	46	119		31	65	17	67	48	132
06:45		42	39	35	62	77	101		42	48	29	80	71	128
07:00		49	52	24	67	73	119		51	34	19	59	70	93
07:15		56	41	29	58	85	99		58	37	28	64	86	101
07:30		70	43	44	71	114	114		80	33	27	56	107	89
07:45		57	37	63	57	120	94		50	31	64	60	114	91
08:00		43	36	51	47	94	83		60	32	48	39	108	71
08:15		45	40	37	37	82	77		43	25	45	39	88	64
08:30		37	38	51	33	88	71		50	38	35	29	85	67
08:45		45	37	23	37	68	74		41	60	41	11	82	71
09:00		21	31	43	31	64	62		40	70	32	13	72	83
09:15		36	34	39	22	75	56		41	61	25	7	66	68
09:30		39	25	39	35	78	60		46	53	35	14	81	67
09:45		34	22	33	21	67	43		50	43	37	9	87	52
10:00		36	23	33	21	69	44		37	43	35	19	72	62
10:15		36	21	42	24	78	45		41	48	38	12	79	60
10:30		55	22	27	30	82	52		57	52	56	25	113	77
10:45		25	15	42	16	67	31		30	37	33	8	63	45
11:00		37	18	42	20	79	38		37	38	34	19	71	57
11:15		42	17	47	24	89	41		29	40	46	14	75	54
11:30		37	24	42	12	79	36		47	24	39	27	86	51
11:45		40	24	50	14	90	38		38	20	45	14	83	34
Totals		1184	1846	1023	2497	2207	4343		1265	2079	998	2502	2263	4581
Day Totals			3030		3520		6550			3344		3500		6844
% Total		18.0%	28.1%	15.6%	38.1%				18.4%	30.3%	14.5%	36.5%		
Peaks		07:00	05:15	07:45	04:45	07:15	05:00		07:15	08:45	07:45	05:15	07:30	05:15
Volume		232	229	202	407	413	628		248	244	192	377	417	574
P.H.F.		.82	.95	.80	.92	.86	.96		.77	.87	.75	.95	.91	.89

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-3

LOWER WYANDOTTE ROAD BETWEEN ALVERDA DRIVE AND FEATHER FALLS ACCESS ROAD

Direction 1

Begin	Sat.	WB		EB		Combined		Sun.	WB		EB		Combined	
Time	09/29	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/30	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		41	33	13	34	54	67		29	35	11	48	40	83
12:15		23	29	7	50	30	79		16	29	12	45	28	74
12:30		19	34	14	42	33	76		11	39	18	46	29	85
12:45		12	42	10	47	22	89		14	30	21	40	35	70
01:00		18	24	10	41	28	65		10	36	6	41	16	77
01:15		14	43	4	42	18	85		14	36	11	43	25	79
01:30		10	37	14	58	24	95		23	41	10	40	33	81
01:45		8	50	6	48	14	98		14	43	8	56	22	99
02:00		27	43	3	47	30	90		10	39	4	51	14	90
02:15		17	39	10	54	27	93		12	38	10	46	22	84
02:30		12	40	8	59	20	99		8	40	7	44	15	84
02:45		8	30	5	50	13	80		7	34	8	45	15	79
03:00		10	42	8	52	18	94		10	42	7	49	17	91
03:15		10	33	7	46	17	79		3	45	5	51	8	96
03:30		8	34	4	56	12	90		6	44	2	42	8	86
03:45		7	43	3	60	10	103		7	41	2	54	9	95
04:00		9	55	4	44	13	99		6	38	5	45	11	83
04:15		12	34	2	41	14	75		5	43	4	50	9	93
04:30		8	40	5	56	13	96		7	45	12	61	19	106
04:45		6	35	11	53	17	88		11	45	3	71	14	116
05:00		12	42	5	37	17	79		8	42	3	75	11	117
05:15		8	29	5	52	13	81		9	53	6	67	15	120
05:30		11	34	10	44	21	78		5	63	9	65	14	128
05:45		11	35	11	70	22	105		7	58	6	84	13	142
06:00		7	26	6	52	13	78		6	42	9	73	15	115
06:15		11	37	17	45	28	82		9	40	17	74	26	114
06:30		15	29	14	56	29	85		11	53	9	60	20	113
06:45		14	41	14	77	28	118		9	58	14	56	23	114
07:00		20	38	21	47	41	85		13	49	15	57	28	106
07:15		17	36	23	67	40	103		15	58	18	51	33	109
07:30		22	37	21	60	43	97		14	35	23	37	37	72
07:45		30	34	31	46	61	80		10	44	26	33	36	77
08:00		41	24	19	40	60	64		28	33	13	47	41	80
08:15		24	29	24	44	48	73		21	44	16	34	37	78
08:30		30	32	26	53	56	85		30	30	11	42	41	72
08:45		29	31	28	39	57	70		39	31	16	34	55	65
09:00		33	29	36	47	69	76		34	31	22	30	56	61
09:15		36	30	37	43	73	73		34	18	36	23	70	41
09:30		38	29	31	45	69	74		40	25	31	19	71	44
09:45		38	22	40	35	78	57		38	23	41	21	79	44
10:00		37	34	33	33	70	67		42	23	31	17	73	40
10:15		36	35	35	37	71	72		34	18	29	12	63	30
10:30		37	36	49	32	86	68		37	18	30	22	67	40
10:45		41	32	50	32	91	64		50	9	31	15	81	24
11:00		39	19	34	28	73	47		37	21	35	11	72	32
11:15		40	26	36	22	76	48		35	15	35	14	70	29
11:30		29	30	44	23	73	53		23	21	33	16	56	37
11:45		50	24	34	29	84	53		33	9	38	16	71	25
Totals		1035	1640	882	2215	1917	3855		894	1747	769	2073	1663	3820
Day Totals			2675		3097		5772			2641		2842		5483
% Total		17.9%	28.4%	15.2%	38.3%				16.3%	31.8%	14.0%	37.8%		
Peaks		11:00	01:15	10:30	06:45	10:30	06:45		10:00	06:30	11:00	05:30	09:15	05:00
Volume		158	173	169	251	326	403		163	218	141	296	293	507
P.H.F.		.79	.86	.84	.81	.89	.85		.81	.93	.92	.88	.92	.89

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

LOWER WYANDOTTE ROAD BETWEEN ALVERDA DRIVE AND FEATHER FALLS ACCESS ROAD

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-3

Direction 1

Begin	Mon.	WB		EB		Combined		Tues.	WB		EB		Combined	
Time	10/01	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	10/02	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		12	26	10	41	22	67		*	*	*	*	*	*
12:15		12	34	6	33	18	67		*	*	*	*	*	*
12:30		12	36	6	41	18	79		*	*	*	*	*	*
12:45		8	27	5	35	13	62		*	*	*	*	*	*
01:00		6	37	9	54	15	91		*	*	*	*	*	*
01:15		9	31	6	41	15	72		*	*	*	*	*	*
01:30		12	30	5	45	17	75		*	*	*	*	*	*
01:45		5	29	5	44	10	73		*	*	*	*	*	*
02:00		12	49	7	37	19	86		*	*	*	*	*	*
02:15		7	46	3	49	10	95		*	*	*	*	*	*
02:30		1	38	5	50	6	88		*	*	*	*	*	*
02:45		7	43	8	63	15	106		*	*	*	*	*	*
03:00		11	41	1	61	12	102		*	*	*	*	*	*
03:15		5	34	2	57	7	91		*	*	*	*	*	*
03:30		7	37	6	67	13	104		*	*	*	*	*	*
03:45		1	37	3	61	4	98		*	*	*	*	*	*
04:00		10	44	3	66	13	110		*	*	*	*	*	*
04:15		10	32	1	67	11	99		*	*	*	*	*	*
04:30		19	35	2	72	21	107		*	*	*	*	*	*
04:45		19	34	0	73	19	107		*	*	*	*	*	*
05:00		21	39	0	72	21	111		*	*	*	*	*	*
05:15		23	24	5	78	28	102		*	*	*	*	*	*
05:30		23	39	5	69	28	108		*	*	*	*	*	*
05:45		23	33	9	61	32	94		*	*	*	*	*	*
06:00		27	24	8	48	35	72		*	*	*	*	*	*
06:15		26	34	15	53	41	87		*	*	*	*	*	*
06:30		35	29	4	48	39	77		*	*	*	*	*	*
06:45		53	33	1	53	54	86		*	*	*	*	*	*
07:00		69	27	0	57	69	84		*	*	*	*	*	*
07:15		85	28	0	50	85	78		*	*	*	*	*	*
07:30		99	24	7	34	106	58		*	*	*	*	*	*
07:45		86	24	42	46	128	70		*	*	*	*	*	*
08:00		65	17	15	33	80	50		*	*	*	*	*	*
08:15		41	17	17	30	58	47		*	*	*	*	*	*
08:30		33	18	33	31	66	49		*	*	*	*	*	*
08:45		42	29	37	28	79	57		*	*	*	*	*	*
09:00		39	27	27	17	66	44		*	*	*	*	*	*
09:15		45	27	35	21	80	48		*	*	*	*	*	*
09:30		47	30	25	19	72	49		*	*	*	*	*	*
09:45		46	16	41	20	87	36		*	*	*	*	*	*
10:00		37	16	27	18	64	34		*	*	*	*	*	*
10:15		36	25	31	16	67	41		*	*	*	*	*	*
10:30		35	20	35	14	70	34		*	*	*	*	*	*
10:45		37	11	32	20	69	31		*	*	*	*	*	*
11:00		34	9	45	14	79	23		*	*	*	*	*	*
11:15		32	17	52	21	84	38		*	*	*	*	*	*
11:30		39	13	43	17	82	30		*	*	*	*	*	*
11:45		33	11	36	16	69	27		*	*	*	*	*	*
Totals		1396	1383	720	2061	2116	3444		0	0	0	0	0	0
Day Totals		2779		2781		5560			0		0		0	
% Total		25.1%	24.8%	12.9%	37.0%				*	*	*	*		
Peaks		07:00	02:00	11:00	04:30	07:15	04:45							
Volume		339	176	176	295	399	428							
P.H.F.		.85	.89	.84	.94	.77	.96							

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 00000000030
Start Date: 09/25/2007
File I.D. : 7362-1

LOWER WYANDOTTE ROAD BETWEEN FEATHER FALLS ACCESS ROAD AND IRON HORSE LANE

Direction 1

Page : 1

Begin	Tues.	EB		WB		Combined		Wed.	EB		WB		Combined	
Time	09/25	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/26	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		3	38	3	17	6	55		3	37	0	20	3	57
12:15		2	22	0	17	2	39		4	22	0	18	4	40
12:30		1	20	1	38	2	58		3	32	1	26	4	58
12:45		2	19	4	25	6	44		3	33	2	23	5	56
01:00		3	27	0	23	3	50		5	16	1	20	6	36
01:15		1	19	0	19	1	38		3	24	1	25	4	49
01:30		2	11	2	23	4	34		3	27	3	17	6	44
01:45		3	29	1	21	4	50		0	22	2	27	2	49
02:00		3	27	0	25	3	52		2	28	1	24	3	52
02:15		3	33	2	24	5	57		2	26	0	18	2	44
02:30		2	34	0	26	2	60		2	30	1	24	3	54
02:45		0	26	1	27	1	53		2	27	1	28	3	55
03:00		3	36	2	23	5	59		0	44	1	34	1	78
03:15		2	40	0	27	2	67		2	43	1	32	3	75
03:30		1	50	2	27	3	77		4	40	2	32	6	72
03:45		0	38	2	24	2	62		2	30	3	25	5	55
04:00		1	55	4	17	5	72		0	47	11	21	11	68
04:15		3	49	2	19	5	68		2	36	3	24	5	60
04:30		1	57	8	21	9	78		0	46	8	27	8	73
04:45		2	42	13	19	15	61		1	44	7	30	8	74
05:00		4	44	12	30	16	74		3	48	9	31	12	79
05:15		1	51	7	32	8	83		1	56	10	25	11	81
05:30		4	56	23	26	27	82		7	39	26	35	33	74
05:45		7	41	19	29	26	70		7	32	22	19	29	51
06:00		9	35	31	15	40	50		4	39	18	28	22	67
06:15		15	30	19	23	34	53		13	28	27	25	40	53
06:30		7	26	33	26	40	52		13	32	37	22	50	54
06:45		24	32	27	14	51	46		18	33	29	19	47	52
07:00		17	34	43	14	60	48		13	30	48	28	61	58
07:15		10	34	66	18	76	52		14	29	59	19	73	48
07:30		26	20	72	16	98	36		21	23	75	18	96	41
07:45		20	19	55	18	75	37		23	17	63	14	86	31
08:00		17	16	38	6	55	22		8	26	33	14	41	40
08:15		20	18	30	10	50	28		14	17	39	12	53	29
08:30		33	19	31	9	64	28		23	27	42	8	65	35
08:45		15	13	31	7	46	20		33	22	30	12	63	34
09:00		19	16	26	9	45	25		20	17	24	4	44	21
09:15		15	13	29	14	44	27		13	12	23	8	36	20
09:30		15	12	29	7	44	19		23	10	21	8	44	18
09:45		12	15	31	5	43	20		12	10	29	7	41	17
10:00		19	18	28	6	47	24		23	21	35	8	58	29
10:15		18	9	21	4	39	13		14	17	27	12	41	29
10:30		25	5	31	5	56	10		16	13	21	5	37	18
10:45		26	11	28	1	54	12		16	9	23	1	39	10
11:00		17	3	28	0	45	3		19	7	24	6	43	13
11:15		26	4	24	4	50	8		26	7	28	7	54	14
11:30		12	10	20	2	32	12		24	3	24	4	48	7
11:45		23	6	22	2	45	8		25	7	20	3	45	10
Totals		494	1282	901	814	1395	2096		489	1285	915	897	1404	2182
Day Totals			1776		1715		3491			1774		1812		3586
% Total		14.1%	36.7%	25.8%	23.3%				13.6%	35.8%	25.5%	25.0%		
Peaks		10:30	04:00	07:00	05:00	07:00	05:00		11:00	04:30	07:00	02:45	07:00	04:45
Volume		94	203	236	117	309	309		94	194	245	126	316	308
P.H.F.		.90	.89	.81	.91	.78	.93		.90	.86	.81	.92	.82	.95

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-4

LOWER WYANDOTTE ROAD BETWEEN FEATHER FALLS ACCESS ROAD AND IRON HORSE LANE

Direction 1

Begin	Thur.	EB		WB		Combined		Fri.	EB		WB		Combined	
Time	09/27	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/28	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		8	27	2	27	10	54		5	30	0	30	5	60
12:15		7	31	1	29	8	60		4	28	0	28	4	56
12:30		1	25	4	32	5	57		5	43	0	26	5	69
12:45		3	37	0	15	3	52		6	35	3	35	9	70
01:00		1	21	2	23	3	44		4	36	1	23	5	59
01:15		4	20	0	23	4	43		0	42	1	28	1	70
01:30		5	20	1	20	6	40		2	31	1	32	3	63
01:45		1	27	1	23	2	50		3	45	0	31	3	76
02:00		4	33	0	26	4	59		3	30	1	31	4	61
02:15		1	30	2	34	3	64		2	42	1	29	3	71
02:30		4	30	1	19	5	49		3	41	1	39	4	80
02:45		1	33	0	21	1	54		1	39	1	27	2	66
03:00		2	50	2	34	4	84		2	48	0	26	2	74
03:15		1	38	1	36	2	74		1	39	1	26	2	65
03:30		3	44	1	29	4	73		1	68	1	42	2	110
03:45		0	28	4	22	4	50		2	30	3	37	5	67
04:00		2	45	5	33	7	78		0	48	9	16	9	64
04:15		2	43	7	29	9	72		3	49	7	25	10	74
04:30		2	46	9	31	11	77		3	48	9	29	12	77
04:45		4	51	12	40	16	91		5	45	6	29	11	74
05:00		5	50	9	30	14	80		5	52	8	32	13	84
05:15		1	57	14	33	15	90		2	58	16	34	18	92
05:30		4	51	26	37	30	88		6	34	21	39	27	73
05:45		4	44	20	17	24	61		5	36	16	34	21	70
06:00		9	34	23	24	32	58		7	42	18	18	25	60
06:15		11	44	22	20	33	64		9	33	25	27	34	60
06:30		14	36	28	29	42	65		12	28	31	34	43	62
06:45		25	29	40	16	65	45		18	38	35	20	53	58
07:00		14	18	43	25	57	43		11	33	44	24	55	57
07:15		16	27	61	16	77	43		11	25	57	26	68	51
07:30		19	29	65	20	84	49		18	24	78	22	96	46
07:45		31	38	52	11	83	49		30	39	44	12	74	51
08:00		16	27	40	12	56	39		12	18	50	14	62	32
08:15		18	22	36	11	54	33		26	22	41	11	67	33
08:30		29	23	28	11	57	34		20	20	34	8	54	28
08:45		9	25	40	4	49	29		17	19	31	15	48	34
09:00		22	19	15	4	37	23		15	22	30	4	45	26
09:15		18	17	18	12	36	29		7	28	29	14	36	42
09:30		16	14	36	8	52	22		13	21	32	9	45	30
09:45		20	10	21	6	41	16		18	23	38	10	56	33
10:00		20	18	27	8	47	26		18	25	33	7	51	32
10:15		15	16	28	8	43	24		25	17	30	4	55	21
10:30		12	13	37	5	49	18		31	22	37	8	68	30
10:45		17	9	10	4	27	13		28	9	17	5	45	14
11:00		21	7	30	3	51	10		24	11	26	3	50	14
11:15		19	9	32	4	51	13		24	18	27	4	51	22
11:30		24	3	26	5	50	8		24	11	30	5	54	16
11:45		34	5	21	2	55	7		26	9	29	2	55	11
Totals		519	1373	903	931	1422	2304		517	1554	953	1034	1470	2588
Day Totals			1892		1834		3726			2071		1987		4058
% Total		13.9%	36.8%	24.2%	24.9%				12.7%	38.2%	23.4%	25.4%		
Peaks		11:00	04:45	07:00	04:45	07:00	04:45		10:15	04:30	07:15	05:00	07:15	04:30
Volume		98	209	221	140	301	349		108	203	229	139	300	327
P.H.F.		.72	.91	.85	.87	.89	.95		.87	.87	.73	.89	.78	.88

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-4
Page : 3

LOWER WYANDOTTE ROAD BETWEEN FEATHER FALLS ACCESS ROAD AND IRON HORSE LANE

Direction 1

Begin	Sat.	EB		WB		Combined		Sun.	EB		WB		Combined	
Time	09/29	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/30	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		9	21	4	27	13	48		11	24	2	24	13	48
12:15		4	27	2	25	6	52		10	30	2	24	12	54
12:30		10	25	2	29	12	54		10	30	1	22	11	52
12:45		4	26	2	31	6	57		7	22	2	21	9	43
01:00		3	15	1	17	4	32		1	28	0	24	1	52
01:15		10	23	2	30	12	53		8	28	2	22	10	50
01:30		1	40	0	25	1	65		6	16	3	29	9	45
01:45		5	26	0	39	5	65		7	36	3	28	10	64
02:00		4	23	0	23	4	46		3	19	3	20	6	39
02:15		6	33	3	19	9	52		3	25	4	25	7	50
02:30		5	30	3	28	8	58		1	19	0	26	1	45
02:45		1	25	0	21	1	46		1	20	2	19	3	39
03:00		4	36	2	26	6	62		4	27	1	25	5	52
03:15		4	20	0	22	4	42		2	31	0	24	2	55
03:30		2	31	4	17	6	48		3	19	1	32	4	51
03:45		2	32	2	25	4	57		0	30	4	20	4	50
04:00		3	26	4	39	7	65		4	27	2	30	6	57
04:15		2	26	9	23	11	49		4	20	2	29	6	49
04:30		3	26	4	27	7	53		5	18	3	33	8	51
04:45		2	28	2	26	4	54		1	25	4	41	5	66
05:00		4	24	3	30	7	54		1	23	1	39	2	62
05:15		3	26	4	25	7	51		1	29	4	31	5	60
05:30		0	27	8	24	8	51		2	36	4	29	6	65
05:45		1	38	7	21	8	59		1	28	4	35	5	63
06:00		3	25	6	20	9	45		5	32	5	15	10	47
06:15		10	23	7	16	17	39		7	29	4	18	11	47
06:30		7	27	11	18	18	45		2	24	4	22	6	46
06:45		6	34	10	21	16	55		3	22	9	25	12	47
07:00		12	20	13	19	25	39		8	25	5	18	13	43
07:15		10	27	17	20	27	47		6	19	13	16	19	35
07:30		6	30	15	19	21	49		10	20	12	17	22	37
07:45		13	22	23	17	36	39		9	17	7	17	16	34
08:00		12	13	26	15	38	28		7	25	18	12	25	37
08:15		14	18	19	20	33	38		5	9	16	15	21	24
08:30		9	10	25	17	34	27		4	10	25	9	29	19
08:45		15	13	27	9	42	22		10	13	30	6	40	19
09:00		21	18	23	14	44	32		12	25	19	6	31	31
09:15		15	17	24	7	39	24		14	17	25	11	39	28
09:30		17	22	25	8	42	30		12	8	32	8	44	16
09:45		17	10	24	9	41	19		21	5	27	3	48	8
10:00		18	14	25	10	43	24		18	6	29	3	47	9
10:15		18	14	26	8	44	22		12	7	27	3	39	10
10:30		35	12	25	4	60	16		19	6	27	4	46	10
10:45		34	7	26	6	60	13		15	10	35	5	50	15
11:00		21	14	26	5	47	19		25	2	15	3	40	5
11:15		33	10	25	6	58	16		22	5	30	3	52	8
11:30		30	12	23	16	53	28		18	2	21	6	39	8
11:45		21	12	36	5	57	17		20	6	29	4	49	10
Totals		489	1078	575	928	1064	2006		380	954	518	901	898	1855
Day Totals		1567		1503		3070			1334		1419		2753	
% Total		15.9%	35.1%	18.7%	30.2%				13.8%	34.6%	18.8%	32.7%		
Peaks		10:30	02:15	11:00	01:15	10:30	01:15		11:00	05:15	10:00	04:30	10:30	04:45
Volume		123	124	110	117	225	229		85	125	118	144	188	253
P.H.F.		.87	.86	.76	.75	.93	.88		.85	.86	.84	.87	.90	.95

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-4

LOWER WYANDOTTE ROAD BETWEEN FEATHER FALLS ACCESS ROAD AND IRON HORSE LANE

Direction 1

Begin	Mon.	EB		WB		Combined		Tues.	EB		WB		Combined	
Time	10/01	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	10/02	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		6	26	5	25	11	51		*	*	*	*	*	*
12:15		0	22	2	21	2	43		*	*	*	*	*	*
12:30		4	23	1	29	5	52		*	*	*	*	*	*
12:45		2	21	2	23	4	44		*	*	*	*	*	*
01:00		3	25	2	33	5	58		*	*	*	*	*	*
01:15		1	19	2	25	3	44		*	*	*	*	*	*
01:30		2	22	2	19	4	41		*	*	*	*	*	*
01:45		4	27	0	21	4	48		*	*	*	*	*	*
02:00		4	19	1	36	5	55		*	*	*	*	*	*
02:15		0	26	3	24	3	50		*	*	*	*	*	*
02:30		2	27	1	31	3	58		*	*	*	*	*	*
02:45		4	34	2	22	6	56		*	*	*	*	*	*
03:00		0	46	4	31	4	77		*	*	*	*	*	*
03:15		2	39	2	27	4	66		*	*	*	*	*	*
03:30		0	39	0	26	0	65		*	*	*	*	*	*
03:45		0	33	4	18	4	51		*	*	*	*	*	*
04:00		1	40	4	27	5	67		*	*	*	*	*	*
04:15		2	50	6	11	8	61		*	*	*	*	*	*
04:30		2	53	13	29	15	82		*	*	*	*	*	*
04:45		3	47	13	21	16	68		*	*	*	*	*	*
05:00		3	54	13	24	16	78		*	*	*	*	*	*
05:15		5	51	11	15	16	66		*	*	*	*	*	*
05:30		4	44	23	26	27	70		*	*	*	*	*	*
05:45		4	39	22	20	26	59		*	*	*	*	*	*
06:00		7	29	21	17	28	46		*	*	*	*	*	*
06:15		9	27	24	24	33	51		*	*	*	*	*	*
06:30		5	32	22	16	27	48		*	*	*	*	*	*
06:45		13	30	34	14	47	44		*	*	*	*	*	*
07:00		17	33	42	11	59	44		*	*	*	*	*	*
07:15		13	28	53	13	66	41		*	*	*	*	*	*
07:30		16	26	73	11	89	37		*	*	*	*	*	*
07:45		25	19	51	11	76	30		*	*	*	*	*	*
08:00		14	17	38	6	52	23		*	*	*	*	*	*
08:15		7	15	34	8	41	23		*	*	*	*	*	*
08:30		23	18	28	8	51	26		*	*	*	*	*	*
08:45		15	17	24	7	39	24		*	*	*	*	*	*
09:00		18	9	33	8	51	17		*	*	*	*	*	*
09:15		13	11	32	13	45	24		*	*	*	*	*	*
09:30		13	10	31	9	44	19		*	*	*	*	*	*
09:45		25	16	33	4	58	20		*	*	*	*	*	*
10:00		21	12	27	2	48	14		*	*	*	*	*	*
10:15		22	6	23	6	45	12		*	*	*	*	*	*
10:30		23	3	27	13	50	16		*	*	*	*	*	*
10:45		22	8	25	3	47	11		*	*	*	*	*	*
11:00		24	3	24	0	48	3		*	*	*	*	*	*
11:15		25	12	28	4	53	16		*	*	*	*	*	*
11:30		27	2	26	4	53	6		*	*	*	*	*	*
11:45		24	6	22	5	46	11		*	*	*	*	*	*
Totals		479	1215	913	801	1392	2016		0	0	0	0	0	0
Day Totals			1694		1714		3408			0		0		0
% Total		14.0%	35.6%	26.7%	23.5%				*	*	*	*		
Peaks		11:00	04:30	07:00	02:00	07:00	04:30							
Volume		100	205	219	113	290	294							
P.H.F.		.92	.94	.75	.78	.81	.89							

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-5

PANO LANE BETWEEN LOWER WYANDOTTE ROAD
AND CONCROW MAIDU DRIVE

Direction 1

Page : 1

Begin	Tues.	NB		SB		Combined		Wed.	NB		SB		Combined	
Time	09/25	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/26	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		0	1	0	1	0	2		0	2	0	3	0	5
12:15		0	3	0	3	0	6		0	2	0	5	0	7
12:30		0	3	0	5	0	8		0	4	0	2	0	6
12:45		0	1	0	4	0	5		1	3	0	4	1	7
01:00		1	2	2	3	3	5		0	4	1	1	1	5
01:15		0	2	0	2	0	4		1	4	0	2	1	6
01:30		3	0	0	0	3	0		0	1	1	5	1	6
01:45		0	3	0	0	0	3		0	3	0	3	0	6
02:00		0	2	1	0	1	2		0	3	0	2	0	5
02:15		1	4	0	3	1	7		2	1	0	3	2	4
02:30		0	6	0	5	0	11		0	2	0	1	0	3
02:45		0	2	0	2	0	4		0	3	0	1	0	4
03:00		1	7	2	4	3	11		0	2	0	1	0	3
03:15		0	9	0	4	0	13		0	9	0	2	0	11
03:30		2	2	0	4	2	6		0	3	2	2	2	5
03:45		1	3	0	4	1	7		1	0	0	3	1	3
04:00		0	4	0	4	0	8		0	3	0	1	0	4
04:15		0	4	0	4	0	8		0	5	0	4	0	9
04:30		0	4	0	6	0	10		0	0	0	0	0	0
04:45		0	3	0	4	0	7		0	3	1	2	1	5
05:00		0	4	1	2	1	6		1	3	1	5	2	8
05:15		0	0	1	2	1	2		0	4	0	2	0	6
05:30		0	9	0	3	0	12		0	3	1	5	1	8
05:45		0	1	1	1	1	2		2	6	0	4	2	10
06:00		0	3	1	3	1	6		0	2	0	4	0	6
06:15		1	2	3	2	4	4		0	4	5	2	5	6
06:30		0	4	1	2	1	6		2	2	2	2	4	4
06:45		1	0	0	1	1	1		2	1	0	2	2	3
07:00		2	4	2	3	4	7		0	4	0	1	0	5
07:15		3	7	1	2	4	9		1	1	1	3	2	4
07:30		1	0	4	1	5	1		1	0	4	1	5	1
07:45		4	1	5	3	9	4		0	3	3	0	3	3
08:00		2	2	2	0	4	2		1	3	4	3	5	6
08:15		2	1	2	0	4	1		6	4	3	4	9	8
08:30		2	4	2	2	4	6		0	1	2	2	2	3
08:45		2	2	0	1	2	3		2	3	1	3	3	6
09:00		1	1	3	2	4	3		1	2	2	1	3	3
09:15		1	1	0	2	1	3		4	1	2	1	6	2
09:30		2	2	2	1	4	3		1	3	2	3	3	6
09:45		0	1	2	0	2	1		2	2	3	0	5	2
10:00		6	1	4	0	10	1		0	2	2	0	2	2
10:15		3	2	2	1	5	3		1	0	0	0	1	0
10:30		1	3	1	0	2	3		0	1	1	1	1	2
10:45		4	0	2	0	6	0		2	0	4	2	6	2
11:00		2	0	5	0	7	0		0	1	2	0	2	1
11:15		4	0	0	0	4	0		2	0	1	0	3	0
11:30		0	0	2	0	2	0		5	1	1	2	6	3
11:45		4	0	1	1	5	1		3	0	1	0	4	0
Totals		57	120	56	97	112	217		44	114	53	100	97	214
Day Totals			177		152		329			158		153		311
% Total		17.3%	36.4%	16.7%	29.4%				14.1%	36.6%	17.0%	32.1%		
Peaks		10:00	02:30	07:30	03:45	10:00	02:30		11:00	02:45	07:30	05:00	07:30	05:00
Volume		14	24	13	18	23	39		10	17	14	16	22	32
P.H.F.		.58	.66	.65	.75	.57	.75		.5	.47	.87	.8	.61	.8

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

PANO LANE BETWEEN LOWER WYANDOTTE ROAD
AND CONCROW MAIDU DRIVE

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-5

Direction 1

Begin	Thur.	NB		SB		Combined		Fri.	NB		SB		Combined	
Time	09/27	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/28	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		2	3	2	4	4	7		1	1	0	1	1	2
12:15		1	0	0	1	1	1		1	2	1	4	2	6
12:30		0	2	0	2	0	4		0	5	1	6	1	11
12:45		0	6	0	2	0	8		0	2	1	5	1	7
01:00		0	0	1	2	1	2		2	1	1	5	3	6
01:15		0	1	0	5	0	6		1	1	1	1	2	2
01:30		0	0	0	1	0	1		0	8	0	6	0	14
01:45		0	1	0	1	0	2		0	2	0	2	0	4
02:00		0	1	0	1	0	2		1	1	1	1	2	2
02:15		0	3	0	2	0	5		0	5	1	4	1	9
02:30		0	5	0	5	0	10		1	2	0	3	1	5
02:45		0	3	0	0	0	3		0	0	0	5	0	5
03:00		0	4	0	1	0	5		0	3	1	1	1	4
03:15		0	3	0	2	0	5		0	5	0	2	0	7
03:30		0	3	0	5	0	8		0	4	0	4	0	8
03:45		0	3	0	2	0	5		1	2	1	2	2	4
04:00		0	4	0	2	0	6		0	2	0	5	0	7
04:15		0	4	0	4	0	8		0	6	1	2	1	8
04:30		0	2	0	5	0	7		2	3	0	1	2	4
04:45		0	8	0	3	0	11		0	7	1	6	1	13
05:00		0	2	1	2	1	4		0	4	0	4	0	8
05:15		0	3	0	3	0	6		1	3	0	3	1	6
05:30		1	3	1	2	2	5		2	4	1	2	3	6
05:45		0	3	1	3	1	6		0	6	3	1	3	7
06:00		0	0	0	2	0	2		0	3	0	4	0	7
06:15		1	4	2	2	3	6		1	6	2	2	3	8
06:30		0	0	2	0	2	0		0	1	0	4	0	5
06:45		1	1	1	0	2	1		0	5	1	3	1	8
07:00		2	2	2	2	4	4		1	3	2	5	3	8
07:15		2	2	4	2	6	4		2	6	2	7	4	13
07:30		5	2	4	1	9	3		2	5	3	5	5	10
07:45		2	2	2	2	4	4		2	1	2	1	4	2
08:00		3	3	3	1	6	4		3	2	4	0	7	2
08:15		2	3	3	1	5	4		4	3	3	1	7	4
08:30		2	2	4	1	6	3		0	2	2	3	2	5
08:45		4	2	1	0	5	2		4	1	1	0	5	1
09:00		2	2	3	1	5	3		0	4	3	2	3	6
09:15		1	6	4	2	5	8		1	2	2	3	3	5
09:30		2	1	2	0	4	1		3	3	2	0	5	3
09:45		1	1	2	2	3	3		2	1	2	0	4	1
10:00		2	2	3	3	5	5		1	1	1	1	2	2
10:15		3	2	7	1	10	3		1	3	3	0	4	3
10:30		3	0	3	0	6	0		2	2	0	1	2	3
10:45		1	3	3	0	4	3		2	2	2	1	4	3
11:00		4	1	0	1	4	2		1	1	0	2	1	3
11:15		1	1	3	3	4	4		1	0	4	0	5	0
11:30		1	2	0	1	1	3		2	2	0	0	2	2
11:45		2	0	1	0	3	0		2	0	4	0	6	0
Totals		51	111	65	88	116	199		50	138	60	121	110	259
Day Totals			162		153		315			188		181		369
% Total		16.1%	35.2%	20.6%	27.9%				13.5%	37.4%	16.2%	32.7%		
Peaks		07:15	04:00	10:00	04:00	07:15	04:00		07:30	04:15	07:30	12:15	07:30	06:45
Volume		12	18	16	14	25	32		11	20	12	20	23	39
P.H.F.		.6	.56	.57	.7	.69	.72		.68	.71	.75	.83	.82	.75

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-5

PARO LANE BETWEEN LOWER WYANDOTTE ROAD
AND CONCROW MAIDU DRIVE

Direction 1

Begin	Sat.	NB		SB		Combined		Sun.	NB		SB		Combined	
Time	09/29	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/30	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		0	0	0	4	0	4		1	2	1	1	2	3
12:15		1	2	0	1	1	3		1	3	0	1	1	4
12:30		1	5	1	1	2	6		3	2	0	3	3	5
12:45		0	1	0	2	0	3		2	3	0	0	2	3
01:00		0	1	0	1	0	2		0	3	1	3	1	6
01:15		2	5	0	4	2	9		1	1	3	3	4	4
01:30		0	1	0	0	0	1		2	3	1	6	3	9
01:45		1	4	0	2	1	6		3	2	0	1	3	3
02:00		1	1	0	3	1	4		1	5	1	2	2	7
02:15		0	1	0	0	0	1		1	3	0	1	1	4
02:30		0	0	0	1	0	1		0	3	1	0	1	3
02:45		1	4	0	3	1	7		0	3	0	3	0	6
03:00		0	2	0	3	0	5		0	1	0	5	0	6
03:15		1	1	0	4	1	5		0	3	0	1	0	4
03:30		1	4	0	4	1	8		1	3	1	3	2	6
03:45		0	3	1	1	1	4		0	4	0	6	0	10
04:00		1	1	0	6	1	7		1	1	0	5	1	6
04:15		0	5	0	5	0	10		1	2	1	2	2	4
04:30		0	2	1	3	1	5		0	5	0	3	0	8
04:45		1	1	1	4	2	5		0	4	1	2	1	6
05:00		0	1	0	3	0	4		0	5	0	3	0	8
05:15		0	3	0	1	0	4		0	1	0	1	0	2
05:30		0	6	0	2	0	8		0	2	0	1	0	3
05:45		0	1	2	2	2	3		1	1	1	1	2	2
06:00		0	1	0	2	0	3		0	2	0	4	0	6
06:15		0	1	1	1	1	2		0	6	1	3	1	9
06:30		1	2	1	1	2	3		0	1	0	1	0	2
06:45		0	4	0	3	0	7		0	5	2	3	2	8
07:00		1	5	1	1	2	6		0	2	1	5	1	7
07:15		0	5	2	5	2	10		1	3	2	2	3	5
07:30		0	1	1	3	1	4		1	4	1	2	2	6
07:45		0	6	2	7	2	13		1	3	1	0	2	3
08:00		1	1	0	1	1	2		2	1	4	2	6	3
08:15		2	7	0	4	2	11		0	1	1	1	1	2
08:30		1	4	1	5	2	9		0	2	1	0	1	2
08:45		1	2	2	1	3	3		1	2	0	1	1	3
09:00		2	0	0	1	2	1		1	3	3	2	4	5
09:15		1	2	4	2	5	4		1	1	4	0	5	1
09:30		2	0	3	1	5	1		0	4	1	0	1	4
09:45		3	4	2	2	5	6		3	3	3	2	6	5
10:00		2	4	2	2	4	6		0	1	4	2	4	3
10:15		0	1	3	0	3	1		3	0	2	2	5	2
10:30		4	5	6	2	10	7		2	0	2	2	4	2
10:45		2	1	2	2	4	3		0	2	2	0	2	2
11:00		0	1	4	3	4	4		3	0	1	2	4	2
11:15		2	1	2	0	4	1		4	0	3	0	7	0
11:30		7	2	1	0	8	2		0	0	4	0	4	0
11:45		2	0	5	0	7	0		2	0	4	0	6	0
Totals		45	115	51	109	96	224		44	111	59	93	103	204
Day Totals			160		160		320			155		152		307
% Total		14.0%	35.9%	15.9%	34.0%				14.3%	36.1%	19.2%	30.2%		
Peaks		10:45	07:45	10:15	04:00	11:00	07:45		10:30	04:15	09:15	03:30	11:00	03:45
Volume		11	18	15	18	23	35		9	16	12	16	21	28
P.H.F.		.39	.64	.62	.75	.71	.67		.56	.8	.75	.66	.75	.7

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 00000000000
Start Date: 09/25/2007
File I.D. : 7362-5

PANO LANE BETWEEN LOWER WYANDOTTE ROAD
AND CONCROW MAIDU DRIVE

Direction 1

Begin	Mon.	NB		SB		Combined		Tues.	NB		SB		Combined	
Time	10/01	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	10/02	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		1	2	0	5	1	7		*	*	*	*	*	*
12:15		1	7	0	4	1	11		*	*	*	*	*	*
12:30		0	1	0	2	0	3		*	*	*	*	*	*
12:45		1	3	1	3	2	6		*	*	*	*	*	*
01:00		0	4	0	3	0	7		*	*	*	*	*	*
01:15		2	2	1	0	3	2		*	*	*	*	*	*
01:30		1	3	2	2	3	5		*	*	*	*	*	*
01:45		0	4	1	5	1	9		*	*	*	*	*	*
02:00		1	3	0	5	1	8		*	*	*	*	*	*
02:15		1	2	0	2	1	4		*	*	*	*	*	*
02:30		0	4	0	2	0	6		*	*	*	*	*	*
02:45		0	4	1	5	1	9		*	*	*	*	*	*
03:00		0	5	0	7	0	12		*	*	*	*	*	*
03:15		0	5	0	5	0	10		*	*	*	*	*	*
03:30		1	3	1	5	2	8		*	*	*	*	*	*
03:45		0	2	0	2	0	4		*	*	*	*	*	*
04:00		0	4	1	2	1	6		*	*	*	*	*	*
04:15		0	2	0	3	0	5		*	*	*	*	*	*
04:30		0	4	0	0	0	4		*	*	*	*	*	*
04:45		0	3	0	4	0	7		*	*	*	*	*	*
05:00		0	3	1	2	1	5		*	*	*	*	*	*
05:15		0	7	0	5	0	12		*	*	*	*	*	*
05:30		1	1	2	3	3	4		*	*	*	*	*	*
05:45		1	2	1	4	2	6		*	*	*	*	*	*
06:00		0	7	0	4	0	11		*	*	*	*	*	*
06:15		1	3	2	1	3	4		*	*	*	*	*	*
06:30		3	2	3	1	6	3		*	*	*	*	*	*
06:45		0	3	1	1	1	4		*	*	*	*	*	*
07:00		4	5	3	2	7	7		*	*	*	*	*	*
07:15		0	6	2	4	2	10		*	*	*	*	*	*
07:30		0	3	2	5	2	8		*	*	*	*	*	*
07:45		2	4	3	3	5	7		*	*	*	*	*	*
08:00		0	2	2	2	2	4		*	*	*	*	*	*
08:15		2	3	1	2	3	5		*	*	*	*	*	*
08:30		0	5	3	5	3	10		*	*	*	*	*	*
08:45		0	2	0	2	0	4		*	*	*	*	*	*
09:00		3	2	0	1	3	3		*	*	*	*	*	*
09:15		3	1	2	1	5	2		*	*	*	*	*	*
09:30		0	2	3	1	3	3		*	*	*	*	*	*
09:45		1	2	1	4	2	6		*	*	*	*	*	*
10:00		1	0	1	1	2	1		*	*	*	*	*	*
10:15		1	3	0	2	1	5		*	*	*	*	*	*
10:30		0	1	1	0	1	1		*	*	*	*	*	*
10:45		2	4	2	0	4	4		*	*	*	*	*	*
11:00		2	0	1	2	3	2		*	*	*	*	*	*
11:15		2	2	1	2	3	4		*	*	*	*	*	*
11:30		5	1	4	0	9	1		*	*	*	*	*	*
11:45		0	0	4	0	4	0		*	*	*	*	*	*
Totals		43	143	54	126	97	269		0	0	0	0	0	0
Day Totals			186		180		366			0		0		0
% Total		11.7%	39.0%	14.7%	34.4%				*	*	*	*		
Peaks		10:45	02:30	07:00	02:45	10:45	02:45							
Volume		11	18	10	22	19	39							
P.H.F.		.55	.9	.83	.78	.52	.81							

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-6

ALVERDA DRIVE BETWEEN LOWER WYANDOTTE ROAD AND CONCOW MAIDU DRIVE

Direction 1

Begin	Tues.	WB		EB		Combined		Wed.	WB		EB		Combined	
Time	09/25	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/26	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		16	16	0	8	16	24		12	19	1	8	13	27
12:15		4	11	2	13	6	24		15	14	4	12	19	26
12:30		13	15	4	15	17	30		12	20	3	22	15	42
12:45		9	23	4	18	13	41		8	11	3	14	11	25
01:00		7	35	2	14	9	49		16	17	1	11	17	28
01:15		9	18	2	10	11	28		13	17	2	14	15	31
01:30		12	29	0	17	12	46		7	27	1	9	8	36
01:45		6	13	2	9	8	22		6	16	2	14	8	30
02:00		13	21	1	10	14	31		14	25	2	13	16	38
02:15		6	20	2	11	8	31		11	14	3	10	14	24
02:30		3	11	3	10	6	21		7	18	2	16	9	34
02:45		3	22	0	11	3	33		7	18	2	19	9	37
03:00		11	22	1	9	12	31		2	28	1	15	3	43
03:15		6	15	1	23	7	38		3	27	2	12	5	39
03:30		8	32	1	21	9	53		5	22	2	9	7	31
03:45		0	24	3	12	3	36		9	19	1	16	10	35
04:00		5	26	0	11	5	37		5	33	0	13	5	46
04:15		5	27	2	10	7	37		2	21	1	18	3	39
04:30		2	24	2	16	4	40		6	26	2	17	8	43
04:45		2	21	1	13	3	34		2	14	1	16	3	30
05:00		5	22	2	13	7	35		6	23	0	13	6	36
05:15		2	23	1	18	3	41		3	22	4	18	7	40
05:30		2	21	3	19	5	40		5	13	4	11	9	24
05:45		5	23	6	12	11	35		8	17	5	16	13	33
06:00		8	14	1	18	9	32		9	9	2	12	11	21
06:15		8	20	5	15	13	35		6	11	5	12	11	23
06:30		8	21	1	8	9	29		4	10	1	9	5	19
06:45		3	11	5	13	8	24		4	25	4	16	8	41
07:00		8	17	0	13	8	30		6	22	3	19	9	41
07:15		6	20	8	10	14	30		6	18	4	14	10	32
07:30		16	21	10	11	26	32		13	20	10	11	23	31
07:45		20	19	13	13	33	32		16	22	18	19	34	41
08:00		15	16	14	8	29	24		15	17	13	7	28	24
08:15		9	23	12	10	21	33		11	23	12	13	23	36
08:30		13	15	17	5	30	20		13	17	10	7	23	24
08:45		12	21	12	5	24	26		12	15	5	11	17	26
09:00		15	16	8	8	23	24		11	19	12	8	23	27
09:15		11	23	13	9	24	32		17	24	12	5	29	29
09:30		26	17	12	6	38	23		24	19	5	10	29	29
09:45		20	21	9	6	29	27		23	23	12	3	35	26
10:00		23	21	10	3	33	24		13	45	11	8	24	53
10:15		20	10	9	4	29	14		14	30	5	9	19	39
10:30		11	20	3	4	14	24		14	42	5	7	19	49
10:45		20	23	18	9	38	32		9	24	9	5	18	29
11:00		17	16	7	9	24	25		10	26	14	9	24	35
11:15		9	16	10	7	19	23		19	14	15	8	34	22
11:30		19	14	7	7	26	21		15	19	15	4	30	23
11:45		20	10	11	4	31	14		17	16	17	7	34	23
Totals		491	939	260	528	751	1467		485	991	268	569	753	1560
Day Totals		1430		788		2218			1476		837		2313	
% Total		22.1%	42.3%	11.7%	23.8%				20.9%	42.8%	11.5%	24.6%		
Peaks		09:30	03:30	07:45	03:15	09:30	12:45		09:15	10:00	11:00	03:45	11:00	10:00
Volume		89	109	56	67	129	164		77	141	61	64	122	170
P.H.F.		.85	.85	.82	.72	.84	.83		.80	.78	.89	.88	.89	.80

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-6
Page : 2

ALVERDA DRIVE BETWEEN LOWER WYANDOTTE ROAD AND CONCOW MAIDU DRIVE

Direction 1

Begin	Thur.	WB		EB		Combined		Fri.	WB		EB		Combined	
Time	09/27	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/28	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		20	16	4	11	24	27		22	27	6	5	28	32
12:15		11	22	6	10	17	32		22	13	4	11	26	24
12:30		19	20	0	11	19	31		21	15	3	17	24	32
12:45		12	25	4	13	16	38		13	12	6	9	19	21
01:00		13	13	1	3	14	16		18	22	1	11	19	33
01:15		7	15	2	11	9	26		10	14	3	6	13	20
01:30		9	25	3	16	12	41		10	11	5	5	15	16
01:45		11	23	2	9	13	32		5	21	1	12	6	33
02:00		8	27	5	14	13	41		16	21	3	10	19	31
02:15		8	27	3	8	11	35		9	21	2	13	11	34
02:30		4	20	1	16	5	36		5	26	3	20	8	46
02:45		11	24	1	14	12	38		6	17	1	11	7	28
03:00		1	26	2	15	3	41		7	26	3	11	10	37
03:15		5	20	1	12	6	32		8	17	2	14	10	31
03:30		9	17	1	11	10	28		8	14	2	12	10	26
03:45		3	24	2	16	5	40		6	21	3	12	9	33
04:00		6	24	2	15	8	39		5	28	2	18	7	46
04:15		2	21	2	20	4	41		7	19	1	15	8	34
04:30		2	19	3	17	5	36		3	16	2	23	5	39
04:45		4	36	1	25	5	61		8	21	1	25	9	46
05:00		2	34	4	27	6	61		9	27	2	25	11	52
05:15		3	38	2	17	5	55		7	23	1	18	8	41
05:30		8	41	8	24	16	65		4	33	5	25	9	58
05:45		4	27	5	15	9	42		3	26	6	19	9	45
06:00		11	44	2	25	13	69		9	26	3	18	12	44
06:15		3	42	2	16	5	58		6	27	4	22	10	49
06:30		3	34	3	26	6	60		5	24	2	15	7	39
06:45		5	32	3	28	8	60		7	28	2	21	9	49
07:00		9	30	3	15	12	45		8	20	5	14	13	34
07:15		7	43	5	12	12	55		6	19	4	14	10	33
07:30		9	35	11	26	20	61		12	18	1	15	13	33
07:45		8	32	13	12	21	44		6	46	10	13	16	59
08:00		23	30	11	16	34	46		16	29	10	17	26	46
08:15		13	39	12	10	25	49		16	47	13	20	29	67
08:30		8	35	11	16	19	51		10	40	12	18	22	58
08:45		14	34	6	17	20	51		11	31	3	13	14	44
09:00		12	27	5	8	17	35		11	42	12	15	23	57
09:15		18	26	15	11	33	37		20	26	11	9	31	35
09:30		27	25	13	8	40	33		22	22	5	11	27	33
09:45		22	30	12	13	34	43		19	15	6	13	25	28
10:00		19	35	9	7	28	42		27	40	20	15	47	55
10:15		10	29	11	6	21	35		14	21	8	7	22	28
10:30		15	21	11	9	26	30		19	20	14	10	33	30
10:45		22	24	9	4	31	28		20	22	10	8	30	30
11:00		17	18	8	8	25	26		12	32	4	18	16	50
11:15		11	23	13	14	24	37		11	39	9	12	20	51
11:30		20	28	10	7	30	35		24	28	11	10	35	38
11:45		18	17	10	12	28	29		15	21	10	11	25	32
Totals		506	1317	273	676	779	1993		558	1174	257	686	815	1860
Day Totals			1823		949		2772			1732		943		2675
% Total		18.2%	47.5%	9.8%	24.3%				20.8%	43.8%	9.6%	25.6%		
Peaks		09:15	05:30	09:15	06:00	09:15	06:00		09:15	07:45	10:00	04:45	10:00	07:45
Volume		86	154	49	95	135	247		88	162	52	93	132	230
P.H.F.		.79	.87	.81	.84	.84	.89		.81	.86	.65	.93	.70	.85

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 00000000000
Start Date: 09/25/2007
File I.D. : 7362-6

ALVERDA DRIVE BETWEEN LOWER WYANDOTTE ROAD AND CONCOW MAIDU DRIVE

Direction 1

Begin	Sat.	WB		EB		Combined		Sun.	WB		EB		Combined	
Time	09/29	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/30	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		38	13	7	5	45	18		30	7	6	9	36	16
12:15		35	13	7	11	42	24		21	12	6	7	27	19
12:30		17	9	7	8	24	17		18	14	5	13	23	27
12:45		12	15	3	10	15	25		15	21	4	9	19	30
01:00		27	14	3	12	30	26		32	11	7	8	39	19
01:15		11	11	2	10	13	21		21	20	1	13	22	33
01:30		16	13	3	12	19	25		20	17	1	12	21	29
01:45		12	15	4	15	16	30		14	17	4	15	18	32
02:00		37	17	3	8	40	25		13	19	5	8	18	27
02:15		24	20	6	12	30	32		18	21	5	9	23	30
02:30		22	14	5	8	27	22		15	17	5	21	20	38
02:45		14	15	3	16	17	31		13	24	1	8	14	32
03:00		20	27	3	11	23	38		10	24	3	9	13	33
03:15		13	15	8	10	21	25		11	11	2	11	13	22
03:30		10	14	1	6	11	20		9	11	1	4	10	15
03:45		9	16	3	8	12	24		10	22	1	15	11	37
04:00		17	30	3	11	20	41		9	22	2	18	11	40
04:15		8	17	2	7	10	24		6	21	3	13	9	34
04:30		5	15	3	15	8	30		5	15	0	16	5	31
04:45		8	18	2	14	10	32		6	16	1	18	7	34
05:00		4	22	3	4	7	26		4	20	0	25	4	45
05:15		9	22	4	5	13	27		5	31	2	12	7	43
05:30		11	13	7	14	18	27		6	35	5	23	11	58
05:45		7	15	2	11	9	26		6	37	5	23	11	60
06:00		10	16	3	14	13	30		8	46	0	16	8	62
06:15		4	18	1	8	5	26		6	49	3	15	9	64
06:30		6	25	3	19	9	44		6	36	1	10	7	46
06:45		9	19	3	6	12	25		8	38	1	15	9	53
07:00		12	18	3	20	15	38		8	32	3	25	11	57
07:15		4	20	4	20	8	40		6	29	0	12	6	41
07:30		5	21	6	11	11	32		10	32	8	16	18	48
07:45		12	18	3	16	15	34		10	46	4	13	14	59
08:00		10	22	7	15	17	37		10	28	2	11	12	39
08:15		8	21	1	10	9	31		4	36	8	23	12	59
08:30		8	15	4	7	12	22		9	31	8	9	17	40
08:45		8	27	4	7	12	34		6	27	4	15	10	42
09:00		12	19	4	14	16	33		5	27	2	7	7	34
09:15		9	24	9	5	18	29		7	26	6	10	13	36
09:30		21	16	10	10	31	26		9	19	4	3	13	22
09:45		11	32	8	6	19	38		22	31	9	8	31	39
10:00		10	23	7	9	17	32		11	26	9	4	20	30
10:15		17	35	7	4	24	39		14	26	7	6	21	32
10:30		19	29	8	6	27	35		11	24	8	4	19	28
10:45		11	34	6	4	17	38		6	14	6	6	12	20
11:00		12	21	8	5	20	26		10	19	12	3	22	22
11:15		15	22	9	5	24	27		13	16	4	1	17	17
11:30		20	27	5	4	25	31		13	18	5	4	18	22
11:45		17	13	8	8	25	21		13	9	4	8	17	17
Totals		656	928	225	476	881	1404		542	1150	193	563	735	1713
Day Totals		1584		701		2285			1692		756		2448	
% Total		28.7%	40.6%	9.8%	20.8%				22.1%	46.9%	7.8%	23.0%		
Peaks		12:00	10:00	09:15	07:00	12:00	06:30		12:45	06:00	09:45	05:00	12:15	05:30
Volume		102	121	34	67	126	147		88	169	33	83	108	244
P.H.F.		.67	.86	.85	.83	.7	.83		.68	.86	.91	.83	.69	.95

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-6

ALVERDA DRIVE BETWEEN LOWER WYANDOTTE ROAD AND CONCOW MAIDU DRIVE

Direction 1

Begin	Mon.	WB		EB		Combined		Tues.	WB		EB		Combined	
Time	10/01	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	10/02	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		22	13	2	12	24	25		*	*	*	*	*	*
12:15		14	16	5	12	19	28		*	*	*	*	*	*
12:30		9	10	2	13	11	23		*	*	*	*	*	*
12:45		5	21	2	18	7	39		*	*	*	*	*	*
01:00		12	9	3	10	15	19		*	*	*	*	*	*
01:15		7	27	4	15	11	42		*	*	*	*	*	*
01:30		5	18	1	19	6	37		*	*	*	*	*	*
01:45		9	15	2	9	11	24		*	*	*	*	*	*
02:00		10	30	1	9	11	39		*	*	*	*	*	*
02:15		10	14	0	9	10	23		*	*	*	*	*	*
02:30		6	19	0	12	6	31		*	*	*	*	*	*
02:45		2	21	2	13	4	34		*	*	*	*	*	*
03:00		7	22	1	14	8	36		*	*	*	*	*	*
03:15		6	23	5	11	11	34		*	*	*	*	*	*
03:30		11	31	0	11	11	42		*	*	*	*	*	*
03:45		4	21	2	15	6	36		*	*	*	*	*	*
04:00		5	27	1	12	6	39		*	*	*	*	*	*
04:15		2	20	1	12	3	32		*	*	*	*	*	*
04:30		4	22	1	8	5	30		*	*	*	*	*	*
04:45		6	22	3	9	9	31		*	*	*	*	*	*
05:00		6	20	6	16	12	36		*	*	*	*	*	*
05:15		6	11	1	9	7	20		*	*	*	*	*	*
05:30		7	17	5	14	12	31		*	*	*	*	*	*
05:45		3	18	2	12	5	30		*	*	*	*	*	*
06:00		11	21	5	15	16	36		*	*	*	*	*	*
06:15		10	14	0	15	10	29		*	*	*	*	*	*
06:30		1	18	3	13	4	31		*	*	*	*	*	*
06:45		6	11	2	9	8	20		*	*	*	*	*	*
07:00		12	14	4	11	16	25		*	*	*	*	*	*
07:15		6	12	4	13	10	25		*	*	*	*	*	*
07:30		5	11	9	9	14	20		*	*	*	*	*	*
07:45		15	17	12	5	27	22		*	*	*	*	*	*
08:00		13	21	20	4	33	25		*	*	*	*	*	*
08:15		19	15	10	6	29	21		*	*	*	*	*	*
08:30		11	16	14	5	25	21		*	*	*	*	*	*
08:45		17	14	9	4	26	18		*	*	*	*	*	*
09:00		22	18	7	12	29	30		*	*	*	*	*	*
09:15		15	19	10	6	25	25		*	*	*	*	*	*
09:30		23	11	11	6	34	17		*	*	*	*	*	*
09:45		12	15	12	8	24	23		*	*	*	*	*	*
10:00		9	20	11	3	20	23		*	*	*	*	*	*
10:15		19	11	16	3	35	14		*	*	*	*	*	*
10:30		14	18	8	2	22	20		*	*	*	*	*	*
10:45		16	13	11	4	27	17		*	*	*	*	*	*
11:00		15	16	7	15	22	31		*	*	*	*	*	*
11:15		9	10	13	7	22	17		*	*	*	*	*	*
11:30		14	15	10	5	24	20		*	*	*	*	*	*
11:45		21	12	13	5	34	17		*	*	*	*	*	*
Totals		493	829	273	479	766	1308		0	0	0	0	0	0
Day Totals		1322		752		2074			0		0		0	
% Total		23.7%	39.9%	13.1%	23.1%				*	*	*	*		
Peaks		08:45	03:15	07:45	12:45	07:45	03:15							
Volume		77	102	56	62	114	151							
P.H.F.		.83	.82	.7	.81	.86	.89							

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-7

ALVERDA DRIVE BETWEEN FEATHER FALLS
ACCESS ROAD AND MAIN PARKING LOT

Direction 1

Begin	Tues.	WB		EB		Combined		Wed.	WB		EB		Combined	
Time	09/25	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/26	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		19	20	3	3	22	23		17	18	4	5	21	23
12:15		6	13	2	9	8	22		10	14	4	13	14	27
12:30		14	21	5	11	19	32		11	26	3	11	14	37
12:45		8	19	1	10	9	29		15	12	5	9	20	21
01:00		15	28	2	13	17	41		15	13	3	13	18	26
01:15		10	19	1	7	11	26		11	20	1	10	12	30
01:30		15	29	2	13	17	42		7	15	3	10	10	25
01:45		8	21	1	8	9	29		7	29	2	7	9	36
02:00		15	22	1	9	16	31		18	29	2	10	20	39
02:15		7	19	4	5	11	24		9	15	5	11	14	26
02:30		3	14	5	10	8	24		7	16	1	10	8	26
02:45		2	9	0	12	2	21		9	19	1	12	10	31
03:00		10	24	0	11	10	35		6	24	3	7	9	31
03:15		6	9	2	15	8	24		5	22	3	9	8	31
03:30		8	27	1	9	9	36		3	15	2	10	5	25
03:45		0	31	2	9	2	40		10	23	2	11	12	34
04:00		5	36	2	3	7	39		5	46	2	10	7	56
04:15		5	19	1	7	6	26		9	17	1	13	10	30
04:30		2	20	3	10	5	30		3	24	1	12	4	36
04:45		4	19	2	10	6	29		2	18	1	6	3	24
05:00		4	17	1	8	5	25		5	21	2	16	7	37
05:15		3	22	2	11	5	33		1	21	6	14	7	35
05:30		0	23	1	12	1	35		6	16	2	18	8	34
05:45		4	22	2	12	6	34		6	28	1	23	7	51
06:00		11	19	2	17	13	36		11	29	1	21	12	50
06:15		5	28	3	14	8	42		7	21	3	20	10	41
06:30		6	19	2	12	8	31		6	23	2	16	8	39
06:45		3	11	4	9	7	20		5	33	1	32	6	65
07:00		4	14	2	14	6	28		6	40	5	23	11	63
07:15		9	30	4	8	13	38		7	24	1	32	8	56
07:30		6	21	5	14	11	35		9	27	3	6	12	33
07:45		7	28	8	15	15	43		11	31	8	23	19	54
08:00		19	19	2	12	21	31		15	27	8	19	23	46
08:15		7	31	3	7	10	38		15	24	3	11	18	35
08:30		20	12	12	6	32	18		17	24	4	9	21	33
08:45		16	28	5	9	21	37		13	23	3	13	16	36
09:00		22	17	5	5	27	22		15	27	5	7	20	34
09:15		11	27	7	10	18	37		17	27	9	10	26	37
09:30		31	19	7	7	38	26		28	26	5	6	33	32
09:45		19	22	4	8	23	30		16	41	8	11	24	52
10:00		17	33	8	8	25	41		17	117	8	17	25	134
10:15		17	10	10	7	27	17		13	60	4	9	17	69
10:30		13	24	4	10	17	34		16	73	5	20	21	93
10:45		19	18	9	6	28	24		11	46	6	3	17	49
11:00		16	16	5	6	21	22		13	23	9	8	22	31
11:15		7	18	7	7	14	25		12	19	8	8	20	27
11:30		21	20	6	7	27	27		15	29	6	4	21	33
11:45		28	17	6	5	34	22		9	15	10	8	19	23
Totals		507	1004	176	450	683	1454		501	1330	185	606	686	1936
Day Totals			1511		626		2137			1831		791		2622
% Total		23.7%	46.9%	8.2%	21.0%				19.1%	50.7%	7.0%	23.1%		
Peaks		09:30	03:30	10:00	05:30	09:30	05:30		09:15	10:00	11:00	06:30	09:15	09:45
Volume		84	113	31	55	113	147		78	296	33	103	108	348
P.H.F.		.67	.78	.77	.80	.74	.87		.69	.63	.82	.80	.81	.64

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 00000000000
Start Date: 09/25/2007
File I.D. : 7362-7

ALVERDA DRIVE BETWEEN FEATHER FALLS
ACCESS ROAD AND MAIN PARKING LOT

Direction 1

Begin	Thur.	WB		EB		Combined		Fri.	WB		EB		Combined	
Time	09/27	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/28	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		28	13	7	9	35	22		29	18	6	9	35	27
12:15		15	21	6	10	21	31		19	14	5	10	24	24
12:30		12	16	4	11	16	27		23	15	8	17	31	32
12:45		14	29	7	8	21	37		11	9	6	5	17	14
01:00		21	13	1	8	22	21		20	20	4	10	24	30
01:15		11	23	2	9	13	32		9	15	4	6	13	21
01:30		11	16	4	9	15	24		3	20	4	10	7	30
01:45		17	24	1	7	18	31		6	26	1	11	7	37
02:00		11	24	4	16	15	40		17	35	2	9	19	44
02:15		5	25	2	9	7	34		12	24	3	11	15	35
02:30		3	16	1	12	4	28		6	19	2	14	8	33
02:45		2	18	2	12	4	30		6	20	5	5	11	25
03:00		2	35	2	8	4	43		5	31	1	8	6	39
03:15		4	12	2	9	6	21		6	12	3	12	9	24
03:30		7	18	4	7	11	25		8	19	3	10	11	29
03:45		3	22	2	11	5	33		6	27	4	15	10	42
04:00		11	41	2	12	13	53		5	39	2	16	7	55
04:15		2	21	2	11	4	32		3	30	1	15	4	45
04:30		1	16	3	11	4	27		3	22	2	14	5	36
04:45		6	49	3	25	9	74		3	21	1	29	4	50
05:00		0	33	4	28	4	61		7	23	2	31	9	54
05:15		7	58	2	21	9	79		6	38	1	19	7	57
05:30		9	66	4	34	13	100		3	38	5	35	8	73
05:45		5	47	3	26	8	73		6	34	5	42	11	76
06:00		6	55	2	25	8	80		14	44	0	27	14	71
06:15		6	59	1	30	7	89		3	40	4	31	7	71
06:30		6	50	3	34	9	84		8	37	3	28	11	65
06:45		8	36	1	23	9	59		5	51	2	44	7	95
07:00		9	44	3	22	12	66		10	33	1	27	11	60
07:15		5	68	3	22	8	90		11	31	4	29	15	60
07:30		3	42	8	38	11	80		10	44	3	66	13	110
07:45		8	48	6	26	14	74		9	42	9	49	18	91
08:00		26	42	11	18	37	60		18	27	7	38	25	65
08:15		16	49	3	10	19	59		17	52	8	43	25	95
08:30		13	62	6	8	19	70		15	38	4	49	19	87
08:45		12	43	1	21	13	64		18	48	1	28	19	76
09:00		6	45	5	7	11	52		11	86	7	19	18	105
09:15		24	38	15	14	39	52		17	52	9	16	26	68
09:30		23	36	6	11	29	47		27	28	6	12	33	40
09:45		22	38	6	8	28	46		16	27	6	17	22	44
10:00		17	49	7	10	24	59		30	59	20	19	50	78
10:15		9	25	6	10	15	35		19	27	7	13	26	40
10:30		23	27	7	8	30	35		24	46	10	14	34	60
10:45		16	24	6	6	22	30		21	32	13	13	34	45
11:00		13	25	12	6	25	31		17	43	5	14	22	57
11:15		17	35	8	12	25	47		15	63	4	13	19	76
11:30		26	29	10	8	36	37		26	34	8	11	34	45
11:45		27	12	13	9	40	21		20	22	5	12	25	34
Totals		548	1636	223	709	771	2345		603	1575	226	995	829	2570
Day Totals			2184		932		3116			2178		1221		3399
% Total		17.5%	52.5%	7.1%	22.7%				17.7%	46.3%	6.6%	29.2%		
Peaks		09:15	05:30	11:00	05:30	11:00	05:30		10:00	08:15	10:00	07:30	10:00	08:15
Volume		86	227	43	115	126	342		94	224	50	196	144	363
P.H.F.		.89	.85	.82	.84	.78	.85		.78	.65	.62	.74	.72	.86

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-7

ALVERDA DRIVE BETWEEN FEATHER FALLS
ACCESS ROAD AND MAIN PARKING LOT

Direction 1

Begin	Sat.	WB		EB		Combined		Sun.	WB		EB		Combined	
Time	09/29	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/30	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		58	9	13	2	71	11		51	12	6	7	57	19
12:15		36	10	11	7	47	17		31	14	9	7	40	21
12:30		28	8	6	6	34	14		21	12	7	9	28	21
12:45		16	15	4	9	20	24		22	18	5	9	27	27
01:00		25	9	4	5	29	14		43	12	2	7	45	19
01:15		18	11	2	12	20	23		26	26	4	9	30	35
01:30		22	17	6	5	28	22		31	23	1	6	32	29
01:45		14	12	5	11	19	23		20	19	6	8	26	27
02:00		64	31	9	9	73	40		27	18	4	7	31	25
02:15		36	34	3	8	39	42		25	19	6	11	31	30
02:30		26	9	4	5	30	14		13	25	4	15	17	40
02:45		20	19	3	10	23	29		16	23	1	5	17	28
03:00		21	26	6	10	27	35		15	37	2	10	17	47
03:15		16	18	11	12	27	30		12	23	1	12	13	35
03:30		11	18	2	6	13	24		13	12	1	7	14	19
03:45		12	30	3	9	15	39		12	26	2	13	14	39
04:00		15	48	1	9	16	57		10	30	1	15	11	45
04:15		14	22	1	12	15	34		10	24	3	14	13	38
04:30		6	21	4	14	10	35		11	14	1	22	12	36
04:45		9	19	3	16	12	35		11	18	2	23	13	41
05:00		14	25	4	5	18	30		5	33	1	42	6	75
05:15		12	21	4	10	16	31		6	50	2	17	8	67
05:30		11	18	6	16	17	34		7	48	6	28	13	76
05:45		8	16	3	9	11	25		2	51	3	25	5	76
06:00		8	18	2	18	10	36		5	73	0	24	5	97
06:15		8	29	7	11	15	40		4	60	2	24	6	84
06:30		9	28	3	11	12	39		8	62	0	14	8	76
06:45		6	30	1	12	7	42		8	58	2	21	10	79
07:00		12	22	2	18	14	40		15	45	3	22	18	67
07:15		4	25	4	28	8	53		4	56	1	21	5	77
07:30		8	25	2	28	10	53		12	50	5	10	17	60
07:45		7	27	5	22	12	49		10	49	6	7	16	56
08:00		26	29	5	25	31	54		23	47	2	12	25	59
08:15		8	35	0	14	8	49		7	42	7	18	14	60
08:30		10	19	4	16	14	35		6	39	5	9	11	48
08:45		8	37	3	12	11	49		15	38	3	12	18	50
09:00		14	34	4	14	18	48		8	56	2	15	10	71
09:15		4	34	3	14	7	48		6	24	4	9	10	33
09:30		21	25	9	22	30	47		12	24	6	7	18	31
09:45		18	50	7	13	25	63		23	31	7	10	30	41
10:00		19	44	4	18	23	62		12	35	7	8	19	43
10:15		12	62	5	8	17	70		22	28	6	4	28	32
10:30		24	51	3	9	27	60		21	27	3	7	24	34
10:45		18	49	2	10	20	59		14	17	5	9	19	26
11:00		19	33	2	11	21	44		21	27	15	2	36	29
11:15		14	43	5	7	19	50		14	22	8	1	22	23
11:30		16	39	4	12	20	51		13	22	5	5	18	27
11:45		17	30	6	10	23	40		8	16	6	4	14	20
Totals		822	1283	210	580	1032	1863		731	1535	190	603	921	2138
Day Totals			2105		790		2895			2266		793		3059
% Total		28.3%	44.3%	7.2%	20.0%				23.9%	50.1%	6.2%	19.7%		
Peaks		02:00	09:45	12:00	07:15	12:00	09:45		12:00	06:00	11:00	05:00	12:00	06:00
Volume		146	207	34	103	172	255		125	253	34	112	152	336
P.H.F.		.57	.83	.65	.91	.60	.91		.61	.86	.56	.66	.66	.86

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-7

ALVERDA DRIVE BETWEEN FEATHER FALLS
ACCESS ROAD AND MAIN PARKING LOT

Direction 1

Begin	Mon.	WB		EB		Combined		Tues.	WB		EB		Combined	
Time	10/01	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	10/02	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		21	20	4	11	25	31		*	*	*	*	*	*
12:15		17	16	4	5	21	21		*	*	*	*	*	*
12:30		16	19	4	3	20	22		*	*	*	*	*	*
12:45		6	9	4	8	10	17		*	*	*	*	*	*
01:00		11	9	1	11	12	20		*	*	*	*	*	*
01:15		6	21	3	7	9	28		*	*	*	*	*	*
01:30		13	11	1	11	14	22		*	*	*	*	*	*
01:45		9	18	3	6	12	24		*	*	*	*	*	*
02:00		14	32	4	6	18	38		*	*	*	*	*	*
02:15		13	17	1	6	14	23		*	*	*	*	*	*
02:30		5	19	1	5	6	24		*	*	*	*	*	*
02:45		3	25	5	11	8	36		*	*	*	*	*	*
03:00		12	26	1	8	13	34		*	*	*	*	*	*
03:15		8	23	9	8	17	31		*	*	*	*	*	*
03:30		8	26	1	5	9	31		*	*	*	*	*	*
03:45		3	27	2	6	5	33		*	*	*	*	*	*
04:00		6	42	3	15	9	57		*	*	*	*	*	*
04:15		4	23	1	8	5	31		*	*	*	*	*	*
04:30		6	29	1	8	7	37		*	*	*	*	*	*
04:45		8	28	2	4	10	32		*	*	*	*	*	*
05:00		7	19	4	5	11	24		*	*	*	*	*	*
05:15		3	20	1	8	4	28		*	*	*	*	*	*
05:30		4	25	3	11	7	36		*	*	*	*	*	*
05:45		1	19	2	9	3	28		*	*	*	*	*	*
06:00		11	15	4	11	15	26		*	*	*	*	*	*
06:15		8	13	1	14	9	27		*	*	*	*	*	*
06:30		1	25	1	12	2	37		*	*	*	*	*	*
06:45		2	20	4	10	6	30		*	*	*	*	*	*
07:00		11	15	0	5	11	20		*	*	*	*	*	*
07:15		7	26	4	12	11	38		*	*	*	*	*	*
07:30		3	18	6	10	9	28		*	*	*	*	*	*
07:45		16	24	15	15	31	39		*	*	*	*	*	*
08:00		20	17	9	1	29	18		*	*	*	*	*	*
08:15		10	15	8	2	18	17		*	*	*	*	*	*
08:30		14	20	6	1	20	21		*	*	*	*	*	*
08:45		20	30	5	6	25	36		*	*	*	*	*	*
09:00		18	28	5	9	23	37		*	*	*	*	*	*
09:15		17	19	7	2	24	21		*	*	*	*	*	*
09:30		28	24	9	2	37	26		*	*	*	*	*	*
09:45		18	27	6	6	24	33		*	*	*	*	*	*
10:00		16	21	6	2	22	23		*	*	*	*	*	*
10:15		19	18	8	4	27	22		*	*	*	*	*	*
10:30		17	17	11	4	28	21		*	*	*	*	*	*
10:45		19	14	10	1	29	15		*	*	*	*	*	*
11:00		19	17	8	7	27	24		*	*	*	*	*	*
11:15		20	18	9	5	29	23		*	*	*	*	*	*
11:30		19	13	10	5	29	18		*	*	*	*	*	*
11:45		21	13	6	3	27	16		*	*	*	*	*	*
Totals		558	990	223	334	781	1324		0	0	0	0	0	0
Day Totals		1548		557		2105			0		0		0	
% Total		26.5%	47.0%	10.5%	15.8%				*	*	*	*		
Peaks		08:45	04:00	07:30	06:00	10:45	03:45							
Volume		83	122	38	47	114	158							
P.H.F.		.74	.72	.63	.83	.98	.69							

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

ALVERDA DRIVE EAST OF MAIN PARKING LOT

Site Code : 00000000000
Start Date: 09/25/2007
File I.D. : 7362-8
Page : 1

Direction 1

Begin	Tues.	WB		EB		Combined		Wed.	WB		EB		Combined	
Time	09/25	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/26	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		11	1	0	3	11	4		10	2	1	3	11	5
12:15		2	0	2	0	4	0		4	3	2	1	6	4
12:30		4	2	2	3	6	5		4	2	1	4	5	6
12:45		2	3	1	7	3	10		2	1	1	1	3	2
01:00		3	3	0	5	3	8		5	0	1	1	6	1
01:15		1	4	1	3	2	7		3	1	0	2	3	3
01:30		3	2	1	3	4	5		1	3	3	4	4	7
01:45		1	1	1	7	2	8		6	4	1	8	7	12
02:00		7	6	0	5	7	11		8	4	0	6	8	10
02:15		1	2	1	3	2	5		1	4	2	8	3	12
02:30		0	1	2	8	2	9		0	0	2	7	2	7
02:45		1	6	3	6	4	12		0	8	2	10	2	18
03:00		3	8	1	6	4	14		4	4	1	4	5	8
03:15		0	1	1	10	1	11		0	7	2	10	2	17
03:30		0	5	0	6	0	11		0	2	0	4	0	6
03:45		0	9	1	8	1	17		0	3	0	8	0	11
04:00		2	20	2	4	4	24		0	17	1	3	1	20
04:15		2	5	1	3	3	8		1	3	2	4	3	7
04:30		0	0	2	6	2	6		1	5	1	9	2	14
04:45		0	3	2	6	2	9		0	4	2	10	2	14
05:00		3	3	0	3	3	6		1	4	0	4	1	8
05:15		0	0	0	3	0	3		0	0	5	1	5	1
05:30		0	0	7	5	7	5		1	0	6	7	7	7
05:45		1	2	4	6	5	8		1	3	7	5	8	8
06:00		6	3	2	2	8	5		5	1	1	3	6	4
06:15		1	4	3	2	4	6		2	3	2	1	4	4
06:30		1	0	9	0	10	0		2	1	8	4	10	5
06:45		1	0	6	3	7	3		2	2	6	5	8	7
07:00		6	0	3	2	9	2		6	4	6	3	12	7
07:15		0	1	4	0	4	1		1	1	4	2	5	3
07:30		4	1	8	1	12	2		2	1	12	3	14	4
07:45		2	0	17	1	19	1		3	2	18	3	21	5
08:00		10	2	11	3	21	5		10	3	4	2	14	5
08:15		2	3	3	1	5	4		2	4	3	2	5	6
08:30		4	0	4	4	8	4		1	2	3	1	4	3
08:45		4	2	2	1	6	3		4	1	1	1	5	2
09:00		0	0	2	2	2	2		0	1	3	3	3	4
09:15		0	1	5	1	5	2		4	1	3	2	7	3
09:30		11	3	2	3	13	6		4	2	5	6	9	8
09:45		0	3	1	3	1	6		2	4	3	1	5	5
10:00		0	8	1	3	1	11		4	9	3	2	7	11
10:15		3	5	0	2	3	7		1	3	3	4	4	7
10:30		0	2	4	4	4	6		2	10	3	5	5	15
10:45		4	2	2	1	6	3		0	5	1	1	1	6
11:00		2	9	4	0	6	9		1	10	3	4	4	14
11:15		1	4	1	9	2	13		1	5	0	5	1	10
11:30		3	6	9	8	12	14		1	15	1	10	2	25
11:45		5	2	2	4	7	6		0	5	4	3	4	8
Totals		117	148	140	179	257	327		113	179	143	200	256	379
Day Totals			265		319		584			292		343		635
% Total		20.0%	25.3%	23.9%	30.6%				17.8%	28.1%	22.5%	31.5%		
Peaks		08:00	03:30	07:15	02:30	07:30	03:15		12:00	10:45	07:00	02:00	07:15	11:00
Volume		20	39	40	30	57	63		20	35	40	31	54	57
P.H.F.		.5	.48	.58	.75	.67	.65		.5	.58	.55	.77	.64	.57

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-8

ALVERDA DRIVE EAST OF MAIN PARKING LOT

Direction 1

Begin	Thur.	WB		EB		Combined		Fri.	WB		EB		Combined	
Time	09/27	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/28	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		12	1	0	4	12	5		14	0	2	4	16	4
12:15		3	5	3	5	6	10		5	2	2	2	7	4
12:30		1	0	0	2	1	2		1	1	1	2	2	3
12:45		3	1	1	2	4	3		2	1	4	2	6	3
01:00		8	1	1	7	9	8		9	1	0	3	9	4
01:15		2	2	1	5	3	7		1	0	1	3	2	3
01:30		1	4	1	5	2	9		0	0	3	5	3	5
01:45		7	1	1	7	8	8		2	4	1	4	3	8
02:00		1	8	2	8	3	16		9	10	1	4	10	14
02:15		3	6	0	10	3	16		1	2	3	6	4	8
02:30		0	3	3	9	3	12		0	5	1	15	1	20
02:45		1	3	3	14	4	17		1	6	2	11	3	17
03:00		1	8	2	4	3	12		1	9	0	7	1	16
03:15		1	2	1	11	2	13		1	2	0	9	1	11
03:30		0	3	2	11	2	14		0	5	1	15	1	20
03:45		0	7	3	8	3	15		1	8	2	7	3	15
04:00		4	23	0	6	4	29		1	17	0	5	1	22
04:15		1	5	3	4	4	9		0	7	0	5	0	12
04:30		2	5	1	8	3	13		0	7	2	7	2	14
04:45		0	8	1	6	1	14		2	2	4	10	6	12
05:00		0	4	0	3	0	7		1	5	0	4	1	9
05:15		0	4	5	3	5	7		1	6	1	5	2	11
05:30		3	5	7	11	10	16		0	1	8	8	8	9
05:45		1	2	7	5	8	7		0	4	7	15	7	19
06:00		5	4	1	1	6	5		5	10	2	7	7	17
06:15		3	4	3	4	6	8		0	5	1	1	1	6
06:30		0	0	5	1	5	1		3	2	4	4	7	6
06:45		1	2	7	4	8	6		1	0	7	4	8	4
07:00		5	0	4	1	9	1		5	1	0	0	5	1
07:15		3	0	5	3	8	3		0	2	6	6	6	8
07:30		5	1	14	1	19	2		5	7	8	7	13	14
07:45		4	1	19	2	23	3		1	8	15	5	16	13
08:00		9	4	10	3	19	7		10	1	3	1	13	2
08:15		2	2	3	3	5	5		4	3	5	5	9	8
08:30		4	3	2	1	6	4		3	4	5	1	8	5
08:45		0	2	0	2	0	4		2	2	4	2	6	4
09:00		1	1	3	2	4	3		1	5	5	1	6	6
09:15		1	1	1	3	2	4		1	2	3	2	4	4
09:30		4	1	10	3	14	4		7	1	6	6	13	7
09:45		3	3	1	5	4	8		4	1	2	3	6	4
10:00		4	9	2	1	6	10		5	9	5	6	10	15
10:15		1	7	6	2	7	9		3	4	1	1	4	5
10:30		4	4	4	7	8	11		2	5	5	7	7	12
10:45		1	2	6	2	7	4		3	4	1	3	4	7
11:00		2	8	2	2	4	10		0	11	1	3	1	14
11:15		3	4	3	9	6	13		0	13	3	5	3	18
11:30		5	4	5	6	10	10		1	6	1	10	2	16
11:45		1	4	4	5	5	9		1	5	3	10	4	15
Totals		126	182	168	231	294	413		120	216	142	258	262	474
Day Totals			308		399		707			336		400		736
% Total		17.8%	25.7%	23.7%	32.6%				16.3%	29.3%	19.2%	35.0%		
Peaks		07:15	04:00	07:15	02:00	07:15	03:15		12:00	03:45	07:15	02:30	07:30	03:30
Volume		21	41	48	41	69	71		22	39	32	42	51	69
P.H.F.		.58	.44	.63	.73	.75	.61		.39	.57	.53	.7	.79	.78

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-8

ALVERDA DRIVE EAST OF MAIN PARKING LOT

Direction 1

Begin	Sat.	WB		EB		Combined		Sun.	WB		EB		Combined	
Time	09/29	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/30	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		20	0	3	1	23	1		22	2	3	0	25	2
12:15		9	1	1	2	10	3		5	5	1	6	6	11
12:30		2	0	1	3	3	3		4	3	3	2	7	5
12:45		1	1	0	0	1	1		3	0	0	1	3	1
01:00		9	1	0	3	9	4		11	1	0	3	11	4
01:15		2	0	0	2	2	2		4	3	0	3	4	6
01:30		3	2	3	3	6	5		5	1	2	3	7	4
01:45		3	3	0	7	3	10		3	0	2	1	5	1
02:00		11	11	2	3	13	14		9	5	0	4	9	9
02:15		9	11	2	11	11	22		6	5	2	6	8	11
02:30		2	0	3	11	5	11		0	7	3	7	3	14
02:45		6	6	1	5	7	11		2	3	1	13	3	16
03:00		4	6	0	7	4	13		1	10	1	7	2	17
03:15		0	5	0	8	0	13		1	5	0	6	1	11
03:30		0	1	1	13	1	14		2	4	0	7	2	11
03:45		1	4	0	7	1	11		0	3	0	8	0	11
04:00		4	15	1	3	5	18		4	10	1	1	5	11
04:15		1	6	0	4	1	10		1	8	1	2	2	10
04:30		0	5	1	8	1	13		1	4	3	10	4	14
04:45		1	2	3	9	4	11		0	3	1	4	1	7
05:00		1	4	1	2	2	6		1	2	2	2	3	4
05:15		1	5	3	6	4	11		0	5	2	2	2	7
05:30		3	0	8	13	11	13		5	2	8	7	13	9
05:45		2	3	8	7	10	10		1	7	9	8	10	15
06:00		6	7	1	3	7	10		4	4	0	2	4	6
06:15		0	2	3	2	3	4		1	3	3	1	4	4
06:30		3	3	4	2	7	5		4	1	4	1	8	2
06:45		3	0	5	3	8	3		1	3	6	4	7	7
07:00		8	2	7	1	15	3		4	2	4	1	8	3
07:15		1	3	4	4	5	7		2	2	9	2	11	4
07:30		3	2	10	4	13	6		6	0	11	1	17	1
07:45		1	0	11	0	12	0		4	0	8	2	12	2
08:00		17	2	5	1	22	3		18	0	1	0	19	0
08:15		4	3	3	1	7	4		2	1	2	2	4	3
08:30		2	0	4	1	6	1		2	3	5	1	7	4
08:45		0	2	1	2	1	4		1	0	4	3	5	3
09:00		2	0	5	1	7	1		3	1	3	2	6	3
09:15		0	2	3	2	3	4		0	3	1	1	1	4
09:30		7	2	4	6	11	8		3	1	6	5	9	6
09:45		3	4	9	3	12	7		8	2	7	1	15	3
10:00		2	7	4	4	6	11		0	5	3	4	3	9
10:15		0	4	0	3	0	7		0	9	0	1	0	10
10:30		0	4	1	4	1	8		1	10	1	7	2	17
10:45		4	4	2	5	6	9		0	3	1	5	1	8
11:00		0	14	0	3	0	17		1	2	4	2	5	4
11:15		0	5	2	4	2	9		0	3	0	6	0	9
11:30		3	3	3	8	6	11		4	8	4	11	8	19
11:45		1	7	5	11	6	18		0	4	5	5	5	9
Totals		165	174	138	216	303	390		160	168	137	183	297	351
Day Totals			339		354		693			328		320		648
% Total		23.8%	25.1%	19.9%	31.1%				24.6%	25.9%	21.1%	28.2%		
Peaks		12:00	03:45	07:00	03:00	07:30	02:00		12:00	10:00	07:00	02:15	07:15	02:15
Volume		32	30	32	35	54	58		34	27	32	33	59	58
P.H.F.		.4	.5	.72	.67	.61	.65		.38	.67	.72	.63	.77	.85

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-8

ALVERDA DRIVE EAST OF MAIN PARKING LOT

Direction 1

Begin	Mon.	WB		EB		Combined		Tues.	WB		EB		Combined	
Time	10/01	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	10/02	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		8	1	0	0	8	1		*	*	*	*	*	*
12:15		3	3	2	2	5	5		*	*	*	*	*	*
12:30		2	3	1	1	3	4		*	*	*	*	*	*
12:45		0	1	1	0	1	1		*	*	*	*	*	*
01:00		5	0	0	0	5	0		*	*	*	*	*	*
01:15		0	1	3	1	3	2		*	*	*	*	*	*
01:30		2	2	2	4	4	6		*	*	*	*	*	*
01:45		3	3	1	7	4	10		*	*	*	*	*	*
02:00		5	12	0	4	5	16		*	*	*	*	*	*
02:15		4	6	1	4	5	10		*	*	*	*	*	*
02:30		2	4	1	8	3	12		*	*	*	*	*	*
02:45		0	4	2	5	2	9		*	*	*	*	*	*
03:00		1	6	1	4	2	10		*	*	*	*	*	*
03:15		0	9	2	3	2	12		*	*	*	*	*	*
03:30		1	2	1	11	2	13		*	*	*	*	*	*
03:45		1	3	0	9	1	12		*	*	*	*	*	*
04:00		2	17	0	3	2	20		*	*	*	*	*	*
04:15		0	5	1	3	1	8		*	*	*	*	*	*
04:30		0	3	1	5	1	8		*	*	*	*	*	*
04:45		2	5	2	5	4	10		*	*	*	*	*	*
05:00		1	3	2	2	3	5		*	*	*	*	*	*
05:15		0	0	1	1	1	1		*	*	*	*	*	*
05:30		0	1	9	4	9	5		*	*	*	*	*	*
05:45		1	3	4	5	5	8		*	*	*	*	*	*
06:00		7	3	3	1	10	4		*	*	*	*	*	*
06:15		2	2	5	2	7	4		*	*	*	*	*	*
06:30		0	2	7	2	7	4		*	*	*	*	*	*
06:45		2	1	4	4	6	5		*	*	*	*	*	*
07:00		9	1	3	2	12	3		*	*	*	*	*	*
07:15		2	0	7	0	9	0		*	*	*	*	*	*
07:30		2	0	10	0	12	0		*	*	*	*	*	*
07:45		0	1	12	1	12	2		*	*	*	*	*	*
08:00		13	1	7	0	20	1		*	*	*	*	*	*
08:15		5	1	4	1	9	2		*	*	*	*	*	*
08:30		0	0	4	1	4	1		*	*	*	*	*	*
08:45		4	1	1	2	5	3		*	*	*	*	*	*
09:00		5	4	3	2	8	6		*	*	*	*	*	*
09:15		3	0	5	0	8	0		*	*	*	*	*	*
09:30		9	0	8	4	17	4		*	*	*	*	*	*
09:45		1	2	3	2	4	4		*	*	*	*	*	*
10:00		1	4	2	0	3	4		*	*	*	*	*	*
10:15		2	3	3	2	5	5		*	*	*	*	*	*
10:30		1	2	1	4	2	6		*	*	*	*	*	*
10:45		6	3	3	4	9	7		*	*	*	*	*	*
11:00		0	7	1	2	1	9		*	*	*	*	*	*
11:15		2	0	2	5	4	5		*	*	*	*	*	*
11:30		1	5	2	7	3	12		*	*	*	*	*	*
11:45		1	3	3	4	4	7		*	*	*	*	*	*
Totals		121	143	141	143	262	286		0	0	0	0	0	0
Day Totals			264		284		548			0		0		0
% Total		22.0%	26.0%	25.7%	26.0%				*	*	*	*		
Peaks		08:00	03:15	07:15	03:00	07:15	03:15							
Volume		22	31	36	27	53	57							
P.H.F.		.42	.45	.75	.61	.66	.71							

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

FEATHER FALLS ACCESS ROAD BETWEEN LOWER WYABDOTTE ROAD AND CAMPGROUND ACCESS

Site Code : 00000000035
Start Date: 09/25/2007
File I.D. : 7362-9
Page : 1

Direction 1

Begin	Tues.	SB		NB		Combined		Wed.	SB		NB		Combined	
Time	09/25	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/26	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		11	19	7	27	18	46		11	15	9	33	20	48
12:15		8	20	5	21	13	41		5	12	6	25	11	37
12:30		7	20	7	26	14	46		2	15	12	21	14	36
12:45		6	13	3	28	9	41		10	16	5	30	15	46
01:00		8	17	3	24	11	41		7	11	5	38	12	49
01:15		7	13	2	11	9	24		4	20	6	30	10	50
01:30		8	23	7	15	15	38		3	15	5	22	8	37
01:45		6	18	1	18	7	36		2	27	2	30	4	57
02:00		9	27	3	24	12	51		9	21	6	23	15	44
02:15		9	17	8	24	17	41		3	25	7	27	10	52
02:30		2	19	4	35	6	54		7	16	3	24	10	40
02:45		3	10	6	27	9	37		6	20	9	25	15	45
03:00		8	22	9	25	17	47		3	15	3	23	6	38
03:15		3	12	2	40	5	52		7	16	6	36	13	52
03:30		2	22	3	30	5	52		5	23	1	35	6	58
03:45		4	26	2	43	6	69		2	20	2	36	4	56
04:00		4	30	3	29	7	59		3	43	1	41	4	84
04:15		2	21	3	26	5	47		5	22	1	38	6	60
04:30		3	21	3	36	6	57		1	19	2	37	3	56
04:45		2	15	3	37	5	52		4	16	4	28	8	44
05:00		2	23	3	29	5	52		4	15	6	39	10	54
05:15		1	12	3	45	4	57		1	22	2	37	3	59
05:30		0	25	9	55	9	80		6	18	8	38	14	56
05:45		1	18	6	43	7	61		4	22	9	43	13	65
06:00		7	23	3	33	10	56		9	26	5	30	14	56
06:15		4	18	6	25	10	43		5	21	7	39	12	60
06:30		3	16	11	32	14	48		3	28	9	53	12	81
06:45		1	14	14	38	15	52		6	14	10	47	16	61
07:00		5	17	10	23	15	40		5	22	11	55	16	77
07:15		7	16	14	27	21	43		1	24	25	56	26	80
07:30		7	16	27	22	34	38		4	14	33	43	37	57
07:45		4	26	42	23	46	49		3	21	58	42	61	63
08:00		12	13	32	15	44	28		10	19	30	35	40	54
08:15		5	17	38	19	43	36		14	13	30	23	44	36
08:30		16	10	32	18	48	28		18	19	28	19	46	38
08:45		19	20	20	15	39	35		14	18	24	30	38	48
09:00		17	14	21	12	38	26		11	27	19	27	30	54
09:15		17	21	32	15	49	36		18	14	24	19	42	33
09:30		13	10	37	16	50	26		29	30	19	20	48	50
09:45		9	17	21	10	30	27		5	33	21	14	26	47
10:00		13	18	23	21	36	39		19	63	17	15	36	78
10:15		13	11	26	8	39	19		13	44	20	17	33	61
10:30		9	11	29	15	38	26		12	39	19	21	31	60
10:45		20	13	33	7	53	20		18	21	27	10	45	31
11:00		23	9	18	10	41	19		11	13	22	20	33	33
11:15		11	15	36	21	47	36		15	12	20	13	35	25
11:30		11	14	29	13	40	27		9	12	27	12	36	24
11:45		22	14	30	12	52	26		17	9	21	7	38	16
Totals		384	836	689	1168	1073	2004		383	1020	646	1426	1029	2446
Day Totals			1220		1857		3077			1403		2072		3475
% Total		12.4%	27.1%	22.3%	37.9%				11.0%	29.3%	18.5%	41.0%		
Peaks		08:30	03:30	07:45	05:15	07:45	05:15		08:45	09:45	07:30	06:30	07:45	06:30
Volume		69	99	144	176	181	254		72	179	151	211	191	299
P.H.F.		.90	.82	.85	.8	.94	.79		.62	.71	.65	.94	.78	.92

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

FEATHER FALLS ACCESS ROAD BETWEEN LOWER WYANDOTTE ROAD AND CAMPGROUND ACCESS

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-9
Page : 2

Direction 1

Begin	Thur.	SB		NB		Combined		Fri.	SB		NB		Combined	
Time	09/27	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/28	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		13	12	2	21	15	33		11	11	7	20	18	31
12:15		11	17	8	30	19	47		14	12	10	29	24	41
12:30		7	12	7	24	14	36		13	18	2	22	15	40
12:45		8	24	2	30	10	54		6	10	8	30	14	40
01:00		7	17	4	28	11	45		8	12	9	25	17	37
01:15		7	18	5	23	12	41		4	13	5	23	9	36
01:30		9	14	3	24	12	38		4	25	4	27	8	52
01:45		6	16	3	37	9	53		6	24	1	22	7	46
02:00		7	16	7	34	14	50		7	21	5	24	12	45
02:15		2	19	3	39	5	58		8	13	3	36	11	49
02:30		3	17	7	32	10	49		5	22	6	41	11	63
02:45		6	16	4	29	10	45		4	15	4	40	8	55
03:00		4	24	3	19	7	43		6	24	2	35	8	59
03:15		3	13	4	38	7	51		1	17	6	31	7	48
03:30		0	21	3	26	3	47		8	16	2	43	10	59
03:45		4	22	4	37	8	59		3	25	3	50	6	75
04:00		7	38	3	34	10	72		4	28	5	31	9	59
04:15		3	17	4	51	7	68		2	18	1	42	3	60
04:30		2	22	4	63	6	85		3	23	4	45	7	68
04:45		6	27	2	78	8	105		2	14	7	55	9	69
05:00		3	34	3	85	6	119		3	19	2	50	5	69
05:15		5	35	6	67	11	102		5	18	1	66	6	84
05:30		5	41	7	69	12	110		1	31	8	85	9	116
05:45		2	35	7	68	9	103		5	15	12	87	17	102
06:00		1	44	7	47	8	91		2	29	11	58	13	87
06:15		4	29	5	60	9	89		4	23	6	54	10	77
06:30		2	32	10	53	12	85		4	28	11	64	15	92
06:45		5	27	13	51	18	78		3	37	15	61	18	98
07:00		7	35	13	64	20	99		7	17	13	42	20	59
07:15		3	26	16	55	19	81		3	17	22	53	25	70
07:30		6	26	30	59	36	85		8	19	19	51	27	70
07:45		5	28	45	42	50	70		6	21	44	40	50	61
08:00		15	28	44	36	59	64		14	17	42	45	56	62
08:15		18	31	27	29	45	60		7	15	27	37	34	52
08:30		7	36	28	21	35	57		18	14	19	40	37	54
08:45		10	42	18	27	28	69		15	16	30	35	45	51
09:00		9	33	24	23	33	56		13	55	25	24	38	79
09:15		22	29	28	16	50	45		12	37	21	21	33	58
09:30		9	17	26	25	35	42		17	26	25	26	42	52
09:45		20	17	25	18	45	35		20	17	29	20	49	37
10:00		15	19	20	12	35	31		11	37	30	22	41	59
10:15		8	22	25	20	33	42		14	19	21	25	35	44
10:30		22	19	25	25	47	44		18	32	34	32	52	64
10:45		16	18	32	16	48	34		16	18	16	23	32	41
11:00		14	15	30	18	44	33		12	26	15	27	27	53
11:15		16	19	36	22	52	41		18	35	33	20	51	55
11:30		18	17	29	16	47	33		17	19	24	32	41	51
11:45		23	20	25	13	48	33		14	15	29	17	43	32
Totals		405	1156	686	1754	1091	2910		406	1033	678	1828	1084	2861
Day Totals			1561		2440		4001			1439		2506		3945
% Total		10.1%	28.8%	17.1%	43.8%				10.2%	26.1%	17.1%	46.3%		
Peaks		11:00	05:15	07:30	04:45	10:30	04:45		10:30	09:00	07:30	05:15	07:45	05:15
Volume		71	155	146	299	191	436		64	135	132	296	177	389
P.H.F.		.77	.88	.81	.87	.91	.91		.88	.61	.75	.85	.79	.83

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 00000000000
Start Date: 09/25/2007
File I.D. : 7362-9

FEATHER FALLS ACCESS ROAD BETWEEN LOWER WYANDOTTE ROAD AND CAMPGROUND ACCESS

Direction 1

Begin	Sat.	SB		NB		Combined		Sun.	SB		NB		Combined	
Time	09/29	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/30	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		40	8	17	18	57	26		29	15	9	24	38	39
12:15		21	9	8	22	29	31		15	10	8	24	23	34
12:30		19	10	8	27	27	37		10	15	12	25	22	40
12:45		11	12	9	22	20	34		15	11	19	24	34	35
01:00		19	8	8	26	27	34		10	15	6	22	16	37
01:15		17	15	3	20	20	35		15	16	8	27	23	43
01:30		8	14	15	29	23	43		21	16	7	26	28	42
01:45		10	12	3	31	13	43		11	24	4	32	15	56
02:00		29	26	3	31	32	57		12	18	8	41	20	59
02:15		18	25	8	29	26	54		12	14	10	23	22	37
02:30		10	12	7	36	17	48		8	22	7	29	15	51
02:45		8	14	6	34	14	48		6	15	8	32	14	47
03:00		14	18	9	31	23	49		10	22	5	27	15	49
03:15		12	18	4	34	16	52		4	19	5	25	9	44
03:30		9	17	6	35	15	52		8	12	2	29	10	41
03:45		6	19	3	32	9	51		4	25	2	32	6	57
04:00		5	24	3	27	8	51		4	21	2	31	6	52
04:15		7	16	3	30	10	46		7	16	5	38	12	54
04:30		6	13	5	34	11	47		5	15	9	59	14	74
04:45		3	17	8	34	11	51		9	19	4	67	13	86
05:00		12	12	4	20	16	32		5	19	2	74	7	93
05:15		3	11	5	35	8	46		6	42	5	58	11	100
05:30		6	16	12	29	18	45		2	40	11	55	13	95
05:45		3	11	12	44	15	55		3	37	8	80	11	117
06:00		4	13	4	30	8	43		2	41	3	64	5	105
06:15		6	21	8	31	14	52		4	31	10	60	14	91
06:30		2	18	10	44	12	62		7	40	11	54	18	94
06:45		5	24	12	54	17	78		2	41	13	56	15	97
07:00		2	19	15	38	17	57		11	35	9	45	20	80
07:15		3	19	14	54	17	73		3	43	16	43	19	86
07:30		5	22	22	50	27	72		3	23	19	32	22	55
07:45		7	16	25	39	32	55		5	26	23	25	28	51
08:00		15	16	16	41	31	57		13	27	10	38	23	65
08:15		6	14	18	42	24	56		9	28	11	31	20	59
08:30		7	17	22	55	29	72		9	22	10	40	19	62
08:45		6	19	13	31	19	50		13	22	13	29	26	51
09:00		8	19	23	39	31	58		13	29	21	16	34	45
09:15		9	22	22	38	31	60		16	16	33	12	49	28
09:30		14	22	18	37	32	59		7	17	22	14	29	31
09:45		14	18	32	28	46	46		18	20	30	18	48	38
10:00		18	24	28	25	46	49		16	16	28	16	44	32
10:15		12	30	23	36	35	66		12	15	28	11	40	26
10:30		17	31	22	31	39	62		19	13	19	17	38	30
10:45		13	30	24	30	37	60		19	7	25	9	44	16
11:00		12	16	16	22	28	38		28	16	21	12	49	28
11:15		14	21	12	20	26	41		13	13	20	12	33	25
11:30		6	21	16	20	22	41		11	13	23	24	34	37
11:45		10	22	18	27	28	49		12	8	27	13	39	21
Totals		511	851	602	1572	1113	2423		496	1040	611	1595	1107	2635
Day Totals			1362		2174		3536			1536		2206		3742
% Total		14.4%	24.0%	17.0%	44.4%				13.2%	27.7%	16.3%	42.6%		
Peaks		12:00	10:00	09:45	06:45	09:45	06:45		10:30	05:15	09:15	05:00	10:15	05:15
Volume		91	115	105	196	166	280		79	160	113	267	171	417
P.H.F.		.56	.92	.82	.90	.90	.89		.70	.95	.85	.83	.87	.89

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-9

FEATHER FALLS ACCESS ROAD BETWEEN LOWER WYABDOTTE ROAD AND CAMPGROUND ACCESS

Direction 1

Begin	Mon.	SB		NB		Combined		Tues.	SB		NB		Combined	
Time	10/01	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	10/02	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		9	12	8	22	17	34		*	*	*	*	*	*
12:15		11	16	8	21	19	37		*	*	*	*	*	*
12:30		12	17	3	23	15	40		*	*	*	*	*	*
12:45		7	12	4	20	11	32		*	*	*	*	*	*
01:00		4	11	10	35	14	46		*	*	*	*	*	*
01:15		8	11	5	28	13	39		*	*	*	*	*	*
01:30		8	16	6	27	14	43		*	*	*	*	*	*
01:45		9	16	4	27	13	43		*	*	*	*	*	*
02:00		10	23	3	21	13	44		*	*	*	*	*	*
02:15		3	20	4	27	7	47		*	*	*	*	*	*
02:30		1	18	5	26	6	44		*	*	*	*	*	*
02:45		6	21	8	32	14	53		*	*	*	*	*	*
03:00		9	17	3	21	12	38		*	*	*	*	*	*
03:15		6	14	2	24	8	38		*	*	*	*	*	*
03:30		6	18	6	37	12	55		*	*	*	*	*	*
03:45		0	22	3	33	3	55		*	*	*	*	*	*
04:00		4	29	4	32	8	61		*	*	*	*	*	*
04:15		6	21	0	26	6	47		*	*	*	*	*	*
04:30		5	24	6	33	11	57		*	*	*	*	*	*
04:45		4	20	2	32	6	52		*	*	*	*	*	*
05:00		2	24	4	34	6	58		*	*	*	*	*	*
05:15		4	11	7	32	11	43		*	*	*	*	*	*
05:30		2	18	8	31	10	49		*	*	*	*	*	*
05:45		0	18	7	31	7	49		*	*	*	*	*	*
06:00		5	16	4	26	9	42		*	*	*	*	*	*
06:15		3	12	9	35	12	47		*	*	*	*	*	*
06:30		3	18	8	22	11	40		*	*	*	*	*	*
06:45		1	27	22	27	23	54		*	*	*	*	*	*
07:00		5	20	17	33	22	53		*	*	*	*	*	*
07:15		5	25	23	34	28	59		*	*	*	*	*	*
07:30		3	23	30	17	33	40		*	*	*	*	*	*
07:45		9	16	53	31	62	47		*	*	*	*	*	*
08:00		10	14	36	21	46	35		*	*	*	*	*	*
08:15		5	12	30	18	35	30		*	*	*	*	*	*
08:30		11	15	19	20	30	35		*	*	*	*	*	*
08:45		20	27	29	17	49	44		*	*	*	*	*	*
09:00		14	22	23	10	37	32		*	*	*	*	*	*
09:15		15	17	33	16	48	33		*	*	*	*	*	*
09:30		23	22	23	14	46	36		*	*	*	*	*	*
09:45		17	17	26	11	43	28		*	*	*	*	*	*
10:00		16	20	17	10	33	30		*	*	*	*	*	*
10:15		17	13	26	16	43	29		*	*	*	*	*	*
10:30		16	15	17	16	33	31		*	*	*	*	*	*
10:45		15	10	22	14	37	24		*	*	*	*	*	*
11:00		17	9	28	12	45	21		*	*	*	*	*	*
11:15		16	16	31	14	47	30		*	*	*	*	*	*
11:30		19	12	27	16	46	28		*	*	*	*	*	*
11:45		13	7	18	16	31	23		*	*	*	*	*	*
Totals		414	834	691	1141	1105	1975		0	0	0	0	0	0
Day Totals			1248		1832		3080			0		0		0
% Total		13.4%	27.0%	22.4%	37.0%				*	*	*	*		
Peaks		09:30	03:45	07:30	04:30	08:45	03:45							
Volume		73	96	149	131	180	220							
P.H.F.		.79	.82	.70	.96	.91	.90							

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-10

FEATHER FALLS ACCESS ROAD BETWEEN
CAMPGROUND ACCESS AND ALVERDA DRIVE

Direction 1

Page : 1

Begin	Tues.	SB		NB		Combined		Wed.	SB		NB		Combined	
Time	09/25	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/26	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		10	19	7	27	17	46		12	14	9	31	21	45
12:15		8	21	5	19	13	40		5	12	6	26	11	38
12:30		7	20	6	27	13	47		2	16	12	21	14	37
12:45		7	13	3	27	10	40		8	16	5	29	13	45
01:00		8	17	3	24	11	41		10	12	3	32	13	44
01:15		7	14	2	10	9	24		4	20	6	30	10	50
01:30		8	22	7	15	15	37		3	16	7	21	10	37
01:45		6	18	1	20	7	38		2	27	2	31	4	58
02:00		9	24	3	21	12	45		9	23	5	24	14	47
02:15		9	19	7	24	16	43		3	24	6	26	9	50
02:30		3	19	4	35	7	54		6	15	4	26	10	41
02:45		3	10	8	26	11	36		6	20	9	25	15	45
03:00		8	22	9	22	17	44		3	14	3	22	6	36
03:15		3	13	2	39	5	52		7	18	5	38	12	56
03:30		2	20	3	32	5	52		6	20	2	33	8	53
03:45		4	26	2	40	6	66		2	20	2	37	4	57
04:00		4	27	3	32	7	59		3	43	1	41	4	84
04:15		2	19	3	25	5	44		5	22	1	38	6	60
04:30		3	20	3	38	6	58		1	19	2	37	3	56
04:45		2	14	3	35	5	49		4	16	4	28	8	44
05:00		0	23	1	30	1	53		2	15	3	36	5	51
05:15		1	11	3	41	4	52		1	21	2	37	3	58
05:30		0	23	9	55	9	78		6	18	8	39	14	57
05:45		1	18	6	46	7	64		4	22	8	43	12	65
06:00		7	21	3	34	10	55		5	27	5	26	10	53
06:15		4	16	5	25	9	41		5	21	6	39	11	60
06:30		2	15	12	31	14	46		3	29	10	51	13	80
06:45		1	16	14	35	15	51		6	14	8	49	14	63
07:00		5	16	10	24	15	40		5	20	13	51	18	71
07:15		8	16	12	27	20	43		3	21	22	58	25	79
07:30		4	14	28	22	32	36		4	15	31	44	35	59
07:45		3	26	37	25	40	51		6	19	60	41	66	60
08:00		12	12	34	14	46	26		5	20	28	34	33	54
08:15		5	18	35	17	40	35		17	12	30	24	47	36
08:30		17	9	34	19	51	28		18	19	30	19	48	38
08:45		18	21	20	15	38	36		11	18	24	32	35	50
09:00		16	14	22	10	38	24		10	26	19	23	29	49
09:15		17	22	29	16	46	38		15	14	25	17	40	31
09:30		13	10	38	16	51	26		28	29	16	22	44	51
09:45		7	16	20	10	27	26		4	36	23	12	27	48
10:00		13	19	23	19	36	38		17	64	16	16	33	80
10:15		13	11	29	9	42	20		14	41	20	18	34	59
10:30		9	11	30	15	39	26		11	40	20	22	31	62
10:45		18	12	31	7	49	19		17	22	24	10	41	32
11:00		24	9	17	10	41	19		10	13	24	20	34	33
11:15		11	15	34	21	45	36		16	12	21	14	37	26
11:30		11	14	30	13	41	27		12	12	28	12	40	24
11:45		22	14	28	12	50	26		16	10	22	8	38	18
Totals		375	819	678	1156	1053	1975		372	1017	640	1413	1012	2430
Day Totals			1194		1834		3028			1389		2053		3442
% Total		12.3%	27.0%	22.3%	38.1%				10.8%	29.5%	18.5%	41.0%		
Peaks		08:30	03:30	07:45	05:15	07:45	05:15		08:45	09:45	07:30	06:30	07:45	06:30
Volume		68	92	140	176	177	249		64	181	149	209	194	293
P.H.F.		.94	.85	.94	.8	.86	.79		.57	.70	.62	.90	.73	.91

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 0000000000
Start Date: 09/25/2007
File I.D. : 7362-10

FEATHER FALLS ACCESS ROAD BETWEEN
CAMPGROUND ACCESS AND ALVERDA DRIVE

Direction 1

Begin	Thur.	SB		NB		Combined		Fri.	SB		NB		Combined	
Time	09/27	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/28	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		13	12	2	21	15	33		11	11	7	19	18	30
12:15		11	17	8	32	19	49		14	12	10	29	24	41
12:30		7	13	7	24	14	37		13	18	2	20	15	38
12:45		8	22	2	34	10	56		6	12	8	32	14	44
01:00		7	16	4	28	11	44		8	11	7	24	15	35
01:15		7	19	5	20	12	39		4	14	5	22	9	36
01:30		10	13	3	24	13	37		4	22	4	27	8	49
01:45		6	15	4	40	10	55		6	22	1	23	7	45
02:00		7	16	7	34	14	50		7	19	5	23	12	42
02:15		2	18	3	36	5	54		9	15	3	35	12	50
02:30		3	16	7	31	10	47		5	19	6	41	11	60
02:45		6	15	3	28	9	43		4	16	4	35	8	51
03:00		4	23	4	19	8	42		6	23	2	37	8	60
03:15		3	12	3	40	6	52		1	16	6	32	7	48
03:30		0	20	2	27	2	47		8	14	1	42	9	56
03:45		4	20	5	34	9	54		3	23	4	48	7	71
04:00		7	39	3	36	10	75		4	27	5	29	9	56
04:15		3	17	4	47	7	64		2	18	1	42	3	60
04:30		2	23	4	63	6	86		3	21	5	43	8	64
04:45		6	28	2	80	8	108		3	15	7	50	10	65
05:00		1	34	2	84	3	118		3	18	2	52	5	70
05:15		5	35	6	68	11	103		5	17	1	65	6	82
05:30		5	39	7	68	12	107		1	31	7	87	8	118
05:45		2	36	7	69	9	105		5	14	13	86	18	100
06:00		1	42	6	44	7	86		2	29	11	56	13	85
06:15		4	28	4	57	8	85		4	22	6	51	10	73
06:30		2	31	11	56	13	87		3	27	11	61	14	88
06:45		5	29	14	48	19	77		3	36	15	61	18	97
07:00		7	33	11	65	18	98		6	17	13	42	19	59
07:15		3	26	15	56	18	82		5	17	20	53	25	70
07:30		2	25	30	60	32	85		7	19	20	48	27	67
07:45		5	29	42	45	47	74		6	22	44	43	50	65
08:00		15	28	44	37	59	65		12	17	42	46	54	63
08:15		17	31	28	28	45	59		7	17	26	39	33	56
08:30		8	37	27	21	35	58		16	13	20	43	36	56
08:45		10	42	16	26	26	68		16	15	28	32	44	47
09:00		9	33	26	26	35	59		13	55	25	27	38	82
09:15		21	29	25	16	46	45		12	39	22	21	34	60
09:30		11	17	27	22	38	39		15	26	24	25	39	51
09:45		12	17	25	21	37	38		17	17	29	21	46	38
10:00		14	19	24	12	38	31		14	37	31	23	45	60
10:15		10	21	20	20	30	41		14	19	19	24	33	43
10:30		22	19	30	27	52	46		16	32	39	32	55	64
10:45		17	18	27	16	44	34		15	19	16	23	31	42
11:00		13	16	30	17	43	33		12	24	15	26	27	50
11:15		16	21	38	24	54	45		16	36	33	20	49	56
11:30		18	18	27	13	45	31		15	20	21	33	36	53
11:45		25	17	26	16	51	33		14	15	31	19	45	34
Totals		396	1144	677	1760	1073	2904		395	1018	677	1812	1072	2830
Day Totals			1540		2437		3977			1413		2489		3902
% Total		9.9%	28.7%	17.0%	44.2%				10.1%	26.0%	17.3%	46.4%		
Peaks		11:00	05:15	07:30	04:45	10:30	04:45		09:45	09:00	07:30	05:15	09:45	05:15
Volume		72	152	144	300	193	436		61	137	132	294	179	385
P.H.F.		.72	.90	.81	.89	.89	.92		.89	.62	.75	.84	.81	.81

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-10

FEATHER FALLS ACCESS ROAD BETWEEN
CAMPGROUND ACCESS AND ALVERDA DRIVE

Direction 1

Begin	Sat.	SB		NB		Combined		Sun.	SB		NB		Combined	
Time	09/29	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	09/30	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		40	6	15	17	55	23		28	10	12	23	40	33
12:15		20	7	9	22	29	29		16	11	8	26	24	37
12:30		20	10	7	21	27	31		10	11	12	25	22	36
12:45		11	8	10	23	21	31		13	11	19	19	32	30
01:00		19	8	8	27	27	35		11	15	5	20	16	35
01:15		17	15	3	21	20	36		14	15	8	26	22	41
01:30		8	15	15	26	23	41		22	16	7	27	29	43
01:45		10	13	3	34	13	47		11	24	4	32	15	56
02:00		29	26	3	28	32	54		13	18	9	40	22	58
02:15		18	24	7	26	25	50		12	12	9	25	21	37
02:30		10	11	7	33	17	44		8	24	8	27	16	51
02:45		8	15	8	29	16	44		6	13	9	33	15	46
03:00		14	19	9	28	23	47		10	23	4	26	14	49
03:15		12	16	4	36	16	52		5	18	7	23	12	41
03:30		9	13	6	35	15	48		8	11	2	30	10	41
03:45		6	20	3	32	9	52		4	22	2	32	6	54
04:00		5	23	3	27	8	50		4	18	2	31	6	49
04:15		7	16	3	28	10	44		7	15	5	37	12	52
04:30		6	13	5	32	11	45		5	13	9	58	14	71
04:45		3	19	7	37	10	56		9	18	4	66	13	84
05:00		12	13	5	18	17	31		5	19	2	76	7	95
05:15		3	11	5	36	8	47		6	38	5	58	11	96
05:30		6	15	12	28	18	43		2	40	9	58	11	98
05:45		3	11	12	41	15	52		3	41	10	78	13	:19
06:00		4	13	4	29	8	42		1	39	3	63	4	:02
06:15		6	23	8	33	14	56		4	33	10	60	14	93
06:30		2	19	10	44	12	63		7	38	10	56	17	94
06:45		4	25	12	52	16	77		2	41	14	58	16	99
07:00		2	18	14	40	16	58		11	36	8	46	19	82
07:15		4	20	12	52	16	72		4	44	15	40	19	84
07:30		4	21	23	52	27	73		3	23	19	31	22	54
07:45		6	16	26	38	32	54		4	25	23	24	27	49
08:00		16	17	16	43	32	60		13	28	11	36	24	64
08:15		6	15	17	42	23	57		8	28	9	35	17	63
08:30		6	17	22	56	28	73		8	22	11	40	19	62
08:45		6	20	14	33	20	53		13	23	12	30	25	53
09:00		7	20	22	40	29	60		9	28	18	16	27	44
09:15		9	22	22	36	31	58		10	17	36	12	46	29
09:30		13	21	17	41	30	62		6	17	20	14	26	31
09:45		14	19	32	25	46	44		18	20	31	19	49	39
10:00		17	26	27	26	44	52		15	16	28	15	43	31
10:15		11	31	24	39	35	70		12	15	29	10	41	25
10:30		16	31	21	30	37	61		20	13	16	16	38	29
10:45		13	29	24	30	37	59		18	8	25	11	43	19
11:00		12	16	17	22	29	38		27	16	20	11	47	27
11:15		13	22	12	21	25	43		9	13	18	13	27	26
11:30		7	21	15	20	22	41		12	13	25	20	37	33
11:45		10	21	16	24	26	45		11	7	26	14	37	21
Totals		504	850	596	1553	1100	2403		477	1019	610	1586	1087	2605
Day Totals			1354		2149		3503			1496		2196		3692
% Total		14.3%	24.2%	17.0%	44.3%				12.9%	27.6%	16.5%	42.9%		
Peaks		12:00	10:00	09:45	06:45	09:45	06:45		10:15	06:30	09:15	05:00	09:45	05:15
Volume		91	117	104	196	162	280		77	159	115	270	171	415
P.H.F.		.56	.94	.81	.94	.88	.90		.71	.90	.79	.86	.87	.87

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 00000000000
Start Date: 09/25/2007
File I.D. : 7362-10

FEATHER FALLS ACCESS ROAD BETWEEN
CAMPGROUND ACCESS AND ALVERDA DRIVE

Direction 1

Begin	Mon.	SB		NB		Combined		Tues.	SB		NB		Combined	
Time	10/01	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	10/02	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		9	12	8	21	17	33		*	*	*	*	*	*
12:15		11	15	7	24	18	39		*	*	*	*	*	*
12:30		12	17	4	21	16	38		*	*	*	*	*	*
12:45		7	13	4	21	11	34		*	*	*	*	*	*
01:00		4	9	10	34	14	43		*	*	*	*	*	*
01:15		8	10	5	26	13	36		*	*	*	*	*	*
01:30		8	16	6	28	14	44		*	*	*	*	*	*
01:45		9	15	4	27	13	42		*	*	*	*	*	*
02:00		11	20	3	19	14	39		*	*	*	*	*	*
02:15		3	22	5	27	8	49		*	*	*	*	*	*
02:30		1	19	5	24	6	43		*	*	*	*	*	*
02:45		6	17	6	34	12	51		*	*	*	*	*	*
03:00		10	16	3	22	13	38		*	*	*	*	*	*
03:15		6	14	3	22	9	36		*	*	*	*	*	*
03:30		6	18	5	38	11	56		*	*	*	*	*	*
03:45		0	23	4	29	4	52		*	*	*	*	*	*
04:00		4	29	4	36	8	65		*	*	*	*	*	*
04:15		6	20	0	25	6	45		*	*	*	*	*	*
04:30		5	23	6	31	11	54		*	*	*	*	*	*
04:45		4	21	2	32	6	53		*	*	*	*	*	*
05:00		2	24	4	35	6	59		*	*	*	*	*	*
05:15		4	11	4	31	8	42		*	*	*	*	*	*
05:30		2	17	11	31	13	48		*	*	*	*	*	*
05:45		0	17	7	29	7	46		*	*	*	*	*	*
06:00		4	15	4	26	8	41		*	*	*	*	*	*
06:15		3	12	9	34	12	46		*	*	*	*	*	*
06:30		4	18	8	24	12	42		*	*	*	*	*	*
06:45		1	28	22	29	23	57		*	*	*	*	*	*
07:00		4	18	15	28	19	46		*	*	*	*	*	*
07:15		6	26	22	35	28	61		*	*	*	*	*	*
07:30		3	22	30	17	33	39		*	*	*	*	*	*
07:45		8	15	50	34	58	49		*	*	*	*	*	*
08:00		10	14	39	21	49	35		*	*	*	*	*	*
08:15		5	12	31	18	36	30		*	*	*	*	*	*
08:30		11	16	19	20	30	36		*	*	*	*	*	*
08:45		20	27	26	17	46	44		*	*	*	*	*	*
09:00		14	23	24	11	38	34		*	*	*	*	*	*
09:15		13	17	33	15	46	32		*	*	*	*	*	*
09:30		22	22	25	12	47	34		*	*	*	*	*	*
09:45		17	18	25	12	42	30		*	*	*	*	*	*
10:00		16	19	16	10	32	29		*	*	*	*	*	*
10:15		18	14	23	15	41	29		*	*	*	*	*	*
10:30		8	15	15	17	23	32		*	*	*	*	*	*
10:45		12	10	22	12	34	22		*	*	*	*	*	*
11:00		10	9	24	13	34	22		*	*	*	*	*	*
11:15		12	16	21	13	33	29		*	*	*	*	*	*
11:30		14	12	23	19	37	31		*	*	*	*	*	*
11:45		11	7	20	16	31	23		*	*	*	*	*	*
Totals		384	823	666	1135	1050	1958		0	0	0	0	0	0
Day Totals			1207		1801		3008			0		0		0
% Total		12.7%	27.3%	22.1%	37.7%				*	*	*	*		
Peaks		09:30	03:45	07:30	04:30	08:45	03:30							
Volume		73	95	150	129	177	218							
P.H.F.		.82	.81	.75	.92	.94	.83							

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 000000000000
Start Date: 09/25/2007
File I.D. : 7362-11

FEATHER FALLS ACCESS ROAD CUTOFF TO
ALVERDA DRIVE (ONE WAY)

EASTBOUND

Begin	Fri.	09/28	Sat.	09/29	Sun.	09/30	Daily	Avg.
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	5	15	13	12	8	24	9	17
12:15	10	22	5	18	9	22	8	21
12:30	1	15	6	17	10	22	6	18
12:45	7	28	6	15	15	17	9	20
01:00	6	19	6	21	3	19	5	20
01:15	4	18	2	17	8	17	5	17
01:30	4	24	14	24	7	23	8	24
01:45	1	18	1	31	4	31	2	27
02:00	4	19	3	25	4	37	4	27
02:15	2	30	8	24	9	16	6	23
02:30	6	34	6	27	7	24	6	28
02:45	5	29	8	21	6	31	6	27
03:00	0	26	5	25	3	23	3	25
03:15	3	31	3	30	5	23	4	28
03:30	1	41	4	31	2	27	2	33
03:45	2	36	3	26	2	30	2	31
04:00	5	29	2	21	1	26	3	25
04:15	1	38	2	27	4	30	2	32
04:30	4	35	4	30	9	50	6	38
04:45	5	43	7	30	3	58	5	44
05:00	1	46	2	19	2	67	2	44
05:15	1	59	4	28	5	49	3	45
05:30	6	72	11	23	8	50	8	48
05:45	8	74	9	38	8	71	8	61
06:00	10	51	3	20	2	57	5	43
06:15	5	49	8	28	8	44	7	40
06:30	10	57	7	39	10	48	9	48
06:45	13	60	10	53	9	43	11	52
07:00	8	35	10	33	8	43	9	37
07:15	21	45	13	46	14	37	16	43
07:30	14	23	21	41	19	25	18	30
07:45	38	6	24	35	20	20	27	20
08:00	38	39	11	41	10	33	20	38
08:15	24	24	19	36	9	30	17	30
08:30	17	17	18	44	8	35	14	32
08:45	22	34	8	29	12	23	14	29
09:00	21	21	19	34	19	12	20	22
09:15	18	17	17	36	34	11	23	21
09:30	21	22	13	34	19	14	18	23
09:45	26	18	30	24	24	13	27	18
10:00	25	17	21	18	24	14	23	16
10:15	17	19	22	30	25	6	21	18
10:30	24	28	19	28	17	14	20	23
10:45	13	15	19	26	18	10	17	17
11:00	14	26	14	19	17	10	15	18
11:15	26	18	9	20	13	12	16	17
11:30	21	29	13	17	21	15	18	20
11:45	23	14	14	25	22	12	20	17
Total	561	1485	496	1336	524	1368	527	1395
Combined		2046		1832		1892		1922
Peak Hour	07:45	05:15	09:45	06:45	09:15	05:00	09:15	
Volume	117	256	92	173	101	237	91	
P.H.F.	.76	.86	.76	.81	.74	.83	.84	

CITY OF OROVILLE

All Traffic Data
(916) 771-8700

Site Code : 00000000000
Start Date: 09/25/2007
File I.D. : 7362-11

FEATHER FALLS ACCESS ROAD CUTOFF TO
ALVERDA DRIVE (ONE WAY)

EASTBOUND

Begin	Mon.	10/01	Tues.	10/02	Wed.	10/03	Daily	Avg.
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	6	14	*	*	*	*	6	14
12:15	6	16	*	*	*	*	6	16
12:30	3	22	*	*	*	*	3	22
12:45	3	11	*	*	*	*	3	11
01:00	6	29	*	*	*	*	6	29
01:15	5	20	*	*	*	*	5	20
01:30	5	24	*	*	*	*	5	24
01:45	1	24	*	*	*	*	1	24
02:00	3	15	*	*	*	*	3	15
02:15	4	20	*	*	*	*	4	20
02:30	4	25	*	*	*	*	4	25
02:45	7	27	*	*	*	*	7	27
03:00	3	18	*	*	*	*	3	18
03:15	2	21	*	*	*	*	2	21
03:30	4	35	*	*	*	*	4	35
03:45	2	25	*	*	*	*	2	25
04:00	2	24	*	*	*	*	2	24
04:15	0	22	*	*	*	*	0	22
04:30	5	30	*	*	*	*	5	30
04:45	1	32	*	*	*	*	1	32
05:00	4	29	*	*	*	*	4	29
05:15	5	22	*	*	*	*	5	22
05:30	8	28	*	*	*	*	8	28
05:45	6	25	*	*	*	*	6	25
06:00	2	21	*	*	*	*	2	21
06:15	9	27	*	*	*	*	9	27
06:30	8	19	*	*	*	*	8	19
06:45	16	25	*	*	*	*	16	25
07:00	15	28	*	*	*	*	15	28
07:15	16	27	*	*	*	*	16	27
07:30	24	17	*	*	*	*	24	17
07:45	43	29	*	*	*	*	43	29
08:00	32	20	*	*	*	*	32	20
08:15	19	16	*	*	*	*	19	16
08:30	13	15	*	*	*	*	13	15
08:45	25	14	*	*	*	*	25	14
09:00	16	8	*	*	*	*	16	8
09:15	28	13	*	*	*	*	28	13
09:30	17	14	*	*	*	*	17	14
09:45	22	9	*	*	*	*	22	9
10:00	12	7	*	*	*	*	12	7
10:15	22	9	*	*	*	*	22	9
10:30	17	14	*	*	*	*	17	14
10:45	18	14	*	*	*	*	18	14
11:00	19	9	*	*	*	*	19	9
11:15	14	14	*	*	*	*	14	14
11:30	21	14	*	*	*	*	21	14
11:45	13	12	*	*	*	*	13	12
Total	536	953	0	0	0	0	536	953
Combined		1489		0		0		1489
Peak Hour	07:30	04:15					07:30	
Volume	118	113					118	
P.H.F.	.68	.88					.68	

ADTs

4520-001

ALL TRAFFIC DATA, INC.
(916)771-8700
FAX 786-2879

OROVILLE

File Name : F-F.F.ACCESS-WYDOT-FRI
Site Code : 00000000
Start Date : 9/28/2007
Page No : 1 FRI

Groups Printed- Unshifted

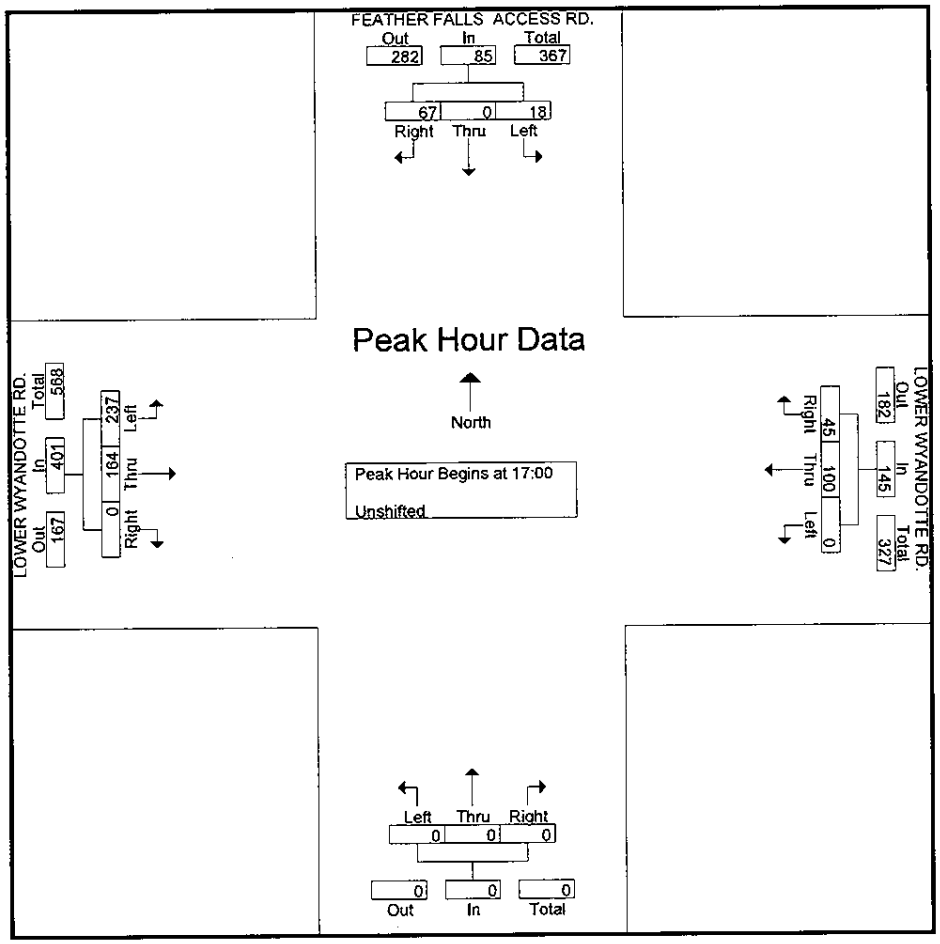
	FEATHER FALLS ACCESS RD. Southbound				LOWER WYANDOTTE RD. Westbound				Northbound				LOWER WYANDOTTE RD. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
16:00	7	0	23	30	0	23	5	28	0	0	0	0	26	43	0	69	127
16:15	2	0	15	17	0	19	2	21	0	0	0	0	42	40	0	82	120
16:30	4	0	16	20	0	20	7	27	0	0	0	0	36	49	0	85	132
16:45	4	0	14	18	0	26	6	32	0	0	0	0	48	42	0	90	140
Total	17	0	68	85	0	88	20	108	0	0	0	0	152	174	0	326	519
17:00	5	0	12	17	0	24	11	35	0	0	0	0	38	49	0	87	139
17:15	5	0	15	20	0	22	10	32	0	0	0	0	52	49	0	101	153
17:30	4	0	29	33	0	25	13	38	0	0	0	0	68	34	0	102	173
17:45	4	0	11	15	0	29	11	40	0	0	0	0	79	32	0	111	166
Total	18	0	67	85	0	100	45	145	0	0	0	0	237	164	0	401	631
Grand Total	35	0	135	170	0	188	65	253	0	0	0	0	389	338	0	727	1150
Apprch %	20.6	0	79.4		0	74.3	25.7		0	0	0		53.5	46.5	0		
Total %	3	0	11.7	14.8	0	16.3	5.7	22	0	0	0	0	33.8	29.4	0	63.2	

	FEATHER FALLS ACCESS RD. Southbound				LOWER WYANDOTTE RD. Westbound				Northbound				LOWER WYANDOTTE RD. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	5	0	12	17	0	24	11	35	0	0	0	0	38	49	0	87	139
17:15	5	0	15	20	0	22	10	32	0	0	0	0	52	49	0	101	153
17:30	4	0	29	33	0	25	13	38	0	0	0	0	68	34	0	102	173
17:45	4	0	11	15	0	29	11	40	0	0	0	0	79	32	0	111	166
Total Volume	18	0	67	85	0	100	45	145	0	0	0	0	237	164	0	401	631
% App. Total	21.2	0	78.8		0	69	31		0	0	0		59.1	40.9	0		
PHF	.900	.000	.578	.644	.000	.862	.865	.906	.000	.000	.000	.000	.750	.837	.000	.903	.912

ALL TRAFFIC DATA, INC.
(916) 771-8700
FAX 786-2879

OROVILLE

File Name : F-F.F.ACCESS-WYDO T-FRI
Site Code : 00000000
Start Date : 9/28/2007
Page No : 2



ALL TRAFFIC DATA, INC.
(916) 771-8700
FAX 786-2879

OROVILLE

File Name : F-MAIN PARKING-ALVERDA-FRI
Site Code : 00000000
Start Date : 9/28/2007
Page No : 1

Groups Printed- Unshifted

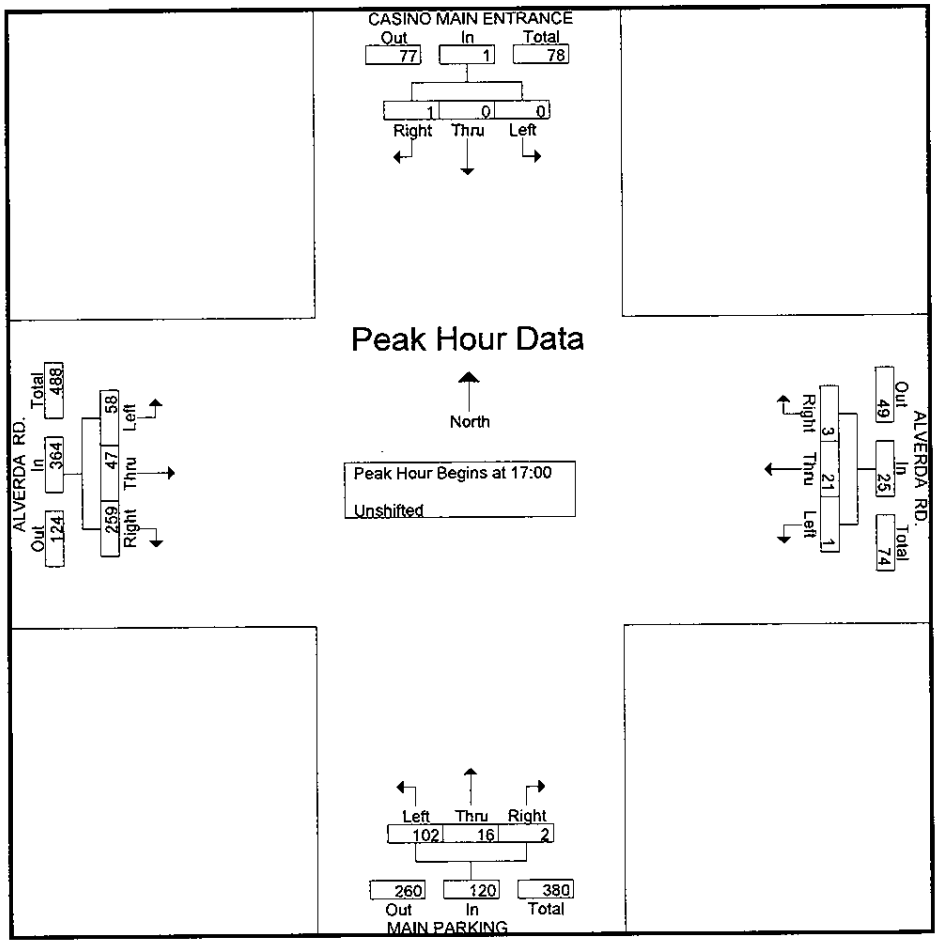
	CASINO MAIN ENTRANCE Southbound					ALVERDA RD. Westbound					MAIN PARKING Northbound					ALVERDA RD. Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	6	0	2	23	0	47	25	11	3	0	15	14	8	7	29	12	44	80	83	163
16:15	0	0	0	24	0	0	8	0	58	8	16	4	1	19	21	9	5	37	21	51	122	80	202
16:30	0	0	0	19	0	0	10	0	40	10	10	4	0	13	14	10	11	28	26	49	98	73	171
16:45	0	0	1	22	1	1	5	0	67	6	16	5	0	23	21	10	12	55	23	77	135	105	240
Total	0	0	1	71	1	3	46	0	212	49	53	16	1	70	70	37	35	149	82	221	435	341	776
17:00	0	0	0	17	0	0	10	0	89	10	21	2	0	30	23	13	11	51	27	75	163	108	271
17:15	0	0	0	14	0	0	4	2	101	6	24	1	0	33	25	10	6	52	29	68	177	99	276
17:30	0	0	1	19	1	0	4	1	161	5	29	7	0	47	36	17	13	83	24	113	251	155	406
17:45	0	0	0	11	0	1	3	0	123	4	28	6	2	21	36	18	17	73	22	108	177	148	325
Total	0	0	1	61	1	1	21	3	474	25	102	16	2	131	120	58	47	259	102	364	768	510	1278
Grand Total	0	0	2	132	2	4	67	3	686	74	155	32	3	201	190	95	82	408	184	585	1203	851	2054
Apprch %	0	0	100			5.4	90.5	4.1			81.6	16.8	1.6			16.2	14	69.7					
Total %	0	0	0.2		0.2	0.5	7.9	0.4		8.7	18.2	3.8	0.4		22.3	11.2	9.6	47.9		68.7	58.6	41.4	

	CASINO MAIN ENTRANCE Southbound				ALVERDA RD. Westbound				MAIN PARKING Northbound				ALVERDA RD. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	0	0	0	0	10	0	10	21	2	0	23	13	11	51	75	108
17:15	0	0	0	0	0	4	2	6	24	1	0	25	10	6	52	68	99
17:30	0	0	1	1	0	4	1	5	29	7	0	36	17	13	83	113	155
17:45	0	0	0	0	1	3	0	4	28	6	2	36	18	17	73	108	148
Total Volume	0	0	1	1	1	21	3	25	102	16	2	120	58	47	259	364	510
% App. Total	0	0	100		4	84	12		85	13.3	1.7		15.9	12.9	71.2		
PHF	.000	.000	.250	.250	.250	.525	.375	.625	.879	.571	.250	.833	.806	.691	.780	.805	.823

ALL TRAFFIC DATA, INC.
(916) 771-8700
FAX 786-2879

OROVILLE

File Name : F-MAIN PARKING-ALVERDA-FRI
Site Code : 00000000
Start Date : 9/28/2007
Page No : 2



ALL TRAFFIC DATA, INC.
(916) 771-8700
FAX 786-2879

OROVILLE

File Name : F-ALVERDA-WYDOT-FRI
Site Code : 00000000
Start Date : 9/28/2007
Page No : 1

Groups Printed- Unshifted

	ALVERDA RD. Southbound				LOWER WYANDOTTE RD. Westbound				Northbound				LOWER WYANDOTTE RD. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
16:00	0	0	23	23	0	41	0	41	0	0	0	0	17	66	0	83	147
16:15	0	0	19	19	0	39	0	39	0	0	0	0	16	85	0	101	159
16:30	0	0	15	15	0	36	1	37	0	0	0	0	21	84	0	105	157
16:45	1	0	17	18	0	42	0	42	0	0	0	0	25	88	0	113	173
Total	1	0	74	75	0	158	1	159	0	0	0	0	79	323	0	402	636
17:00	1	0	25	26	0	34	0	34	0	0	0	0	25	87	0	112	172
17:15	1	0	19	20	0	37	1	38	0	0	0	0	17	103	0	120	178
17:30	1	0	31	32	0	54	2	56	0	0	0	0	20	107	0	127	215
17:45	0	0	26	26	0	36	0	36	0	0	0	0	17	104	0	121	183
Total	3	0	101	104	0	161	3	164	0	0	0	0	79	401	0	480	748
Grand Total	4	0	175	179	0	319	4	323	0	0	0	0	158	724	0	882	1384
Apprch %	2.2	0	97.8		0	98.8	1.2		0	0	0		17.9	82.1	0		
Total %	0.3	0	12.6	12.9	0	23	0.3	23.3	0	0	0	0	11.4	52.3	0	63.7	

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Groups Printed- Unshifted

	LOWER WYANDOTTE RD. Southbound				LOWER WYANDOTTE RD. Westbound				PALERMO RD. Northbound				OPHIR RD. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
16:00	29	15	4	48	9	49	28	86	1	10	6	17	14	52	5	71	222
16:15	25	24	8	57	4	32	12	48	8	11	10	29	11	65	10	86	220
16:30	30	15	10	55	7	26	18	51	4	15	10	29	11	68	5	84	219
16:45	27	12	10	49	1	34	27	62	7	22	14	43	12	74	7	93	247
Total	111	66	32	209	21	141	85	247	20	58	40	118	48	259	27	334	908
17:00	28	23	10	61	10	28	29	67	1	12	13	26	14	72	5	91	245
17:15	42	27	4	73	6	25	24	55	2	25	14	41	19	65	6	90	259
17:30	41	21	6	68	8	41	34	83	8	15	13	36	14	80	7	101	288
17:45	48	21	5	74	10	37	24	71	3	17	12	32	13	73	8	94	271
Total	159	92	25	276	34	131	111	276	14	69	52	135	60	290	26	376	1063
Grand Total	270	158	57	485	55	272	196	523	34	127	92	253	108	549	53	710	1971
Apprch %	55.7	32.6	11.8		10.5	52	37.5		13.4	50.2	36.4		15.2	77.3	7.5		
Total %	13.7	8	2.9	24.6	2.8	13.8	9.9	26.5	1.7	6.4	4.7	12.8	5.5	27.9	2.7	36	

	LOWER WYANDOTTE RD. Southbound				LOWER WYANDOTTE RD. Westbound				PALERMO RD. Northbound				OPHIR RD. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	28	23	10	61	10	28	29	67	1	12	13	26	14	72	5	91	245
17:15	42	27	4	73	6	25	24	55	2	25	14	41	19	65	6	90	259
17:30	41	21	6	68	8	41	34	83	8	15	13	36	14	80	7	101	288
17:45	48	21	5	74	10	37	24	71	3	17	12	32	13	73	8	94	271
Total Volume	159	92	25	276	34	131	111	276	14	69	52	135	60	290	26	376	1063
% App. Total	57.6	33.3	9.1		12.3	47.5	40.2		10.4	51.1	38.5		16	77.1	6.9		
PHF	.828	.852	.625	.932	.850	.799	.816	.831	.438	.690	.929	.823	.789	.906	.813	.931	.923

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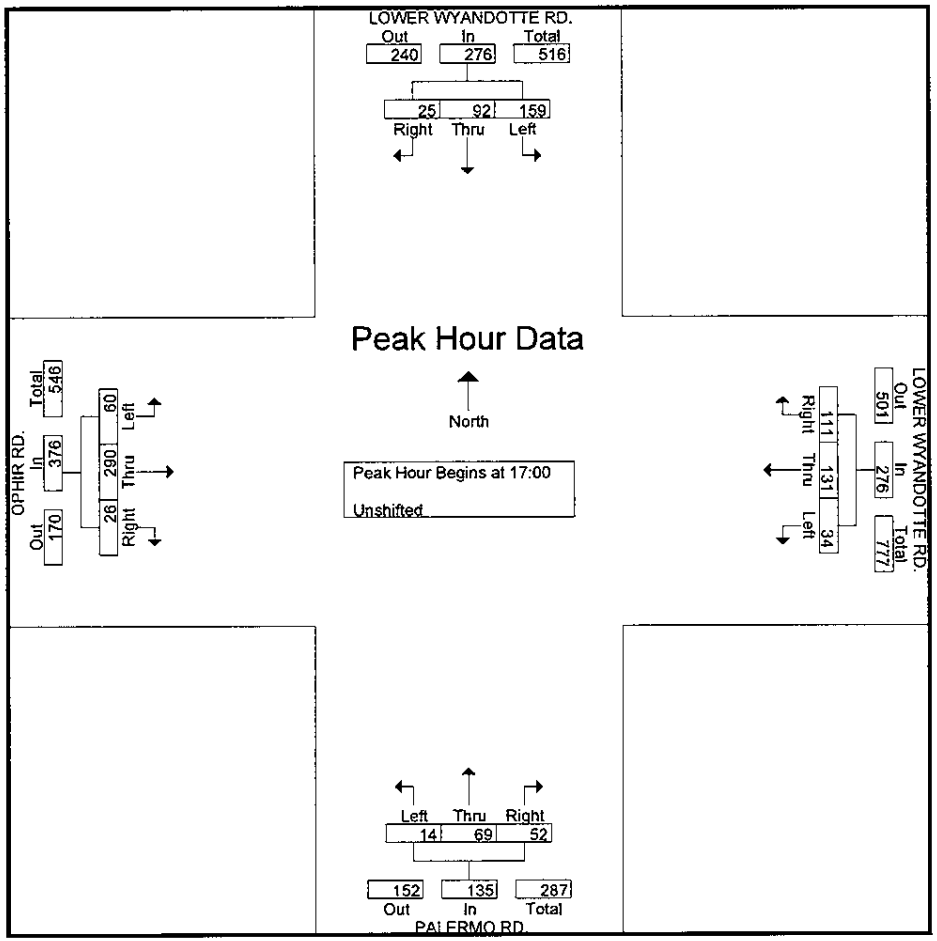

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Groups Printed- Class 1

	ALVERDA RD. Southbound				LOWER WYANDOTTE RD. Westbound				Northbound				LOWER WYANDOTTE RD. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
16:00	0	0	23	23	0	41	0	41	0	0	0	0	17	66	0	83	147
16:15	0	0	19	19	0	19	0	19	0	0	0	0	16	85	0	101	139
16:30	0	0	15	15	0	36	0	36	0	0	0	0	21	84	0	105	156
16:45	1	0	17	18	0	42	0	42	0	0	0	0	25	88	0	113	173
Total	1	0	74	75	0	138	0	138	0	0	0	0	79	323	0	402	615
17:00	1	0	25	26	0	34	0	34	0	0	0	0	25	87	0	112	172
17:15	1	0	19	20	0	37	0	37	0	0	0	0	17	103	0	120	177
17:30	1	0	31	32	0	54	0	54	0	0	0	0	20	107	0	127	213
17:45	0	0	26	26	0	36	0	36	0	0	0	0	17	104	0	121	183
Total	3	0	101	104	0	161	0	161	0	0	0	0	79	401	0	480	745
Grand Total	4	0	175	179	0	299	0	299	0	0	0	0	158	724	0	882	1360
Apprch %	2.2	0	97.8		0	100	0		0	0	0		17.9	82.1	0		
Total %	0.3	0	12.9	13.2	0	22	0	22	0	0	0	0	11.6	53.2	0	64.9	

	ALVERDA RD. Southbound				LOWER WYANDOTTE RD. Westbound				Northbound				LOWER WYANDOTTE RD. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	1	0	25	26	0	34	0	34	0	0	0	0	25	87	0	112	172
17:15	1	0	19	20	0	37	0	37	0	0	0	0	17	103	0	120	177
17:30	1	0	31	32	0	54	0	54	0	0	0	0	20	107	0	127	213
17:45	0	0	26	26	0	36	0	36	0	0	0	0	17	104	0	121	183
Total Volume	3	0	101	104	0	161	0	161	0	0	0	0	79	401	0	480	745
% App. Total	2.9	0	97.1		0	100	0		0	0	0		16.5	83.5	0		
PHF	.750	.000	.815	.813	.000	.745	.000	.745	.000	.000	.000	.000	.790	.937	.000	.945	.874

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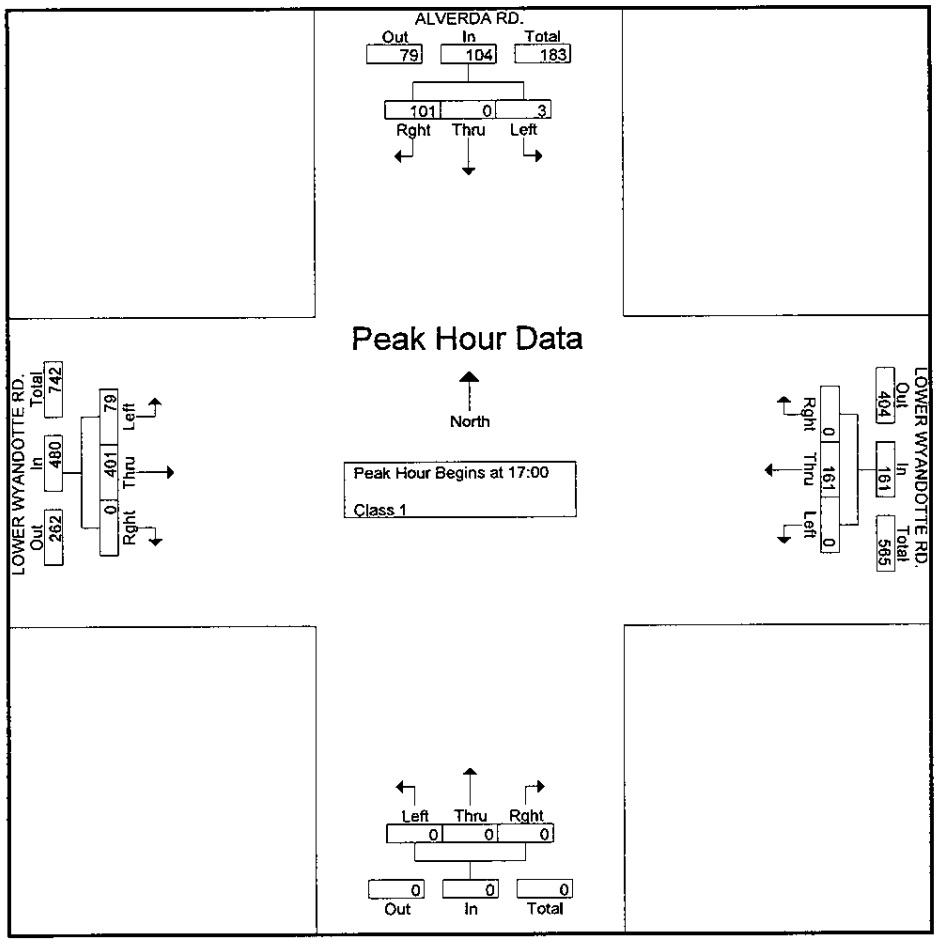

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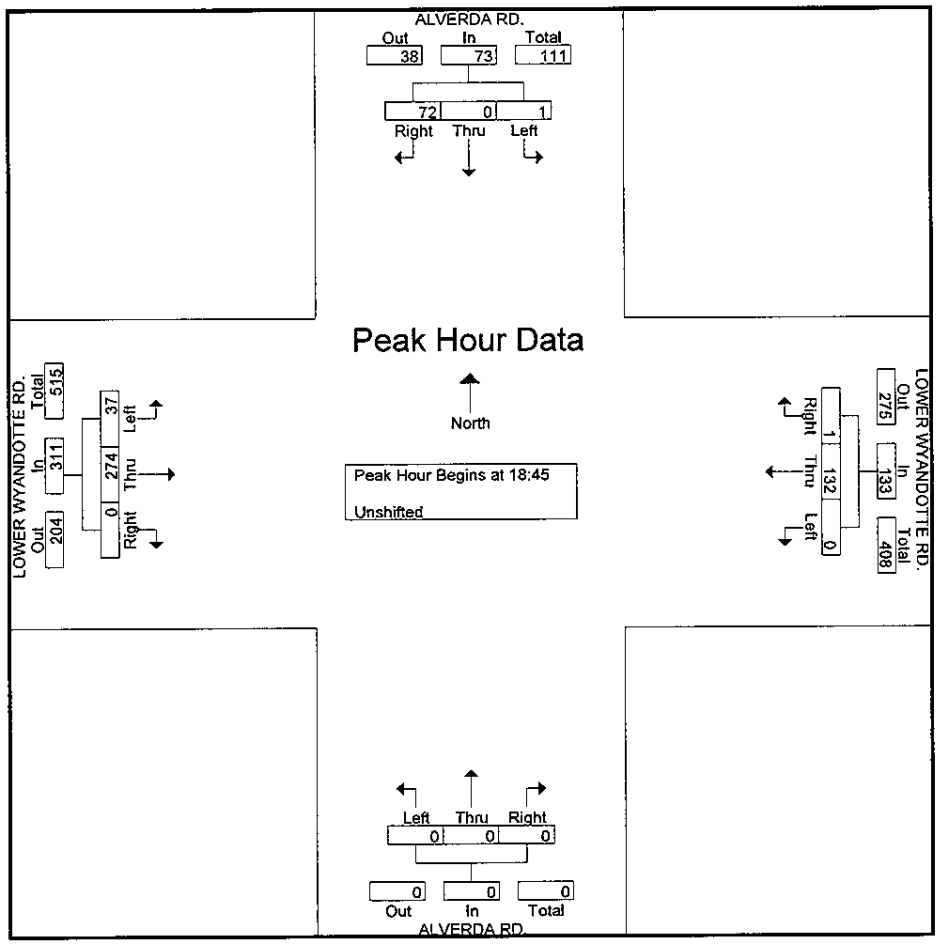
	ALVERDA RD. Southbound				LOWER WYANDOTTE RD. Westbound				ALVERDA RD. Northbound				LOWER WYANDOTTE RD. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
18:00	0	0	14	14	0	25	0	25	0	0	0	0	12	55	0	67	106
18:15	0	0	17	17	0	32	0	32	0	0	0	0	6	56	0	62	111
18:30	1	0	21	22	0	25	0	25	0	0	0	0	19	61	0	80	127
18:45	0	0	18	18	0	40	0	40	0	0	0	0	7	76	0	83	141
Total	1	0	70	71	0	122	0	122	0	0	0	0	44	248	0	292	485
19:00	1	0	19	20	0	32	1	33	0	0	0	0	10	59	0	69	122
19:15	0	0	18	18	0	31	0	31	0	0	0	0	8	68	0	76	125
19:30	0	0	17	17	0	29	0	29	0	0	0	0	12	71	0	83	129
19:45	1	0	16	17	0	27	0	27	0	0	0	0	17	55	0	72	116
Total	2	0	70	72	0	119	1	120	0	0	0	0	47	253	0	300	492
21:00	0	0	21	21	0	26	1	27	0	0	0	0	8	52	0	60	108
21:15	0	0	26	26	0	21	0	21	0	0	0	0	7	47	0	54	101
21:30	1	0	14	15	0	24	1	25	0	0	0	0	8	52	0	60	100
21:45	1	0	28	29	0	19	0	19	0	0	0	0	7	33	0	40	88
Total	2	0	89	91	0	90	2	92	0	0	0	0	30	184	0	214	397
22:00	0	0	25	25	0	33	2	35	0	0	0	0	3	41	0	44	104
22:15	1	0	29	30	0	30	0	30	0	0	0	0	2	44	0	46	106
22:30	0	0	31	31	0	36	0	36	0	0	0	0	4	37	0	41	108
22:45	0	0	32	32	0	31	0	31	0	0	0	0	3	34	0	37	100
Total	1	0	117	118	0	130	2	132	0	0	0	0	12	156	0	168	418
Grand Total	6	0	346	352	0	461	5	466	0	0	0	0	133	841	0	974	1792
Apprch %	1.7	0	98.3		0	98.9	1.1		0	0	0		13.7	86.3	0		
Total %	0.3	0	19.3	19.6	0	25.7	0.3	26	0	0	0	0	7.4	46.9	0	54.4	

	ALVERDA RD. Southbound				LOWER WYANDOTTE RD. Westbound				ALVERDA RD. Northbound				LOWER WYANDOTTE RD. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 18:00 to 19:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 18:45																	
18:45	0	0	18	18	0	40	0	40	0	0	0	0	7	76	0	83	141
19:00	1	0	19	20	0	32	1	33	0	0	0	0	10	59	0	69	122
19:15	0	0	18	18	0	31	0	31	0	0	0	0	8	68	0	76	125
19:30	0	0	17	17	0	29	0	29	0	0	0	0	12	71	0	83	129
Total Volume	1	0	72	73	0	132	1	133	0	0	0	0	37	274	0	311	517
% App. Total	1.4	0	98.6		0	99.2	0.8		0	0	0		11.9	88.1	0		

PHF	.250	.000	.947	.913	.000	.825	.250	.831	.000	.000	.000	.000	.771	.901	.000	.937	.917



Peak Hour Analysis From 21:00 to 22:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 22:00

22:00	0	0	25	25	0	33	2	35	0	0	0	0	3	41	0	44	104
22:15	1	0	29	30	0	30	0	30	0	0	0	0	2	44	0	46	106
22:30	0	0	31	31	0	36	0	36	0	0	0	0	4	37	0	41	108
22:45	0	0	32	32	0	31	0	31	0	0	0	0	3	34	0	37	100
Total Volume	1	0	117	118	0	130	2	132	0	0	0	0	12	156	0	168	418
% App. Total	0.8	0	99.2		0	98.5	1.5		0	0	0		7.1	92.9	0		
PHF	.250	.000	.914	.922	.000	.903	.250	.917	.000	.000	.000	.000	.750	.886	.000	.913	.968

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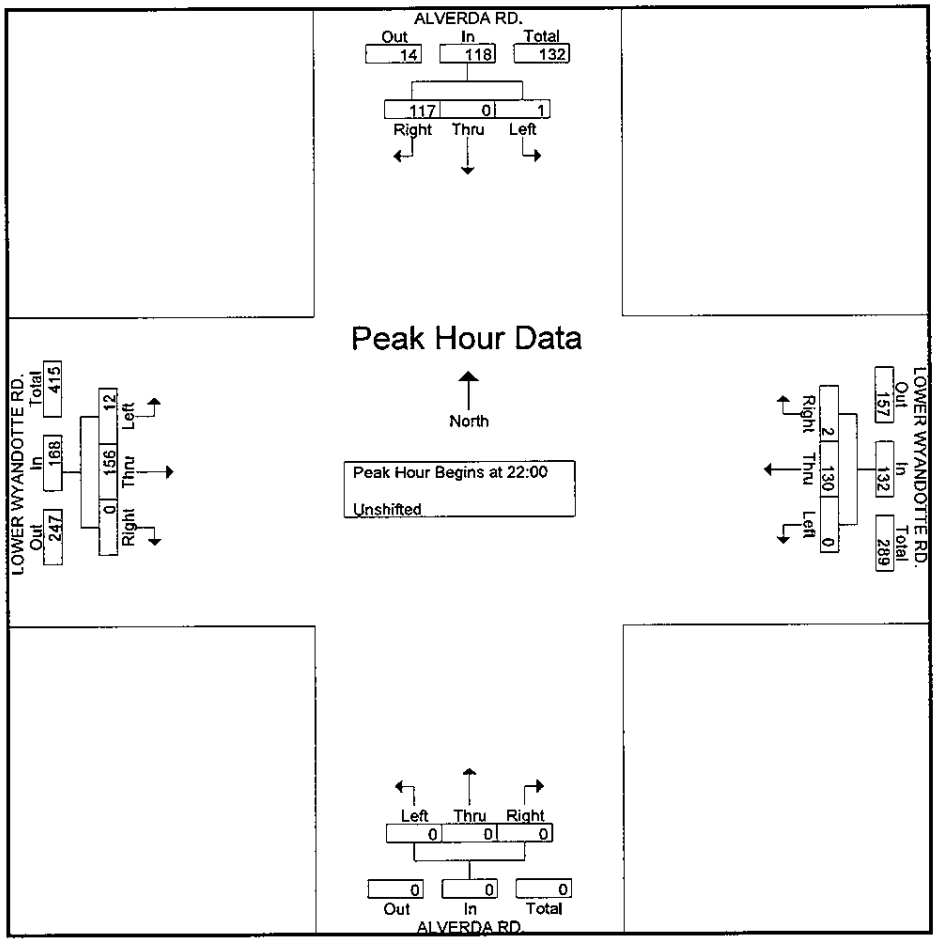

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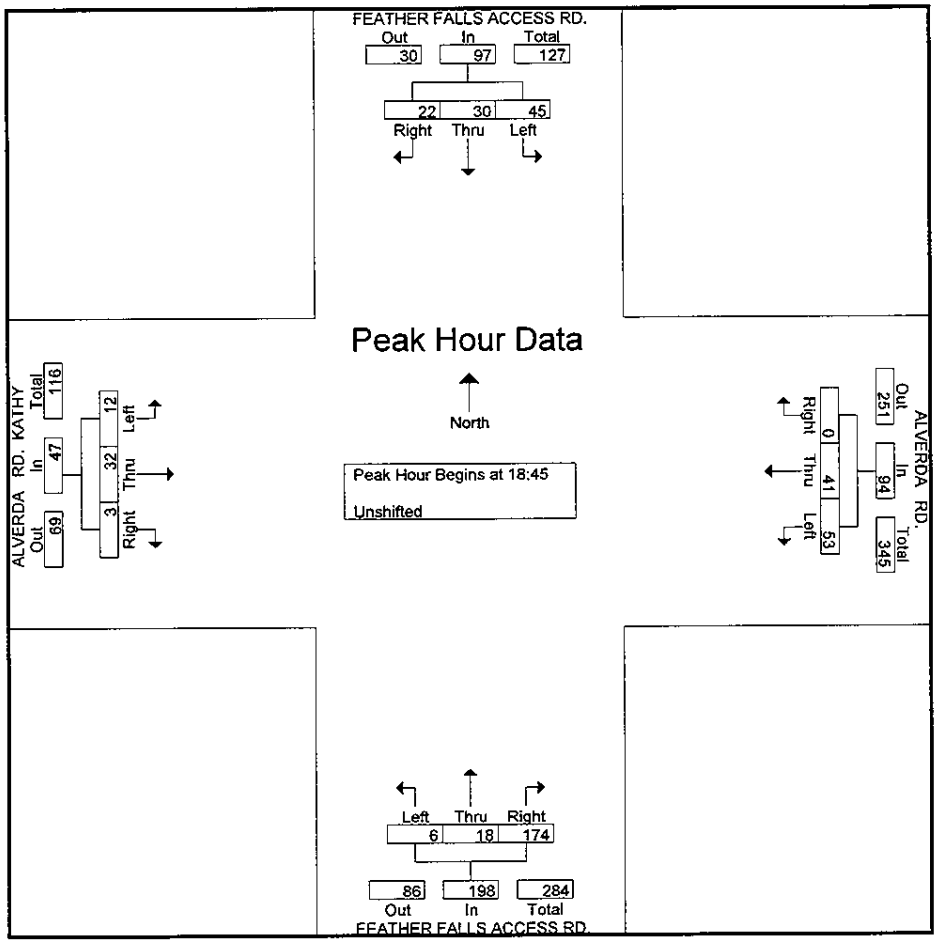
Groups Printed- Unshifted

	FEATHER FALLS ACCESS RD. Southbound					ALVERDA RD. Westbound					FEATHER FALLS ACCESS RD. Northbound					ALVERDA RD. KATHY Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
18:00	8	7	4	0	19	6	12	1	0	19	1	6	24	0	31	4	8	0	0	12	0	81	81
18:15	10	8	3	1	21	15	13	1	0	29	1	5	27	0	33	5	2	0	0	7	1	90	91
18:30	4	8	9	2	21	10	11	1	0	22	1	4	36	0	41	6	8	0	0	14	2	98	100
18:45	9	8	4	0	21	15	11	0	1	26	1	5	48	0	54	4	2	2	0	8	1	109	110
Total	31	31	20	3	82	46	47	3	1	96	4	20	135	0	159	19	20	2	0	41	4	378	382
19:00	7	7	7	0	21	11	9	0	0	20	1	0	40	0	41	2	10	0	0	12	0	94	94
19:15	8	7	7	0	22	12	9	0	2	21	1	7	45	0	53	4	12	1	1	17	3	113	116
19:30	21	8	4	0	33	15	12	0	0	27	3	6	41	3	50	2	8	0	3	10	6	120	126
19:45	15	6	4	0	25	12	15	0	0	27	0	4	34	0	38	4	7	1	1	12	1	102	103
Total	51	28	22	0	101	50	45	0	2	95	5	17	160	3	182	12	37	2	5	51	10	429	439
21:00	10	6	9	0	25	15	13	0	0	28	0	6	32	0	38	7	3	0	0	10	0	101	101
21:15	12	7	9	0	28	13	16	1	0	30	0	3	30	0	33	3	3	0	0	6	0	97	97
21:30	13	10	3	0	26	15	11	1	0	27	0	5	40	0	45	2	7	0	0	9	0	107	107
21:45	6	6	3	0	15	11	26	1	0	38	0	3	22	0	25	3	3	0	0	6	0	84	84
Total	41	29	24	0	94	54	66	3	0	123	0	17	124	0	141	15	16	0	0	31	0	389	389
22:00	11	12	5	0	28	16	20	1	0	37	0	7	22	0	29	3	4	0	0	7	0	101	101
22:15	4	16	2	0	22	14	29	1	0	44	2	6	29	0	37	0	2	0	0	2	0	105	105
22:30	5	10	4	0	19	23	23	0	0	46	0	5	27	0	32	0	3	0	0	3	0	100	100
22:45	6	13	12	0	31	18	22	0	0	40	0	6	25	0	31	1	2	0	0	3	0	105	105
Total	26	51	23	0	100	71	94	2	0	167	2	24	103	0	129	4	11	0	0	15	0	411	411
Grand Total	149	139	89	3	377	221	252	8	3	481	11	78	522	3	611	50	84	4	5	138	14	1607	1621
Apprch %	39.5	36.9	23.6			45.9	52.4	1.7			1.8	12.8	85.4			36.2	60.9	2.9					
Total %	9.3	8.6	5.5		23.5	13.8	15.7	0.5		29.9	0.7	4.9	32.5		38	3.1	5.2	0.2		8.6	0.9	99.1	

	FEATHER FALLS ACCESS RD. Southbound				ALVERDA RD. Westbound				FEATHER FALLS ACCESS RD. Northbound				ALVERDA RD. KATHY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 18:00 to 19:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 18:45																	
18:45	9	8	4	21	15	11	0	26	1	5	48	54	4	2	2	8	109
19:00	7	7	7	21	11	9	0	20	1	0	40	41	2	10	0	12	94
19:15	8	7	7	22	12	9	0	21	1	7	45	53	4	12	1	17	113
19:30	21	8	4	33	15	12	0	27	3	6	41	50	2	8	0	10	120
Total Volume	45	30	22	97	53	41	0	94	6	18	174	198	12	32	3	47	436
% App. Total	46.4	30.9	22.7		56.4	43.6	0		3	9.1	87.9		25.5	68.1	6.4		

PHF	.536	.938	.786	.735	.883	.854	.000	.870	.500	.643	.906	.917	.750	.667	.375	.691	.908



Peak Hour Analysis From 21:00 to 22:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 22:00

22:00	11	12	5	28	16	20	1	37	0	7	22	29	3	4	0	7	101
22:15	4	16	2	22	14	29	1	44	2	6	29	37	0	2	0	2	105
22:30	5	10	4	19	23	23	0	46	0	5	27	32	0	3	0	3	100
22:45	6	13	12	31	18	22	0	40	0	6	25	31	1	2	0	3	105
Total Volume	26	51	23	100	71	94	2	167	2	24	103	129	4	11	0	15	411
% App. Total	26	51	23		42.5	56.3	1.2		1.6	18.6	79.8		26.7	73.3	0		
PHF	.591	.797	.479	.806	.772	.810	.500	.908	.250	.857	.888	.872	.333	.688	.000	.536	.979

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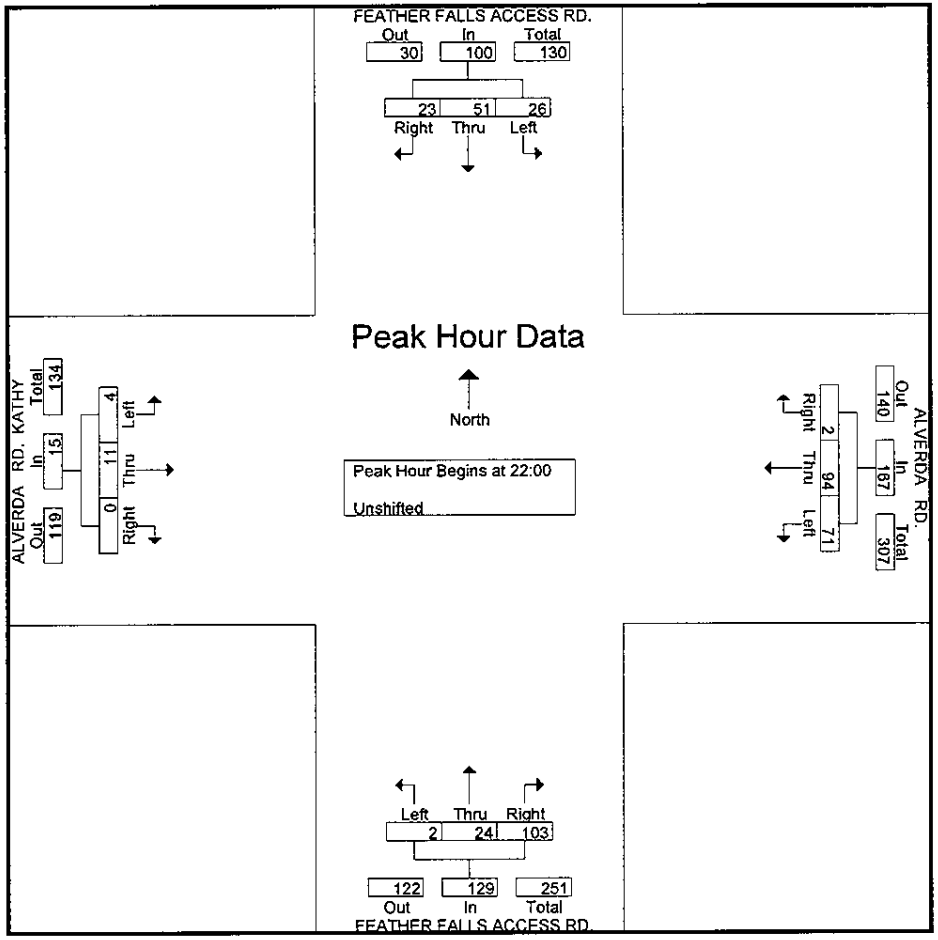

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File Name : F-F.F ACCESS-WYAN-SAT
Site Code : 00000000
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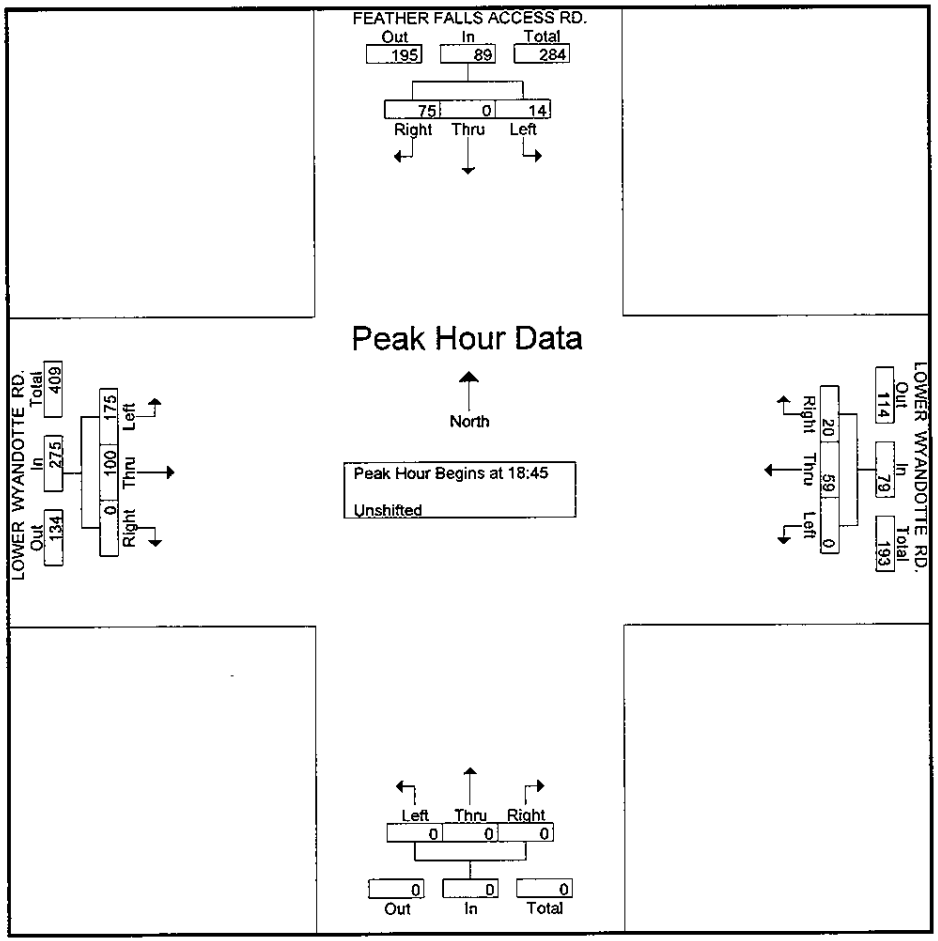
	FEATHER FALLS ACCESS RD. Southbound				LOWER WYANDOTTE RD. Westbound				Northbound				LOWER WYANDOTTE RD. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
18:00	5	0	11	16	0	13	4	17	0	0	0	0	31	35	0	66	99
18:15	2	0	19	21	0	13	3	16	0	0	0	0	29	18	0	47	84
18:30	5	0	11	16	0	13	6	19	0	0	0	0	35	21	0	56	91
18:45	5	0	21	26	0	18	4	22	0	0	0	0	49	27	0	76	124
Total	17	0	62	79	0	57	17	74	0	0	0	0	144	101	0	245	398
19:00	0	0	20	20	0	15	3	18	0	0	0	0	35	25	0	60	98
19:15	1	0	18	19	0	11	8	19	0	0	0	0	45	24	0	69	107
19:30	8	0	16	24	0	15	5	20	0	0	0	0	46	24	0	70	114
19:45	4	0	14	18	0	14	2	16	0	0	0	0	40	20	0	60	94
Total	13	0	68	81	0	55	18	73	0	0	0	0	166	93	0	259	413
21:00	4	0	17	21	0	11	1	12	0	0	0	0	37	16	0	53	86
21:15	5	0	15	20	0	6	1	7	0	0	0	0	32	13	0	45	72
21:30	5	0	19	24	0	6	3	9	0	0	0	0	40	14	0	54	87
21:45	3	0	13	16	0	8	3	11	0	0	0	0	26	9	0	35	62
Total	17	0	64	81	0	31	8	39	0	0	0	0	135	52	0	187	307
22:00	2	0	27	29	0	8	1	9	0	0	0	0	29	13	0	42	80
22:15	3	0	25	28	0	4	3	7	0	0	0	0	33	10	0	43	78
22:30	5	0	32	37	0	5	2	7	0	0	0	0	27	6	0	33	77
22:45	2	0	24	26	0	4	2	6	0	0	0	0	30	8	0	38	70
Total	12	0	108	120	0	21	8	29	0	0	0	0	119	37	0	156	305
Grand Total	59	0	302	361	0	164	51	215	0	0	0	0	564	283	0	847	1423
Apprch %	16.3	0	83.7		0	76.3	23.7		0	0	0		66.6	33.4	0		
Total %	4.1	0	21.2	25.4	0	11.5	3.6	15.1	0	0	0	0	39.6	19.9	0	59.5	

	FEATHER FALLS ACCESS RD. Southbound				LOWER WYANDOTTE RD. Westbound				Northbound				LOWER WYANDOTTE RD. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 18:00 to 19:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 18:45																	
18:45	5	0	21	26	0	18	4	22	0	0	0	0	49	27	0	76	124
19:00	0	0	20	20	0	15	3	18	0	0	0	0	35	25	0	60	98
19:15	1	0	18	19	0	11	8	19	0	0	0	0	45	24	0	69	107
19:30	8	0	16	24	0	15	5	20	0	0	0	0	46	24	0	70	114
Total Volume	14	0	75	89	0	59	20	79	0	0	0	0	175	100	0	275	443
% App. Total	15.7	0	84.3		0	74.7	25.3		0	0	0		63.6	36.4	0		

PHF	.438	.000	.893	.856	.000	.819	.625	.898	.000	.000	.000	.000	.893	.926	.000	.905	.893



Peak Hour Analysis From 21:00 to 22:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 21:00

21:00	4	0	17	21	0	11	1	12	0	0	0	0	37	16	0	53	86
21:15	5	0	15	20	0	6	1	7	0	0	0	0	32	13	0	45	72
21:30	5	0	19	24	0	6	3	9	0	0	0	0	40	14	0	54	87
21:45	3	0	13	16	0	8	3	11	0	0	0	0	26	9	0	35	62
Total Volume	17	0	64	81	0	31	8	39	0	0	0	0	135	52	0	187	307
% App. Total	21	0	79		0	79.5	20.5		0	0	0		72.2	27.8	0		
PHF	.850	.000	.842	.844	.000	.705	.667	.813	.000	.000	.000	.000	.844	.813	.000	.866	.882

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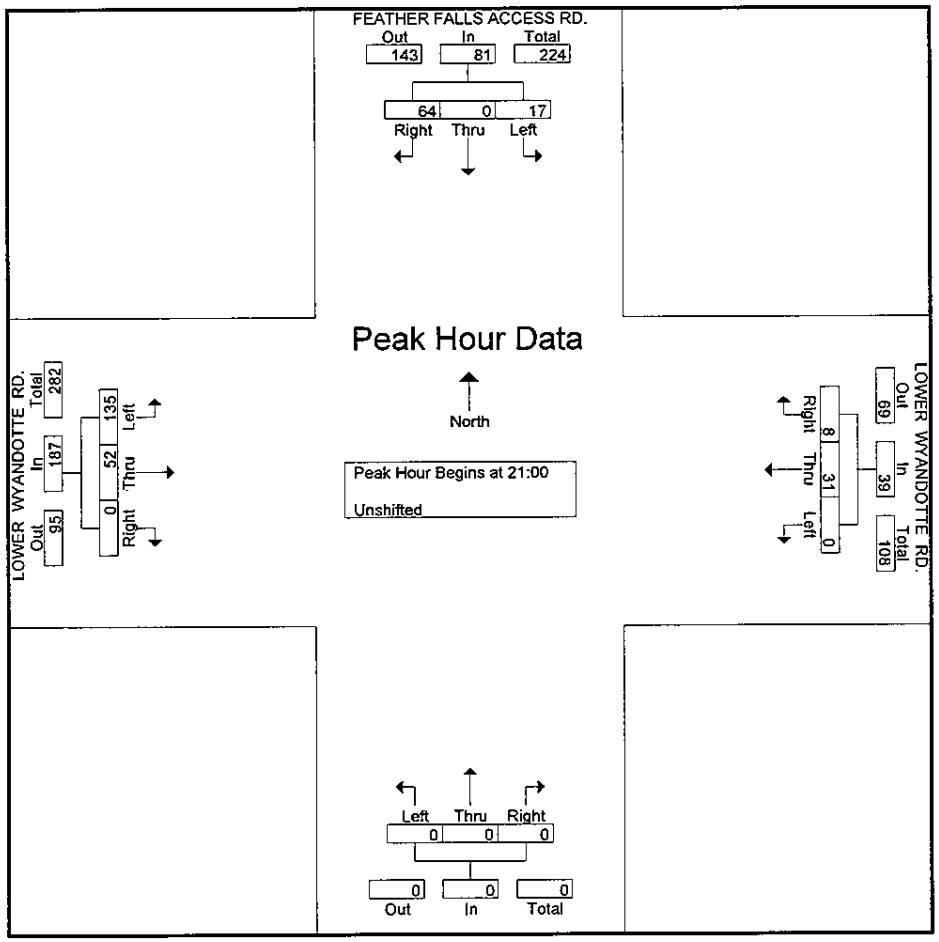

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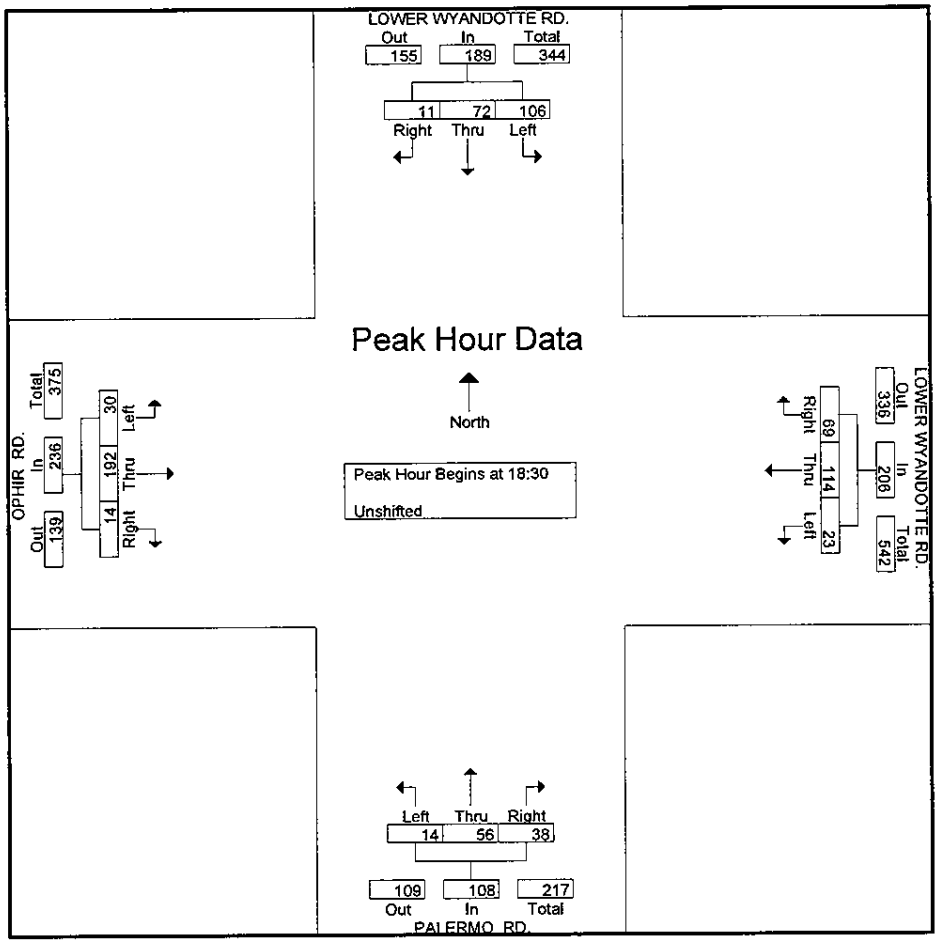
	LOWER WYANDOTTE RD. Southbound				LOWER WYANDOTTE RD. Westbound				PALERMO RD. Northbound				OPHIR RD. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
18:00	14	15	3	32	3	19	18	40	2	15	13	30	6	36	11	53	155
18:15	20	13	6	39	5	23	18	46	5	15	5	25	7	25	1	33	143
18:30	28	15	4	47	5	26	18	49	1	11	9	21	6	40	3	49	166
18:45	26	19	1	46	6	32	20	58	6	15	5	26	10	53	2	65	195
Total	88	62	14	164	19	100	74	193	14	56	32	102	29	154	17	200	659
19:00	27	23	4	54	6	31	14	51	6	19	11	36	9	45	6	60	201
19:15	25	15	2	42	6	25	17	48	1	11	13	25	5	54	3	62	177
19:30	20	7	2	29	6	25	17	48	1	14	6	21	6	40	3	49	147
19:45	20	10	2	32	0	37	14	51	1	12	11	24	8	37	7	52	159
Total	92	55	10	157	18	118	62	198	9	56	41	106	28	176	19	223	684
21:00	11	8	2	21	3	23	17	43	1	16	9	26	6	40	0	46	136
21:15	12	10	1	23	8	29	19	56	2	10	3	15	4	40	1	45	139
21:30	15	9	4	28	5	23	9	37	0	10	7	17	5	30	1	36	118
21:45	13	8	2	23	2	30	12	44	3	9	3	15	1	18	1	20	102
Total	51	35	9	95	18	105	57	180	6	45	22	73	16	128	3	147	495
22:00	12	8	10	30	6	37	16	59	0	10	9	19	2	27	4	33	141
22:15	9	9	2	20	6	29	17	52	1	8	6	15	2	28	1	31	118
22:30	10	4	10	24	7	42	16	65	1	11	6	18	1	28	2	31	138
22:45	11	4	1	16	5	35	15	55	1	4	4	9	1	23	2	26	106
Total	42	25	23	90	24	143	64	231	3	33	25	61	6	106	9	121	503
Grand Total	273	177	56	506	79	466	257	802	32	190	120	342	79	564	48	691	2341
Apprch %	54	35	11.1		9.9	58.1	32		9.4	55.6	35.1		11.4	81.6	6.9		
Total %	11.7	7.6	2.4	21.6	3.4	19.9	11	34.3	1.4	8.1	5.1	14.6	3.4	24.1	2.1	29.5	

	LOWER WYANDOTTE RD. Southbound				LOWER WYANDOTTE RD. Westbound				PALERMO RD. Northbound				OPHIR RD. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 18:00 to 19:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 18:30																	
18:30	28	15	4	47	5	26	18	49	1	11	9	21	6	40	3	49	166
18:45	26	19	1	46	6	32	20	58	6	15	5	26	10	53	2	65	195
19:00	27	23	4	54	6	31	14	51	6	19	11	36	9	45	6	60	201
19:15	25	15	2	42	6	25	17	48	1	11	13	25	5	54	3	62	177
Total Volume	106	72	11	189	23	114	69	206	14	56	38	108	30	192	14	236	739
% App. Total	56.1	38.1	5.8		11.2	55.3	33.5		13	51.9	35.2		12.7	81.4	5.9		

PHF	.946	.783	.688	.875	.958	.891	.863	.888	.583	.737	.731	.750	.750	.889	.583	.908	.919



Peak Hour Analysis From 21:00 to 22:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 22:00

22:00	12	8	10	30	6	37	16	59	0	10	9	19	2	27	4	33	141
22:15	9	9	2	20	6	29	17	52	1	8	6	15	2	28	1	31	118
22:30	10	4	10	24	7	42	16	65	1	11	6	18	1	28	2	31	138
22:45	11	4	1	16	5	35	15	55	1	4	4	9	1	23	2	26	106
Total Volume	42	25	23	90	24	143	64	231	3	33	25	61	6	106	9	121	503
% App. Total	46.7	27.8	25.6		10.4	61.9	27.7		4.9	54.1	41		5	87.6	7.4		
PHF	.875	.694	.575	.750	.857	.851	.941	.888	.750	.750	.694	.803	.750	.946	.563	.917	.892

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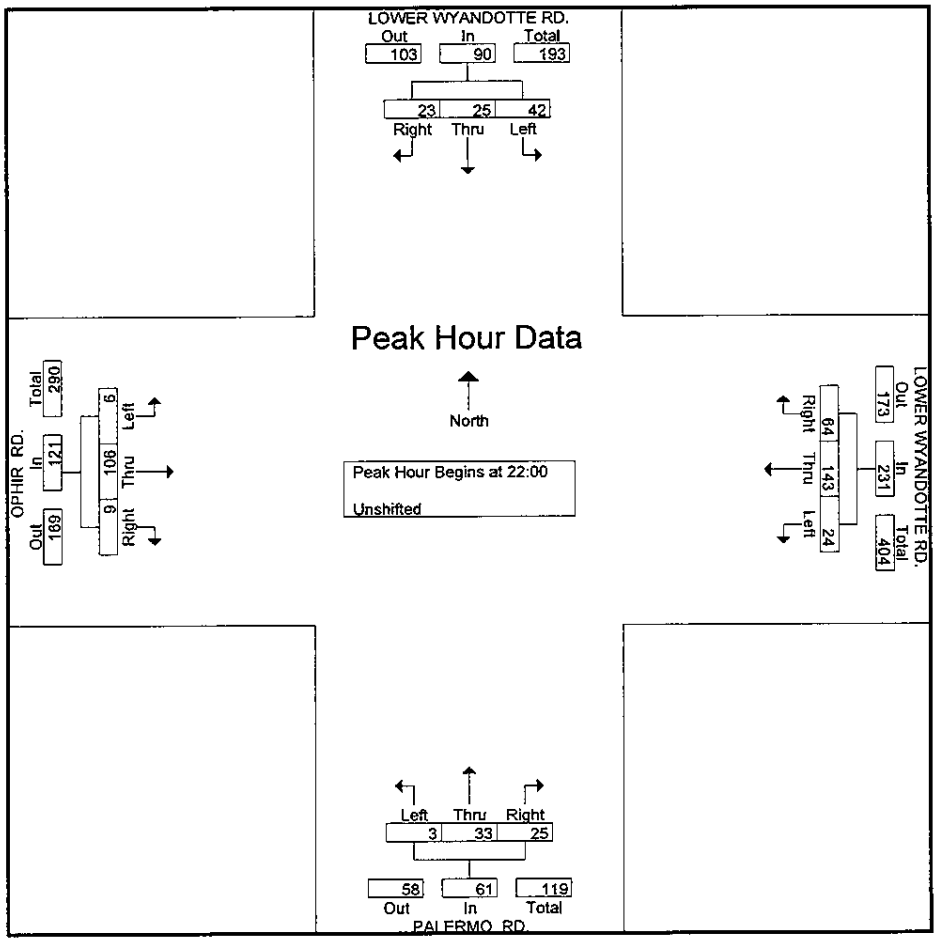

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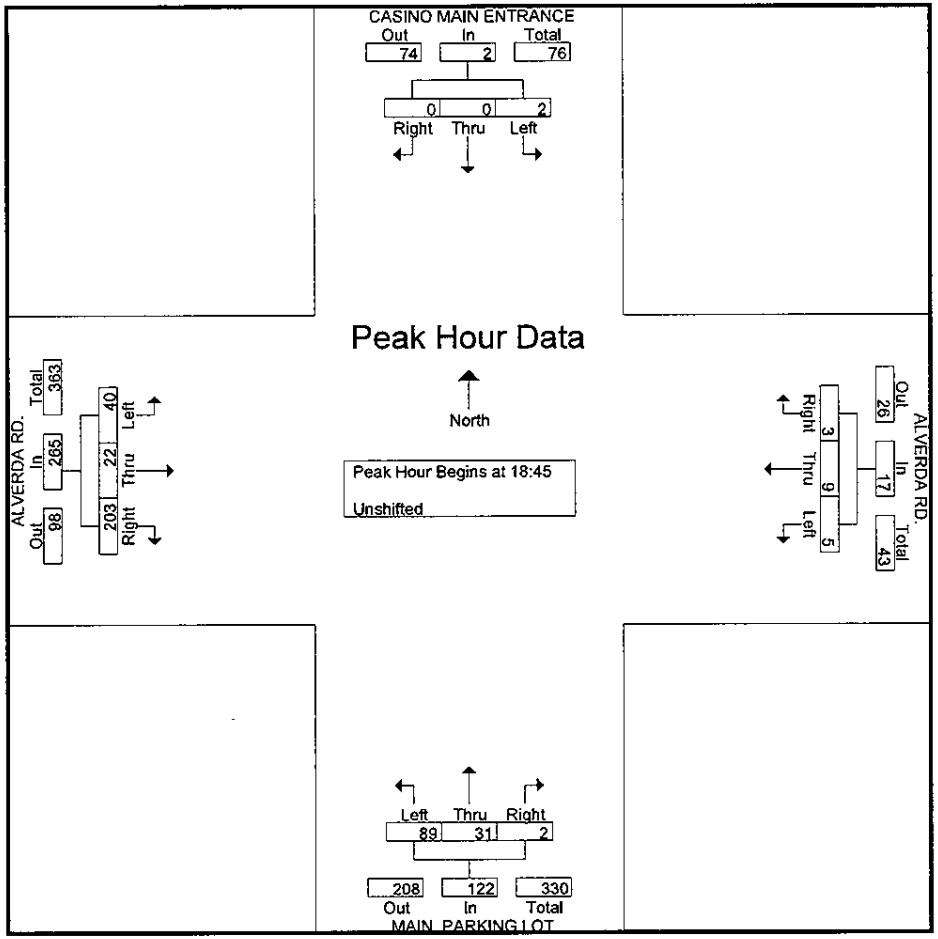
Groups Printed- Unshifted

	CASINO MAIN ENTRANCE Southbound					ALVERDA RD. Westbound					MAIN PARKING LOT Northbound					ALVERDA RD. Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
18:00	0	0	0	4	0	0	9	0	36	9	8	3	0	20	11	11	5	24	8	40	68	60	128
18:15	0	0	0	18	0	0	5	0	53	5	23	5	0	22	28	3	2	32	32	37	125	70	195
18:30	0	1	0	22	1	1	3	1	54	5	20	2	0	19	22	3	6	36	24	45	119	73	192
18:45	1	0	0	23	1	0	2	1	72	3	25	7	1	23	33	5	3	61	26	69	144	106	250
Total	1	1	0	67	2	1	19	2	215	22	76	17	1	84	94	22	16	153	90	191	456	309	765
19:00	1	0	0	15	1	1	2	0	54	3	22	8	0	26	30	12	4	39	16	55	111	89	200
19:15	0	0	0	4	0	2	2	2	111	6	19	4	1	30	24	14	9	44	5	67	150	97	247
19:30	0	0	0	5	0	2	3	0	119	5	23	12	0	21	35	9	6	59	11	74	156	114	270
19:45	0	0	0	9	0	2	3	0	97	5	19	6	1	38	26	9	3	47	9	59	153	90	243
Total	1	0	0	33	1	7	10	2	381	19	83	30	2	115	115	44	22	189	41	255	570	390	960
21:00	0	0	0	13	0	2	1	0	105	3	28	5	1	38	34	2	4	46	15	52	171	89	260
21:15	0	0	0	16	0	0	1	0	90	1	28	6	0	26	34	10	4	33	16	47	148	82	230
21:30	0	0	0	4	0	0	4	0	90	4	20	9	1	27	30	15	6	41	6	62	127	96	223
21:45	0	0	0	12	0	0	5	2	99	7	33	6	1	25	40	4	5	23	12	32	148	79	227
Total	0	0	0	45	0	2	11	2	384	15	109	26	3	116	138	31	19	143	49	193	594	346	940
22:00	2	0	1	11	3	3	11	1	78	15	28	7	5	19	40	6	4	29	13	39	121	97	218
22:15	0	0	0	11	0	1	4	0	122	5	40	4	0	27	44	6	11	18	10	35	170	84	254
22:30	0	0	0	11	0	0	4	2	91	6	40	3	0	30	43	5	4	28	11	37	143	86	229
22:45	0	0	1	11	1	0	8	1	119	9	33	4	0	35	37	7	7	25	11	39	176	86	262
Total	2	0	2	44	4	4	27	4	410	35	141	18	5	111	164	24	26	100	45	150	610	353	963
Grand Total	4	1	2	189	7	14	67	10	1390	91	409	91	11	426	511	121	83	585	225	789	2230	1398	3628
Apprch %	57.1	14.3	28.6			15.4	73.6	11			80	17.8	2.2			15.3	10.5	74.1					
Total %	0.3	0.1	0.1		0.5	1	4.8	0.7		6.5	29.3	6.5	0.8		36.6	8.7	5.9	41.8		56.4	61.5	38.5	

	CASINO MAIN ENTRANCE Southbound				ALVERDA RD. Westbound				MAIN PARKING LOT Northbound				ALVERDA RD. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 18:00 to 19:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 18:45																	
18:45	1	0	0	1	0	2	1	3	25	7	1	33	5	3	61	69	106
19:00	1	0	0	1	1	2	0	3	22	8	0	30	12	4	39	55	89
19:15	0	0	0	0	2	2	2	6	19	4	1	24	14	9	44	67	97
19:30	0	0	0	0	2	3	0	5	23	12	0	35	9	6	59	74	114
Total Volume	2	0	0	2	5	9	3	17	89	31	2	122	40	22	203	265	406

% App. Total	100	0	0		29.4	52.9	17.6		73	25.4	1.6		15.1	8.3	76.6			
PHF	.500	.000	.000	.500	.625	.750	.375	.708	.890	.646	.500	.871	.714	.611	.832	.895	.890	



Peak Hour Analysis From 21:00 to 22:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 21:30

21:30	0	0	0	0	0	4	0	4	20	9	1	30	15	6	41	62	96	
21:45	0	0	0	0	0	5	2	7	33	6	1	40	4	5	23	32	79	
22:00	2	0	1	3	3	11	1	15	28	7	5	40	6	4	29	39	97	
22:15	0	0	0	0	1	4	0	5	40	4	0	44	6	11	18	35	84	
Total Volume	2	0	1	3	4	24	3	31	121	26	7	154	31	26	111	168	356	
% App. Total	66.7	0	33.3		12.9	77.4	9.7		78.6	16.9	4.5		18.5	15.5	66.1			
PHF	.250	.000	.250	.250	.333	.545	.375	.517	.756	.722	.350	.875	.517	.591	.677	.677	.918	

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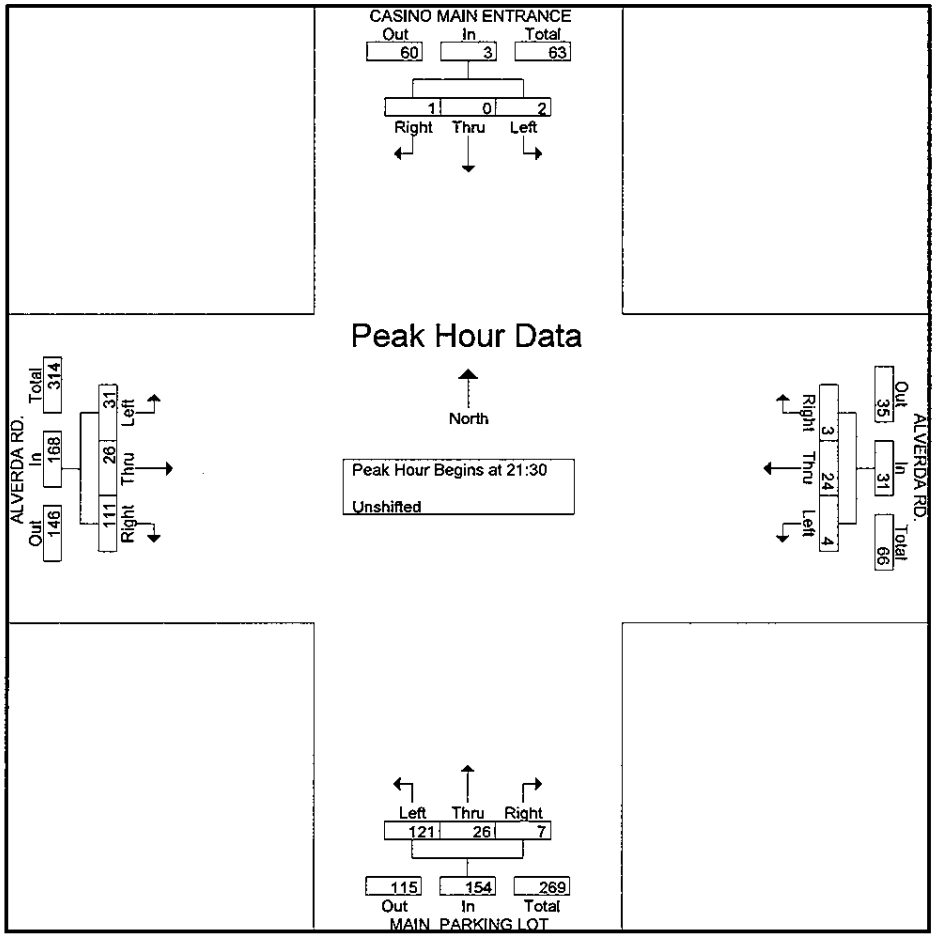

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Scenario Report

Scenario:	Friday PM
Command:	Default Command
Volume:	ex Friday PM
Geometry:	existing
Impact Fee:	Default Impact Fee
Trip Generation:	weekday pm
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Trip Generation Report

Forecast for weekday pm

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Casino	90.00	gaming devices	1.01	1.23	91	111	202	51.8
	Zone 1 Subtotal					91	111	202	51.8
2	EXISTING SER	1.00	diversion	30.00	30.00	30	30	60	15.4
	Zone 2 Subtotal					30	30	60	15.4
3	EXISTING SER	1.00	diversion	-30.00	-30.00	-30	-30	-60	-15.4
	Zone 3 Subtotal					-30	-30	-60	-15.4
4	RV Park	37.00	spaces	0.26	0.11	10	4	14	3.6
	Zone 4 Subtotal					10	4	14	3.6
5	Hotel	90.00	rooms	0.31	0.28	28	25	53	13.6
	Zone 5 Subtotal					28	25	53	13.6
6	Neighborhood	12.00	mixed use	1.93	4.68	23	56	79	20.3
	Zone 6 Subtotal					23	56	79	20.3
7	RESIDENTIAL	42.00	DWELLINGS	0.65	0.36	27	15	42	10.8
	Zone 7 Subtotal					27	15	42	10.8
8	PARKING LOT	1.00	diversion	75.00	5.00	75	5	80	20.5
	Zone 8 Subtotal					75	5	80	20.5
9	PARKING LOT	1.00	diversion	-75.00	-5.00	-75	-5	-80	-20.5
	Zone 9 Subtotal					-75	-5	-80	-20.5
TOTAL						179	211	390	100.0

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Trip Distribution Report

Percent Of Trips STANDARD

Zone	To Gates 1	2	3	4	5
1	50.0	10.0	28.0	12.0	0.0
2	50.0	10.0	28.0	12.0	0.0
3	50.0	10.0	28.0	12.0	0.0
4	25.0	5.0	14.0	6.0	50.0
5	17.5	3.5	10.0	4.0	65.0
6	35.0	7.0	20.0	8.0	30.0
7	50.0	10.0	28.0	12.0	0.0
8	50.0	10.0	28.0	12.0	0.0
9	50.0	10.0	28.0	12.0	0.0

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Turning Movement Report
weekday pm

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 New Access / Lower Wyandotte													
Base	0	240	0	0	276	0	0	0	0	0	0	0	516
Added	0	31	19	12	30	0	0	0	0	33	0	18	143
Total	0	271	19	12	306	0	0	0	0	33	0	18	659
#2 Ophir Rd / Lower Wyandotte / Upper Palermo													
Base	14	69	52	159	92	25	60	290	26	34	131	111	1063
Added	0	3	12	33	5	25	15	60	0	13	63	33	262
Total	14	72	64	192	97	50	75	350	26	47	194	144	1325
#3 Commercial / Lower Wyandotte													
Base	0	0	0	36	0	35	48	453	0	0	244	21	837
Added	0	0	0	19	0	-14	-15	120	0	0	122	7	239
Total	0	0	0	55	0	21	33	573	0	0	366	28	1076
#4 Lower Wyandotte / Averda Rd													
Base	0	0	0	3	0	101	79	401	0	0	161	3	748
Added	0	0	0	2	0	35	22	106	0	0	89	2	256
Total	0	0	0	5	0	136	101	507	0	0	250	5	1004
#5 Lower Wyandotte / Feather Falls													
Base	0	0	0	18	0	67	237	164	0	0	100	45	631
Added	0	0	0	13	0	85	91	16	0	0	6	10	221
Total	0	0	0	31	0	152	328	180	0	0	106	55	852
#6 Alverda Rd / Feather Falls													
Base	4	48	248	65	33	30	31	53	3	52	72	1	640
Added	2	75	-24	0	86	25	17	-5	5	6	14	0	201
Total	6	123	224	65	119	55	48	48	8	58	86	1	841
#7 Alverda / Casino Access													
Base	2	16	2	0	0	0	58	47	259	1	21	3	409
Added	-5	0	1	0	0	0	18	28	-75	12	24	0	3
Total	-3	16	3	0	0	0	76	75	184	13	45	3	412
#8 South Access / Lower Wyandotte													
Base	0	0	0	0	0	0	0	182	0	0	145	0	327
Added	0	0	0	0	0	1	9	20	0	0	15	2	47
Total	0	0	0	0	0	1	9	202	0	0	160	2	374
#26 Pano / Lower Wyandotte													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	1	0	7	12	126	0	0	123	2	271
Total	0	0	0	1	0	7	12	126	0	0	123	2	271

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 New Access / Lower Wyandotte	A	0.0	0.000	B	13.3	0.000	+13.335 D/V
# 2 Ophir Rd / Lower Wyandotte / U	B	17.8	0.419	B	18.2	0.502	+ 0.432 D/V
# 3 Commercial / Lower Wyandotte	B	13.0	0.000	C	16.5	0.000	+ 3.566 D/V
# 4 Lower Wyandotte / Averda Rd	B	10.1	0.000	B	11.5	0.000	+ 1.417 D/V
# 5 Lower Wyandotte / Feather Fall	B	11.0	0.000	B	12.5	0.000	+ 1.505 D/V
# 6 Alverda Rd / Feather Falls	A	10.0	0.420	B	11.5	0.469	+ 0.049 V/C
# 7 Alverda / Casino Access	B	13.6	0.000	C	15.5	0.000	+ 1.917 D/V
# 8 South Access / Lower Wyandotte	A	0.0	0.000	A	9.2	0.000	+ 9.172 D/V

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #1 New Access / Lower Wyandotte

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[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 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	240	0	0	276	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	240	0	0	276	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	267	0	0	307	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	267	0	0	307	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	573	573	267
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	481	429	772
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	481	429	772
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00
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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	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		
ApproachLOS:	*			*			*			*		

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #1 New Access / Lower Wyandotte

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[13.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	1	0	0 1 0	0	0	0 0 0	0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	240	0	0	276	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	240	0	0	276	0	0	0	0	0	0	0
Added Vol:	0	31	19	12	30	0	0	0	0	33	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	271	19	12	306	0	0	0	0	33	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	301	21	13	340	0	0	0	0	37	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	301	21	13	340	0	0	0	0	37	0	20
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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	322	xxxx	xxxxx	xxxx	xxxx	xxxxx	678	678	312
Potent Cap.:	xxxx	xxxx	xxxxx	1238	xxxx	xxxxx	xxxx	xxxx	xxxxx	418	374	729
Move Cap.:	xxxx	xxxx	xxxxx	1238	xxxx	xxxxx	xxxx	xxxx	xxxxx	414	370	729
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	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	488	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.3		
ApproachLOS:	*			*			*			B		

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

****

Intersection #2 Ophir Rd / Lower Wyandotte / Upper Palermo

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: 34 Level Of Service: B

****

Street Name:	Upper Palermo						Ophir - Lower Wyandotte					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module: >> Count Date: 28 Sep 2007 << friday evening												
Base Vol:	14	69	52	159	92	25	60	290	26	34	131	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	69	52	159	92	25	60	290	26	34	131	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	16	77	58	177	102	28	67	322	29	38	146	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	77	58	177	102	28	67	322	29	38	146	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	77	58	177	102	28	67	322	29	38	146	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	1862	1583	1769	1862	1583
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.10	0.05	0.02	0.04	0.17	0.02	0.02	0.08	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.10	0.10	0.24	0.29	0.29	0.15	0.41	0.41	0.05	0.31	0.31
Volume/Cap:	0.19	0.42	0.37	0.42	0.19	0.06	0.25	0.42	0.04	0.42	0.25	0.25
Delay/Veh:	28.6	27.0	26.8	20.0	16.2	15.5	23.0	12.9	10.6	30.7	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	27.0	26.8	20.0	16.2	15.5	23.0	12.9	10.6	30.7	15.6	15.6
LOS by Move:	C	C	C	C	B	B	C	B	B	C	B	B
HCM2kAvgQ:	0	2	1	3	2	0	1	5	0	1	2	2

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

****

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

****

Intersection #2 Ophir Rd / Lower Wyandotte / Upper Palermo

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.2
Optimal Cycle:	38	Level Of Service:	B

****

Street Name:	Upper Palermo						Ophir - Lower Wyandotte					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module: >> Count Date: 28 Sep 2007 << friday evening												
Base Vol:	14	69	52	159	92	25	60	290	26	34	131	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	69	52	159	92	25	60	290	26	34	131	111
Added Vol:	0	3	12	33	5	25	15	60	0	13	63	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	72	64	192	97	50	75	350	26	47	194	144
User Adj:	1.00	1.00	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:	16	80	71	213	108	56	83	389	29	52	216	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	80	71	213	108	56	83	389	29	52	216	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	80	71	213	108	56	83	389	29	52	216	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	1862	1583	1769	1862	1583
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.12	0.06	0.04	0.05	0.21	0.02	0.03	0.12	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.04	0.09	0.09	0.24	0.28	0.28	0.14	0.42	0.42	0.06	0.34	0.34
Volume/Cap:	0.20	0.50	0.53	0.50	0.20	0.12	0.34	0.50	0.04	0.50	0.34	0.30
Delay/Veh:	29.1	28.7	30.0	20.7	16.6	16.1	24.3	13.5	10.5	31.2	15.2	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	28.7	30.0	20.7	16.6	16.1	24.3	13.5	10.5	31.2	15.2	15.0
LOS by Move:	C	C	C	C	B	B	C	B	B	C	B	B
HCM2kAvgQ:	0	2	2	4	2	1	2	6	0	2	3	2

****

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

****

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

****

Intersection #3 Commercial / Lower Wyandotte

****

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[13.0]

****

Street Name:							Lower Wyandotte					
Approach:	North Bound			South Bound			East 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 0	1! 0	0	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	36	0	35	48	453	0	0	244	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	36	0	35	48	453	0	0	244	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	40	0	39	53	503	0	0	271	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	40	0	39	53	503	0	0	271	23
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	893	893	283	294	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	312	281	756	1267	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	302	269	756	1267	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	344	358	xxxxx	411	366	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	0.00	0.05	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	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	530	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

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existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #3 Commercial / Lower Wyandotte

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[16.5]

Street Name:	Lower Wyandotte											
Approach:	North Bound			South Bound			East 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			1 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	36	0	35	48	453	0	0	244	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	36	0	35	48	453	0	0	244	21
Added Vol:	0	0	0	19	0	-14	-15	120	0	0	122	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	21	33	573	0	0	366	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	0	0	61	0	23	37	637	0	0	407	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	61	0	23	37	637	0	0	407	31
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	1132	1132	422	438	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	225	203	631	1122	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	219	196	631	1122	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	287	302	xxxxx	347	310	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.18	0.00	0.04	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	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	396	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	16.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			16.5			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #4 Lower Wyandotte / Averda Rd

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[10.1]

Street Name:	Averda Rd						Lower Wyandotte					
Approach:	North Bound			South Bound			East 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			1 0 1 0 0			1 0 1 0 1		
Volume Module: >> Count Date: 28 Sep 2007 << friday evening												
Base Vol:	0	0	0	3	0	101	79	401	0	0	161	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	101	79	401	0	0	161	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	3	0	116	91	461	0	0	185	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	0	116	91	461	0	0	185	3
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	828	828	185	189	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	341	307	857	1386	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	324	287	857	1386	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	322	361	xxxxx	410	366	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.14	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
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	831	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #4 Lower Wyandotte / Averda Rd

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[11.5]

Street Name:	Averda Rd						Lower Wyandotte					
Approach:	North Bound			South Bound			East 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 0	1! 0	0	1 0	1 0	0	1 0	1 0	1
Volume Module: >> Count Date: 28 Sep 2007 << friday evening												
Base Vol:	0	0	0	3	0	101	79	401	0	0	161	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	101	79	401	0	0	161	3
Added Vol:	0	0	0	2	0	35	22	106	0	0	89	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	136	101	507	0	0	250	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	6	0	156	116	583	0	0	287	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	156	116	583	0	0	287	6
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	1102	1102	287	293	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	234	212	752	1268	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	218	192	752	1268	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	224	280	xxxxx	321	287	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.21	0.09	xxxx	xxxx	xxxx	xxxx	xxxx
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	8.1	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	718	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #5 Lower Wyandotte / Feather Falls

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: B[11.0]

Street Name:	Feather Falls						Lower Wyandotte					
Approach:	North Bound			South Bound			East 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 1 0 1		
Volume Module: >> Count Date: 28 Sep 2007 << friday evening												
Base Vol:	0	0	0	18	0	67	237	164	0	0	100	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	18	0	67	237	164	0	0	100	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	0	0	20	0	74	263	182	0	0	111	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	74	263	182	0	0	111	50
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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	820	xxxx	111	161	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	345	xxxx	942	1418	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	295	xxxx	942	1418	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	0.08	0.19	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	0.3	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	18.1	xxxx	9.1	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	A	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:	xxxxxx			11.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #5 Lower Wyandotte / Feather Falls

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: B[12.5]

Street Name:	Feather Falls						Lower Wyandotte					
Approach:	North Bound			South Bound			East 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 1 0 1		
Volume Module: >> Count Date: 28 Sep 2007 << friday evening												
Base Vol:	0	0	0	18	0	67	237	164	0	0	100	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	18	0	67	237	164	0	0	100	45
Added Vol:	0	0	0	13	0	85	91	16	0	0	6	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	31	0	152	328	180	0	0	106	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	0	0	34	0	169	364	200	0	0	118	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	34	0	169	364	200	0	0	118	61
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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1047	xxxx	118	179	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	253	xxxx	934	1397	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	202	xxxx	934	1397	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.17	xxxx	0.18	0.26	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	0.7	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	26.5	xxxx	9.7	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	D	*	A	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:	xxxxxx			12.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Alverda Rd / Feather Falls

Cycle (sec):	100	Critical Vol./Cap.(X):	0.420
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.0
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Feather Falls						Alverday					
Approach:	North Bound			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 1	0	0 1	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 28 Sep 2007 <<												
Base Vol:	4	48	248	65	33	30	31	53	3	52	72	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:	4	48	248	65	33	30	31	53	3	52	72	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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	5	60	310	81	41	38	39	66	4	65	90	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	60	310	81	41	38	39	66	4	65	90	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	60	310	81	41	38	39	66	4	65	90	1
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:	0.08	0.92	1.00	0.51	0.26	0.23	0.36	0.61	0.03	0.41	0.58	0.01
Final Sat.:	49	592	739	337	171	156	217	371	21	258	357	5
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.42	0.24	0.24	0.24	0.18	0.18	0.18	0.25	0.25	0.25
Crit Moves:			****	****			****			****		
Delay/Veh:	8.7	8.7	10.6	9.7	9.7	9.7	9.5	9.5	9.5	10.0	10.0	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	10.6	9.7	9.7	9.7	9.5	9.5	9.5	10.0	10.0	10.0
LOS by Move:	A	A	B	A	A	A	A	A	A	B	B	B
ApproachDel:		10.3			9.7			9.5			10.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.3			9.7			9.5			10.0	
LOS by Appr:		B			A			A			B	
AllWayAvgQ:	0.1	0.1	0.7	0.3	0.3	0.3	0.2	0.2	0.2	0.3	0.3	0.3

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #6 Alverda Rd / Feather Falls

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.469	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.5	
Optimal Cycle:	0	Level Of Service:	B	

****

Street Name:	Feather Falls						Alverday					
Approach:	North Bound			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 1	0	0 1	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 28 Sep 2007 <<												
Base Vol:	4	48	248	65	33	30	31	53	3	52	72	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:	4	48	248	65	33	30	31	53	3	52	72	1
Added Vol:	2	75	-24	0	86	25	17	-5	5	6	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	123	224	65	119	55	48	48	8	58	86	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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	8	154	280	81	149	69	60	60	10	73	108	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	154	280	81	149	69	60	60	10	73	108	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	154	280	81	149	69	60	60	10	73	108	1
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:	0.05	0.95	1.00	0.27	0.50	0.23	0.46	0.46	0.08	0.40	0.59	0.01
Final Sat.:	28	570	680	173	317	147	249	249	41	223	330	4
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.41	0.47	0.47	0.47	0.24	0.24	0.24	0.33	0.33	0.33
Crit Moves:			****	****				****			****	
Delay/Veh:	10.6	10.6	11.1	12.8	12.8	12.8	10.7	10.7	10.7	11.5	11.5	11.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	11.1	12.8	12.8	12.8	10.7	10.7	10.7	11.5	11.5	11.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	10.9			12.8			10.7			11.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.9			12.8			10.7			11.5		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.3	0.3	0.6	0.8	0.8	0.8	0.3	0.3	0.3	0.4	0.4	0.4

****

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #7 Alverda / Casino Access

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[13.6]

Street Name:	Casino Access						Alverda Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	1	0	0 0	1!	0 0	0 1	0	0 1	0 0	1!	0 0
Volume Module: >> Count Date: 28 Sep 2007 << friday evening												
Base Vol:	2	16	2	0	0	0	58	47	259	1	21	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:	2	16	2	0	0	0	58	47	259	1	21	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:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	2	20	2	0	0	0	71	57	316	1	26	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	20	2	0	0	0	71	57	316	1	26	4
Critical Gap Module:												
Critical Gp:	6.4	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:												
Cnflict Vol:	429	430	157	498	745	227	129	xxxx	xxxxx	473	xxxx	xxxxx
Potent Cap.:	583	517	888	483	343	812	1456	xxxx	xxxxx	1089	xxxx	xxxxx
Move Cap.:	469	410	814	407	272	682	1335	xxxx	xxxxx	998	xxxx	xxxxx
Volume/Cap:	0.01	0.05	0.00	0.00	0.00	0.00	0.05	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	12.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	434	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	13.7	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	*	A	*	*	*	*	*
ApproachDel:		13.6			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

****

Intersection #7 Alverda / Casino Access

****

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C[15.5]

****

Street Name:	Casino Access						Alverda Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	1	0	0 0	1!	0 0	0 1	0	0 1	0 0	1!	0 0
Volume Module: >> Count Date: 28 Sep 2007 << friday evening												
Base Vol:	2	16	2	0	0	0	58	47	259	1	21	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:	2	16	2	0	0	0	58	47	259	1	21	3
Added Vol:	-5	0	1	0	0	0	18	28	-75	12	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	-3	16	3	0	0	0	76	75	184	13	45	3
User Adj:	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.00	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	20	4	0	0	0	93	91	224	16	55	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	20	4	0	0	0	93	91	224	16	55	4
Critical Gap Module:												
Critical Gp:	6.4	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:												
Cnflict Vol:	565	567	191	589	790	257	159	xxxx	xxxxx	416	xxxx	xxxxx
Potent Cap.:	486	433	850	420	323	782	1421	xxxx	xxxxx	1143	xxxx	xxxxx
Move Cap.:	381	331	779	341	247	657	1303	xxxx	xxxxx	1048	xxxx	xxxxx
Volume/Cap:	0.00	0.06	0.00	0.00	0.00	0.00	0.07	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	364	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	15.5	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	C	*	*	*	A	*	*	*	*	*
ApproachDel:		15.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

****

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

****

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #8 South Access / Lower Wyandotte

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[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						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	0	0	1		0	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	182	0	0	0	0	0	145	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	182	0	0	0	0	0	145	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0	0	202	0	0	0	0	0	161	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0	0	202	0	0	0	0	0	161	0	0	0	0
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	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	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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	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	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	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx														
ApproachLOS:	*			*			*			*														

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #8 South Access / Lower Wyandotte

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	182	0	0	145	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	182	0	0	145	0
Added Vol:	0	0	0	0	0	1	9	20	0	0	15	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	1	9	202	0	0	160	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	0	0	1	10	224	0	0	178	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	1	10	224	0	0	178	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	179	180	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	864	1396	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	864	1396	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.2	7.6	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	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.2			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Scenario Report

Scenario:	Saturday INB
Command:	Default Command
Volume:	ex Saturday INB
Geometry:	existing
Impact Fee:	Default Impact Fee
Trip Generation:	saturday before
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Trip Generation Report

Forecast for saturday before

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Casino	90.00	gaming devices	1.48	1.48	133	133	266	78.7
	Zone 1 Subtotal					133	133	266	78.7
2	EXISTING SER	1.00	diversion	24.00	24.00	24	24	48	14.2
	Zone 2 Subtotal					24	24	48	14.2
3	EXISTING SER	1.00	diversion	-24.00	-24.00	-24	-24	-48	-14.2
	Zone 3 Subtotal					-24	-24	-48	-14.2
4	RV Park	37.00	spaces	0.10	0.05	4	2	6	1.8
	Zone 4 Subtotal					4	2	6	1.8
5	Hotel	90.00	rooms	0.15	0.10	14	9	23	6.8
	Zone 5 Subtotal					14	9	23	6.8
6	Neighborhood	12.00	mixed use	1.00	1.00	12	12	24	7.1
	Zone 6 Subtotal					12	12	24	7.1
7	RESIDENTIAL	42.00	DWELLINGS	0.30	0.15	13	6	19	5.6
	Zone 7 Subtotal					13	6	19	5.6
8	PARKING LOT	1.00	diversion	70.00	40.00	70	40	110	32.5
	Zone 8 Subtotal					70	40	110	32.5
9	PARKING LOT	1.00	diversion	-70.00	-40.00	-70	-40	-110	-32.5
	Zone 9 Subtotal					-70	-40	-110	-32.5
TOTAL						176	162	338	100.0

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Trip Distribution Report

Percent Of Trips STANDARD

	To Gates				
	1	2	3	4	5
Zone					
1	50.0	10.0	28.0	12.0	0.0
2	50.0	10.0	28.0	12.0	0.0
3	50.0	10.0	28.0	12.0	0.0
4	25.0	5.0	14.0	6.0	50.0
5	17.5	3.5	10.0	4.0	65.0
6	35.0	7.0	20.0	8.0	30.0
7	50.0	10.0	28.0	12.0	0.0
8	50.0	10.0	28.0	12.0	0.0
9	50.0	10.0	28.0	12.0	0.0

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Turning Movement Report
saturday before

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 New Access / Lower Wyandotte													
Base	0	155	0	0	191	0	0	0	0	0	0	0	346
Added	0	34	13	8	37	0	0	0	0	13	0	8	113
Total	0	189	13	8	228	0	0	0	0	13	0	8	459
#2 Ophir Rd / Lower Wyandotte / Upper Palermo													
Base	14	56	38	108	72	11	30	192	14	23	114	69	741
Added	0	2	14	38	2	10	10	71	0	13	66	35	261
Total	14	58	52	146	74	21	40	263	14	36	180	104	1002
#3 Commercial / Lower Wyandotte													
Base	0	0	0	25	0	27	33	305	0	0	179	21	590
Added	0	0	0	4	0	-13	-13	135	0	0	127	4	244
Total	0	0	0	29	0	14	20	440	0	0	306	25	834
#4 Lower Wyandotte / Averda Rd													
Base	0	0	0	1	0	72	37	274	0	0	132	1	517
Added	0	0	0	1	0	12	11	123	0	0	117	2	266
Total	0	0	0	2	0	84	48	397	0	0	249	3	783
#5 Lower Wyandotte / Feather Falls													
Base	0	0	0	14	0	75	175	100	0	0	59	20	443
Added	0	0	0	14	0	110	113	11	0	0	8	14	270
Total	0	0	0	28	0	185	288	111	0	0	67	34	713
#6 Alverda Rd / Feather Falls													
Base	6	18	174	45	30	22	12	32	3	53	41	0	436
Added	1	100	-17	0	107	26	24	-12	2	-14	-14	0	203
Total	7	118	157	45	137	48	36	20	5	39	27	0	639
#7 Alverda / Casino Access													
Base	89	31	2	0	0	0	40	22	203	5	9	3	404
Added	-36	0	6	0	0	0	27	14	-70	11	9	0	-39
Total	53	31	8	0	0	0	67	36	133	16	18	3	365
#8 South Access / Lower Wyandotte													
Base	0	0	0	0	0	0	0	114	0	0	79	0	193
Added	0	0	0	1	0	5	9	17	0	0	17	2	51
Total	0	0	0	1	0	5	9	131	0	0	96	2	244
#26 Pano / Lower Wyandotte													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	3	6	133	0	0	128	1	271
Total	0	0	0	0	0	3	6	133	0	0	128	1	271

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 New Access / Lower Wyandotte	A	0.0	0.000	B	11.1	0.000	+11.054 D/V
# 2 Ophir Rd / Lower Wyandotte / U	B	17.0	0.288	B	17.1	0.385	+ 0.120 D/V
# 3 Commercial / Lower Wyandotte	B	11.1	0.000	B	13.1	0.000	+ 2.064 D/V
# 4 Lower Wyandotte / Averda Rd	A	9.4	0.000	B	10.5	0.000	+ 1.072 D/V
# 5 Lower Wyandotte / Feather Fall	A	9.7	0.000	B	10.9	0.000	+ 1.240 D/V
# 6 Alverda Rd / Feather Falls	A	8.3	0.238	A	9.2	0.338	+ 0.101 V/C
# 7 Alverda / Casino Access	B	12.8	0.000	B	13.6	0.000	+ 0.793 D/V
# 8 South Access / Lower Wyandotte	A	0.0	0.000	A	9.0	0.000	+ 9.043 D/V

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #1 New Access / Lower Wyandotte

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[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 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	155	0	0	191	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	155	0	0	191	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	172	0	0	212	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	172	0	0	212	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	384	384	172
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	618	549	871
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	618	549	871
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00
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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	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		
ApproachLOS:	*			*			*			*		

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #1 New Access / Lower Wyandotte

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[11.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	155	0	0	191	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	155	0	0	191	0	0	0	0	0	0	0
Added Vol:	0	34	13	8	37	0	0	0	0	13	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	189	13	8	228	0	0	0	0	13	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	210	14	9	253	0	0	0	0	14	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	210	14	9	253	0	0	0	0	14	0	9
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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	224	xxxx	xxxxx	xxxx	xxxx	xxxxx	488	488	217
Potent Cap.:	xxxx	xxxx	xxxxx	1344	xxxx	xxxxx	xxxx	xxxx	xxxxx	539	480	823
Move Cap.:	xxxx	xxxx	xxxxx	1344	xxxx	xxxxx	xxxx	xxxx	xxxxx	536	477	823
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.7	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	618	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.1		
ApproachLOS:	*			*			*			B		

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #2 Ophir Rd / Lower Wyandotte / Upper Palermo

Cycle (sec):	60	Critical Vol./Cap.(X):	0.288
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.0
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Upper Palermo						Ophir - Lower Wyandotte					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module: >> Count Date: 29 Sep 2007 <<												
Base Vol:	14	56	38	108	72	11	30	192	14	23	114	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	56	38	108	72	11	30	192	14	23	114	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	16	62	42	120	80	12	33	213	16	26	127	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	62	42	120	80	12	33	213	16	26	127	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	62	42	120	80	12	33	213	16	26	127	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	1862	1583	1769	1862	1583
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.07	0.04	0.01	0.02	0.11	0.01	0.01	0.07	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.12	0.12	0.24	0.29	0.29	0.10	0.40	0.40	0.05	0.35	0.35
Volume/Cap:	0.15	0.29	0.23	0.29	0.15	0.03	0.19	0.29	0.02	0.29	0.19	0.14
Delay/Veh:	27.4	25.0	24.7	19.2	15.8	15.2	25.5	12.5	11.0	29.3	13.7	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:	27.4	25.0	24.7	19.2	15.8	15.2	25.5	12.5	11.0	29.3	13.7	13.4
LOS by Move:	C	C	C	B	B	B	C	B	B	C	B	B
HCM2kAvgQ:	0	1	1	2	1	0	1	3	0	1	2	1

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

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Intersection #2 Ophir Rd / Lower Wyandotte / Upper Palermo

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Cycle (sec):	60	Critical Vol./Cap.(X):	0.385
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.1
Optimal Cycle:	33	Level Of Service:	B

****

Street Name:	Upper Palermo						Ophir - Lower Wyandotte					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module: >> Count Date: 29 Sep 2007 <<												
Base Vol:	14	56	38	108	72	11	30	192	14	23	114	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	56	38	108	72	11	30	192	14	23	114	69
Added Vol:	0	2	14	38	2	10	10	71	0	13	66	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	58	52	146	74	21	40	263	14	36	180	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	16	64	58	162	82	23	44	292	16	40	200	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	64	58	162	82	23	44	292	16	40	200	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	64	58	162	82	23	44	292	16	40	200	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	1862	1583	1769	1862	1583
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.04	0.09	0.04	0.01	0.03	0.16	0.01	0.02	0.11	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.06	0.09	0.09	0.24	0.28	0.28	0.09	0.41	0.41	0.06	0.38	0.38
Volume/Cap:	0.16	0.36	0.38	0.38	0.16	0.05	0.28	0.38	0.02	0.38	0.28	0.19
Delay/Veh:	27.8	26.7	27.1	19.7	16.5	15.9	26.6	12.8	10.6	29.6	13.2	12.7
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:	27.8	26.7	27.1	19.7	16.5	15.9	26.6	12.8	10.6	29.6	13.2	12.7
LOS by Move:	C	C	C	B	B	B	C	B	B	C	B	B
HCM2kAvgQ:	0	2	1	3	1	0	1	4	0	1	3	2

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

****

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #3 Commercial / Lower Wyandotte

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[11.1]

Street Name:							Lower Wyandotte					
Approach:	North Bound			South Bound			East 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			1 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	25	0	27	33	305	0	0	179	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	25	0	27	33	305	0	0	179	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	28	0	30	37	339	0	0	199	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	28	0	30	37	339	0	0	199	23
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	623	623	211	222	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	450	402	830	1347	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	441	391	830	1347	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	462	459	xxxxx	526	467	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	0.00	0.04	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	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	649	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #3 Commercial / Lower Wyandotte

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[13.1]

Street Name:							Lower Wyandotte					
Approach:	North Bound			South Bound			East 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		1 0 1	0 0		0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	25	0	27	33	305	0	0	179	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	25	0	27	33	305	0	0	179	21
Added Vol:	0	0	0	4	0	-13	-13	135	0	0	127	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	29	0	14	20	440	0	0	306	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	32	0	16	22	489	0	0	340	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	32	0	16	22	489	0	0	340	28
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	887	887	354	368	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	314	283	690	1191	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	310	278	690	1191	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	372	376	xxxxx	429	383	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	0.00	0.02	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	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	489	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #4 Lower Wyandotte / Averda Rd

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: A[9.4]

Street Name:	Averda Rd						Lower Wyandotte					
Approach:	North Bound			South Bound			East 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			1 0 1 0 0			1 0 1 0 1		
Volume Module: >> Count Date: 29 Sep 2007 <<												
Base Vol:	0	0	0	1	0	72	37	274	0	0	132	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	1	0	72	37	274	0	0	132	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	1	0	80	41	304	0	0	147	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	80	41	304	0	0	147	1
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	533	533	147	148	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	507	453	900	1434	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	496	440	900	1434	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	476	496	xxxxx	561	497	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.09	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	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	893	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			9.4			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

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

Intersection #4 Lower Wyandotte / Averda Rd

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[10.5]

Street Name:	Averda Rd						Lower Wyandotte					
Approach:	North Bound			South Bound			East 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			1 0 1 0 0			1 0 1 0 1		
Volume Module: >> Count Date: 29 Sep 2007 <<												
Base Vol:	0	0	0	1	0	72	37	274	0	0	132	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	1	0	72	37	274	0	0	132	1
Added Vol:	0	0	0	1	0	12	11	123	0	0	117	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	84	48	397	0	0	249	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	2	0	93	53	441	0	0	277	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	2	0	93	53	441	0	0	277	3
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	824	824	277	280	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	343	308	762	1283	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	332	295	762	1283	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	346	385	xxxxx	438	390	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.12	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	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	749	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #5 Lower Wyandotte / Feather Falls

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: A[9.7]

Street Name:	Feather Falls						Lower Wyandotte					
Approach:	North Bound			South Bound			East 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 1 0 1		
Volume Module: >> Count Date: 29 Sep 2007 <<												
Base Vol:	0	0	0	14	0	75	175	100	0	0	59	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	14	0	75	175	100	0	0	59	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	16	0	83	194	111	0	0	66	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	16	0	83	194	111	0	0	66	22
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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	566	xxxx	66	88	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	486	xxxx	998	1508	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	438	xxxx	998	1508	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	0.08	0.13	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	0.3	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	13.5	xxxx	8.9	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	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:	xxxxxx			9.7			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #5 Lower Wyandotte / Feather Falls

Average Delay (sec/veh): 6.5 Worst Case Level Of Service: B[10.9]

Street Name:	Feather Falls						Lower Wyandotte					
Approach:	North Bound			South Bound			East 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 1 0 1		
Volume Module: >> Count Date: 29 Sep 2007 <<												
Base Vol:	0	0	0	14	0	75	175	100	0	0	59	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	14	0	75	175	100	0	0	59	20
Added Vol:	0	0	0	14	0	110	113	11	0	0	8	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	28	0	185	288	111	0	0	67	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	31	0	206	320	123	0	0	74	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	31	0	206	320	123	0	0	74	38
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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	838	xxxx	74	112	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	336	xxxx	987	1477	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	280	xxxx	987	1477	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	0.21	0.22	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	0.8	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	19.4	xxxx	9.6	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	A	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:	xxxxxx			10.9			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Alverda Rd / Feather Falls

Cycle (sec):	100	Critical Vol./Cap.(X):	0.238
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Feather Falls						Alverday					
Approach:	North Bound			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 1	0	0 1	0 0	1! 0	0	0 0	1! 0	0	0 1	0	0 0
Volume Module: >> Count Date: 29 Sep 2007 <<												
Base Vol:	6	18	174	45	30	22	12	32	3	53	41	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	18	174	45	30	22	12	32	3	53	41	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	7	20	193	50	33	24	13	36	3	59	46	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	20	193	50	33	24	13	36	3	59	46	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	20	193	50	33	24	13	36	3	59	46	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:	0.25	0.75	1.00	0.46	0.31	0.23	0.26	0.68	0.06	0.56	0.44	0.00
Final Sat.:	171	514	814	351	234	172	180	480	45	398	308	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.24	0.14	0.14	0.14	0.07	0.07	0.07	0.15	0.15	xxxx
Crit Moves:			****		****		****				****	
Delay/Veh:	8.0	8.0	8.3	8.3	8.3	8.3	8.1	8.1	8.1	8.6	8.6	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:	8.0	8.0	8.3	8.3	8.3	8.3	8.1	8.1	8.1	8.6	8.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	*
ApproachDel:		8.3			8.3			8.1			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.3			8.3			8.1			8.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.3	0.2	0.2	0.2	0.1	0.1	0.1	0.2	0.2	0.2

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Alverda Rd / Feather Falls

Cycle (sec):	100	Critical Vol./Cap.(X):	0.338
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.2
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Feather Falls						Alverday					
Approach:	North Bound			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 1	0	0 1	0	0 1!	0 0	0	0 1!	0 0	0	1 0	0 0
Volume Module: >> Count Date: 29 Sep 2007 <<												
Base Vol:	6	18	174	45	30	22	12	32	3	53	41	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	18	174	45	30	22	12	32	3	53	41	0
Added Vol:	1	100	-17	0	107	26	24	-12	2	-14	-14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	118	157	45	137	48	36	20	5	39	27	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	8	131	174	50	152	53	40	22	6	43	30	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	131	174	50	152	53	40	22	6	43	30	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	131	174	50	152	53	40	22	6	43	30	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:	0.06	0.94	1.00	0.19	0.60	0.21	0.59	0.33	0.08	0.59	0.41	0.00
Final Sat.:	38	646	794	148	450	158	367	204	51	365	253	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.22	0.34	0.34	0.34	0.11	0.11	0.11	0.12	0.12	xxxx
Crit Moves:			****			****	****				****	
Delay/Veh:	9.1	9.1	8.3	9.9	9.9	9.9	8.9	8.9	8.9	9.0	9.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	8.3	9.9	9.9	9.9	8.9	8.9	8.9	9.0	9.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	*
ApproachDel:		8.7			9.9			8.9			9.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.7			9.9			8.9			9.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.2	0.3	0.5	0.5	0.5	0.1	0.1	0.1	0.1	0.1	0.1

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

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

Intersection #7 Alverda / Casino Access

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: B[12.8]

Street Name:	Casino Access						Alverda Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	1 0		0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module: >> Count Date: 29 Sep 2007 <<												
Base Vol:	89	31	2	0	0	0	40	22	203	5	9	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	31	2	0	0	0	40	22	203	5	9	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	31	2	0	0	0	40	22	203	5	9	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	89	31	2	0	0	0	40	22	203	5	9	3
Critical Gap Module:												
Critical Gp:	6.4	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:												
Cnflict Vol:	323	324	122	341	526	211	112	xxxx	xxxxx	325	xxxx	xxxxx
Potent Cap.:	671	594	929	613	457	830	1478	xxxx	xxxxx	1235	xxxx	xxxxx
Move Cap.:	549	482	852	520	371	697	1355	xxxx	xxxxx	1132	xxxx	xxxxx
Volume/Cap:	0.16	0.06	0.00	0.00	0.00	0.00	0.03	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	12.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	495	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	12.8	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	*	A	*	*	*	*	*
ApproachDel:	12.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #7 Alverda / Casino Access

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: B[13.6]

Street Name:	Casino Access						Alverda Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	0 0	1! 0	0	0 1	0	0 1	0 0	1! 0	0
Volume Module: >> Count Date: 29 Sep 2007 <<												
Base Vol:	89	31	2	0	0	0	40	22	203	5	9	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	31	2	0	0	0	40	22	203	5	9	3
Added Vol:	-36	0	6	0	0	0	27	14	-70	11	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	31	8	0	0	0	67	36	133	16	18	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	31	8	0	0	0	67	36	133	16	18	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	53	31	8	0	0	0	67	36	133	16	18	3
Critical Gap Module:												
Critical Gp:	6.4	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:												
Cnflict Vol:	422	423	136	408	555	220	121	xxxx	xxxxx	269	xxxx	xxxxx
Potent Cap.:	589	522	913	554	440	820	1467	xxxx	xxxxx	1295	xxxx	xxxxx
Move Cap.:	470	411	837	451	346	689	1344	xxxx	xxxxx	1187	xxxx	xxxxx
Volume/Cap:	0.11	0.08	0.01	0.00	0.00	0.00	0.05	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	13.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	459	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	13.6	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	*	A	*	*	*	*	*
ApproachDel:		13.6			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

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

Intersection #8 South Access / Lower Wyandotte

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	114	0	0	79	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	114	0	0	79	0
User Adj:	1.00	1.00	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:	0	0	0	0	0	0	0	127	0	0	88	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	127	0	0	88	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
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	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		
ApproachLOS:	*			*			*			*		

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

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4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

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Intersection #8 South Access / Lower Wyandotte

****

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A[9.0]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	114	0	0	79	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	114	0	0	79	0
Added Vol:	0	0	0	1	0	5	9	17	0	0	17	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	5	9	131	0	0	96	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	1	0	6	10	146	0	0	107	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	6	10	146	0	0	107	2
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	273	273	108	109	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	716	634	946	1482	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	712	629	946	1482	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
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	7.4	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	897	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.0	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.0			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

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Scenario Report

Scenario:	Staruday OUTB
Command:	Default Command
Volume:	ex Saturday OUTB
Geometry:	existing
Impact Fee:	Default Impact Fee
Trip Generation:	saturday after
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Trip Generation Report

Forecast for saturday after

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Casino	90.00	gaming devices	1.48	1.48	133	133	266	89.3
	Zone 1 Subtotal					133	133	266	89.3
2	EXISTING SER	1.00	diversion	12.00	12.00	12	12	24	8.1
	Zone 2 Subtotal					12	12	24	8.1
3	EXISTING SER	1.00	diversion	-12.00	-12.00	-12	-12	-24	-8.1
	Zone 3 Subtotal					-12	-12	-24	-8.1
4	RV Park	37.00	spaces	0.05	0.05	2	2	4	1.3
	Zone 4 Subtotal					2	2	4	1.3
5	Hotel	90.00	rooms	0.05	0.05	5	5	10	3.4
	Zone 5 Subtotal					5	5	10	3.4
6	Neighborhood	12.00	mixed use	0.50	0.50	6	6	12	4.0
	Zone 6 Subtotal					6	6	12	4.0
7	RESIDENTIAL	42.00	DWELLINGS	0.10	0.05	4	2	6	2.0
	Zone 7 Subtotal					4	2	6	2.0
8	PARKING LOT	1.00	diversion	40.00	40.00	40	40	80	26.8
	Zone 8 Subtotal					40	40	80	26.8
9	PARKING LOT	1.00	diversion	-40.00	-40.00	-40	-40	-80	-26.8
	Zone 9 Subtotal					-40	-40	-80	-26.8
TOTAL						150	148	298	100.0

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Trip Distribution Report

Percent Of Trips STANDARD

	To Gates				
Zone	1	2	3	4	5
1	50.0	10.0	28.0	12.0	0.0
2	50.0	10.0	28.0	12.0	0.0
3	50.0	10.0	28.0	12.0	0.0
4	25.0	5.0	14.0	6.0	50.0
5	17.5	3.5	10.0	4.0	65.0
6	35.0	7.0	20.0	8.0	30.0
7	50.0	10.0	28.0	12.0	0.0
8	50.0	10.0	28.0	12.0	0.0
9	50.0	10.0	28.0	12.0	0.0

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Turning Movement Report
saturday after

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 New Access / Lower Wyandotte													
Base	0	103	0	0	90	0	0	0	0	0	0	0	193
Added	0	36	6	4	36	0	0	0	0	6	0	4	92
Total	0	139	6	4	126	0	0	0	0	6	0	4	285
#2 Ophir Rd / Lower Wyandotte / Upper Palermo													
Base	3	33	25	42	25	23	6	106	9	24	143	64	503
Added	0	1	13	37	1	5	5	67	0	13	66	36	244
Total	3	34	38	79	26	28	11	173	9	37	209	100	747
#3 Commercial / Lower Wyandotte													
Base	0	0	0	10	0	15	10	163	0	0	216	15	429
Added	0	0	0	2	0	-6	-6	123	0	0	122	2	237
Total	0	0	0	12	0	9	4	286	0	0	338	17	666
#4 Lower Wyandotte / Averda Rd													
Base	0	0	0	1	0	117	12	156	0	0	130	2	418
Added	0	0	0	1	0	8	15	109	0	0	114	1	248
Total	0	0	0	2	0	125	27	265	0	0	244	3	666
#5 Lower Wyandotte / Feather Falls													
Base	0	0	0	17	0	64	135	52	0	0	31	8	307
Added	0	0	0	14	0	109	103	7	0	0	7	14	254
Total	0	0	0	31	0	173	238	59	0	0	38	22	561
#6 Alverda Rd / Feather Falls													
Base	2	24	103	26	51	23	4	11	0	71	94	2	411
Added	1	92	1	0	107	26	24	-9	1	-15	-16	0	212
Total	3	116	104	26	158	49	28	2	1	56	78	2	623
#7 Alverda / Casino Access													
Base	121	28	7	0	0	0	31	26	111	4	24	3	355
Added	-36	0	6	0	0	0	27	5	-40	6	5	0	-27
Total	85	28	13	0	0	0	58	31	71	10	29	3	328
#8 South Access / Lower Wyandotte													
Base	0	0	0	0	0	0	0	69	0	0	39	0	108
Added	0	0	0	1	0	5	5	16	0	0	16	1	44
Total	0	0	0	1	0	5	5	85	0	0	55	1	152
#26 Pano / Lower Wyandotte													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	1	2	124	0	0	123	0	250
Total	0	0	0	0	0	1	2	124	0	0	123	0	250

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 New Access / Lower Wyandotte	A	0.0	0.000	A	9.9	0.000	+ 9.853 D/V
# 2 Ophir Rd / Lower Wyandotte / U	B	13.8	0.169	B	14.4	0.260	+ 0.625 D/V
# 3 Commercial / Lower Wyandotte	B	10.2	0.000	B	11.7	0.000	+ 1.446 D/V
# 4 Lower Wyandotte / Averda Rd	A	9.7	0.000	B	10.8	0.000	+ 1.114 D/V
# 5 Lower Wyandotte / Feather Fall	A	9.3	0.000	B	10.3	0.000	+ 0.940 D/V
# 6 Alverda Rd / Feather Falls	A	8.4	0.246	A	9.4	0.348	+ 0.102 V/C
# 7 Alverda / Casino Access	B	13.5	0.000	B	14.0	0.000	+ 0.500 D/V
# 8 South Access / Lower Wyandotte	A	0.0	0.000	A	8.7	0.000	+ 8.747 D/V

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

Intersection #1 New Access / Lower Wyandotte

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[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 0	1	0	0 1 0	0	0	0 0 0	0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	103	0	0	90	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	103	0	0	90	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	114	0	0	100	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	114	0	0	100	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	214	214	114
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	774	683	938
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	774	683	938
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00
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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	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		
ApproachLOS:	*			*			*			*		

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)

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Intersection #1 New Access / Lower Wyandotte

****

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A[9.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	103	0	0	90	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	103	0	0	90	0	0	0	0	0	0	0
Added Vol:	0	36	6	4	36	0	0	0	0	6	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	139	6	4	126	0	0	0	0	6	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	154	7	4	140	0	0	0	0	7	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	154	7	4	140	0	0	0	0	7	0	4
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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	161	xxxx	xxxxx	xxxx	xxxx	xxxxx	307	307	158
Potent Cap.:	xxxx	xxxx	xxxxx	1418	xxxx	xxxxx	xxxx	xxxx	xxxxx	685	607	888
Move Cap.:	xxxx	xxxx	xxxxx	1418	xxxx	xxxxx	xxxx	xxxx	xxxxx	684	605	888
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.5	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	753	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.9		
ApproachLOS:	*			*			*			A		

****

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

****

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

****

Intersection #2 Ophir Rd / Lower Wyandotte / Upper Palermo

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.169
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.8
Optimal Cycle:	26	Level Of Service:	B

****

Street Name:	Upper Palermo						Ophir - Lower Wyandotte					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0 1	0	1	1 0 1	0	1	1 0 1	0	1
Volume Module: >> Count Date: 29 Sep 2007 <<												
Base Vol:	3	33	25	42	25	23	6	106	9	24	143	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	33	25	42	25	23	6	106	9	24	143	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	3	37	28	47	28	26	7	118	10	27	159	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	37	28	47	28	26	7	118	10	27	159	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:	3	37	28	47	28	26	7	118	10	27	159	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	1862	1583	1769	1862	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.03	0.01	0.02	0.00	0.06	0.01	0.02	0.09	0.04
Crit Moves:		****		****			****				****	
Green/Cycle:	0.03	0.12	0.12	0.16	0.24	0.24	0.02	0.43	0.43	0.10	0.51	0.51
Volume/Cap:	0.07	0.17	0.15	0.17	0.06	0.07	0.17	0.15	0.01	0.15	0.17	0.09
Delay/Veh:	28.9	24.3	24.2	22.2	17.5	17.5	30.8	10.6	10.0	25.0	8.1	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:	28.9	24.3	24.2	22.2	17.5	17.5	30.8	10.6	10.0	25.0	8.1	7.7
LOS by Move:	C	C	C	C	B	B	C	B	A	C	A	A
HCM2kAvgQ:	0	1	1	1	0	0	0	1	0	1	2	1

****

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

****

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

****

Intersection #2 Ophir Rd / Lower Wyandotte / Upper Palermo

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.260
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 29 Level Of Service: B

****

Street Name:	Upper Palermo						Ophir - Lower Wyandotte					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0 1	0	1	1 0 1	0	1	1 0 1	0	1
Volume Module: >> Count Date: 29 Sep 2007 <<												
Base Vol:	3	33	25	42	25	23	6	106	9	24	143	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	33	25	42	25	23	6	106	9	24	143	64
Added Vol:	0	1	13	37	1	5	5	67	0	13	66	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	34	38	79	26	28	11	173	9	37	209	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	3	38	42	88	29	31	12	192	10	41	232	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	38	42	88	29	31	12	192	10	41	232	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	38	42	88	29	31	12	192	10	41	232	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	1862	1583	1769	1862	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.03	0.05	0.02	0.02	0.01	0.10	0.01	0.02	0.12	0.07
Crit Moves:			****	****			****				****	
Green/Cycle:	0.03	0.10	0.10	0.19	0.27	0.27	0.03	0.41	0.41	0.09	0.48	0.48
Volume/Cap:	0.07	0.20	0.26	0.26	0.06	0.07	0.26	0.25	0.02	0.25	0.26	0.15
Delay/Veh:	29.2	25.2	25.7	21.1	16.4	16.5	31.6	11.7	10.4	26.1	9.4	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:	29.2	25.2	25.7	21.1	16.4	16.5	31.6	11.7	10.4	26.1	9.4	8.8
LOS by Move:	C	C	C	C	B	B	C	B	B	C	A	A
HCM2kAvgQ:	0	1	1	2	0	0	1	2	0	1	3	1

****

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

****

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

****

Intersection #3 Commercial / Lower Wyandotte

****

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[10.2]

****

Street Name:							Lower Wyandotte					
Approach:	North Bound			South Bound			East 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		1 0 1	0 0		0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	10	0	15	10	163	0	0	216	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	10	0	15	10	163	0	0	216	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	11	0	17	11	181	0	0	240	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	11	0	17	11	181	0	0	240	17
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	452	452	248	257	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	566	503	790	1308	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	562	499	790	1308	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	570	546	xxxxx	625	553	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
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	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	715	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

****

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #3 Commercial / Lower Wyandotte

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[11.7]

Street Name:							Lower Wyandotte					
Approach:	North Bound			South Bound			East 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 0	1! 0	0	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	10	0	15	10	163	0	0	216	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	10	0	15	10	163	0	0	216	15
Added Vol:	0	0	0	2	0	-6	-6	123	0	0	122	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	12	0	9	4	286	0	0	338	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	13	0	10	4	318	0	0	376	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	13	0	10	4	318	0	0	376	19
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	712	712	385	394	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	399	358	663	1164	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	398	356	663	1164	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	451	444	xxxxx	504	449	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.00	0.02	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
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	8.1	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	562	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #4 Lower Wyandotte / Averda Rd

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: A[9.7]

Street Name:	Averda Rd						Lower Wyandotte					
Approach:	North Bound			South Bound			East 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		1 0	1 0	0	1 0	1 0	1
Volume Module: >> Count Date: 29 Sep 2007 <<												
Base Vol:	0	0	0	1	0	117	12	156	0	0	130	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	117	12	156	0	0	130	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	1	0	130	13	173	0	0	144	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	130	13	173	0	0	144	2
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	344	344	144	147	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	652	578	903	1435	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	647	573	903	1435	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	543	603	xxxxx	684	604	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.14	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
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	7.5	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	900	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			9.7			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

****

Intersection #4 Lower Wyandotte / Averda Rd

****

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[10.8]

****

Street Name:	Averda Rd						Lower Wyandotte					
Approach:	North Bound			South Bound			East 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		1 0 1	0 0		1 0 1	0 1	
Volume Module: >> Count Date: 29 Sep 2007 <<												
Base Vol:	0	0	0	1	0	117	12	156	0	0	130	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	117	12	156	0	0	130	2
Added Vol:	0	0	0	1	0	8	15	109	0	0	114	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	125	27	265	0	0	244	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	2	0	139	30	294	0	0	271	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	2	0	139	30	294	0	0	271	3
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	626	626	271	274	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	448	401	768	1289	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	440	392	768	1289	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	394	469	xxxxx	533	473	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.18	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	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	762	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

****

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

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Intersection #5 Lower Wyandotte / Feather Falls

****

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: A[9.3]

****

Street Name:	Feather Falls						Lower Wyandotte					
Approach:	North Bound			South Bound			East 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 1	0 1	
Volume Module: >> Count Date: 29 Sep 2007 <<												
Base Vol:	0	0	0	17	0	64	135	52	0	0	31	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	17	0	64	135	52	0	0	31	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	0	0	19	0	73	153	59	0	0	35	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	19	0	73	153	59	0	0	35	9
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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	401	xxxx	35	44	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	605	xxxx	1038	1564	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	559	xxxx	1038	1564	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	0.07	0.10	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	0.2	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	11.7	xxxx	8.7	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	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:	xxxxxx			9.3			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

****

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

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Intersection #5 Lower Wyandotte / Feather Falls

****

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: B[10.3]

****

Street Name:	Feather Falls						Lower Wyandotte					
Approach:	North Bound			South Bound			East 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 1	0 1
Volume Module: >> Count Date: 29 Sep 2007 <<												
Base Vol:	0	0	0	17	0	64	135	52	0	0	31	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	17	0	64	135	52	0	0	31	8
Added Vol:	0	0	0	14	0	109	103	7	0	0	7	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	31	0	173	238	59	0	0	38	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	0	0	35	0	197	270	67	0	0	43	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	35	0	197	270	67	0	0	43	25
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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	651	xxxx	43	68	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	433	xxxx	1027	1533	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	374	xxxx	1027	1533	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	0.19	0.18	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	0.7	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	15.6	xxxx	9.3	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	A	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:	xxxxxx			10.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

****

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Alverda Rd / Feather Falls

Cycle (sec):	100	Critical Vol./Cap.(X):	0.246
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.4
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Feather Falls						Alverday					
Approach:	North Bound			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 1	0	0 1	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module: >> Count Date: 29 Sep 2007 <<												
Base Vol:	2	24	103	26	51	23	4	11	0	71	94	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:	2	24	103	26	51	23	4	11	0	71	94	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:	0.90	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	27	114	29	57	26	4	12	0	79	104	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	27	114	29	57	26	4	12	0	79	104	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	27	114	29	57	26	4	12	0	79	104	2
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:	0.08	0.92	1.00	0.26	0.51	0.23	0.27	0.73	0.00	0.43	0.56	0.01
Final Sat.:	52	625	786	196	385	174	190	522	0	320	424	9
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.15	0.15	0.15	0.15	0.02	0.02	xxxx	0.25	0.25	0.25
Crit Moves:			****		****			****			****	
Delay/Veh:	8.1	8.1	7.8	8.3	8.3	8.3	7.9	7.9	0.0	9.0	9.0	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	8.1	7.8	8.3	8.3	8.3	7.9	7.9	0.0	9.0	9.0	9.0
LOS by Move:	A	A	A	A	A	A	A	A	*	A	A	A
ApproachDel:		7.9			8.3			7.9			9.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.9			8.3			7.9			9.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.3	0.3	0.3

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Alverda Rd / Feather Falls

Cycle (sec):	100	Critical Vol./Cap.(X):	0.348
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.4
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Feather Falls						Alverday					
Approach:	North Bound			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 1	0	0 1	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module: >> Count Date: 29 Sep 2007 <<												
Base Vol:	2	24	103	26	51	23	4	11	0	71	94	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:	2	24	103	26	51	23	4	11	0	71	94	2
Added Vol:	1	92	1	0	107	26	24	-9	1	-15	-16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	116	104	26	158	49	28	2	1	56	78	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	3	129	116	29	176	54	31	2	1	62	87	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	129	116	29	176	54	31	2	1	62	87	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	129	116	29	176	54	31	2	1	62	87	2
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:	0.03	0.97	1.00	0.11	0.68	0.21	0.91	0.06	0.03	0.41	0.58	0.01
Final Sat.:	17	647	764	83	504	156	545	39	19	268	373	10
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.15	0.35	0.35	0.35	0.06	0.06	0.06	0.23	0.23	0.23
Crit Moves:		****			****			****			****	
Delay/Veh:	9.2	9.2	8.0	10.1	10.1	10.1	8.8	8.8	8.8	9.6	9.6	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	9.2	8.0	10.1	10.1	10.1	8.8	8.8	8.8	9.6	9.6	9.6
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
ApproachDel:		8.7			10.1			8.8			9.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.7			10.1			8.8			9.6	
LOS by Appr:		A			B			A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.5	0.5	0.5	0.1	0.1	0.1	0.3	0.3	0.3

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

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Intersection #7 Alverda / Casino Access

****

Average Delay (sec/veh): 6.7 Worst Case Level Of Service: B[13.5]

****

Street Name:	Casino Access						Alverda Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	0	0 1!	0 0	0 1	0	0 1	0	0 1!	0 0
Volume Module: >> Count Date: 29 Sep 2007 <<												
Base Vol:	121	28	7	0	0	0	31	26	111	4	24	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:	121	28	7	0	0	0	31	26	111	4	24	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	134	31	8	0	0	0	34	29	123	4	27	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	134	31	8	0	0	0	34	29	123	4	27	3
Critical Gap Module:												
Critical Gp:	6.4	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:												
Cnflict Vol:	335	337	129	316	458	228	130	xxxx	xxxxx	252	xxxx	xxxxx
Potent Cap.:	660	584	921	637	499	811	1455	xxxx	xxxxx	1313	xxxx	xxxxx
Move Cap.:	542	476	844	537	407	681	1334	xxxx	xxxxx	1204	xxxx	xxxxx
Volume/Cap:	0.25	0.07	0.01	0.00	0.00	0.00	0.03	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	13.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	522	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	12.5	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	*	A	*	*	*	*	*
ApproachDel:		13.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

****

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #7 Alverda / Casino Access

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: B[14.0]

Street Name:	Casino Access						Alverda Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	1 0		0 0	1! 0	0	0	1 0	0 1	0	0	1! 0 0
Volume Module: >> Count Date: 29 Sep 2007 <<												
Base Vol:	121	28	7	0	0	0	31	26	111	4	24	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:	121	28	7	0	0	0	31	26	111	4	24	3
Added Vol:	-36	0	6	0	0	0	27	5	-40	6	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	28	13	0	0	0	58	31	71	10	29	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	94	31	14	0	0	0	64	34	79	11	32	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	94	31	14	0	0	0	64	34	79	11	32	3
Critical Gap Module:												
Critical Gp:	6.4	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:												
Cnflict Vol:	419	421	134	382	498	234	136	xxxx	xxxxx	213	xxxx	xxxxx
Potent Cap.:	590	524	914	576	474	805	1449	xxxx	xxxxx	1357	xxxx	xxxxx
Move Cap.:	474	414	838	468	375	677	1328	xxxx	xxxxx	1244	xxxx	xxxxx
Volume/Cap:	0.20	0.08	0.02	0.00	0.00	0.00	0.05	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	14.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	493	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	13.0	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	*	A	*	*	*	*	*
ApproachDel:	14.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #8 South Access / Lower Wyandotte

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[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						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	1!	0	0		0	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0	0	0	0	0	0	0	69	0	0	39	0												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Initial Bse:	0	0	0	0	0	0	0	69	0	0	39	0												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	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:	0	0	0	0	0	0	0	77	0	0	43	0												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
FinalVolume:	0	0	0	0	0	0	0	77	0	0	43	0												
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx												
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	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														
ApproachLOS:	*			*			*			*														

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

existing plus Project
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

****

Intersection #8 South Access / Lower Wyandotte

****

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[8.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	69	0	0	39	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	69	0	0	39	0
Added Vol:	0	0	0	1	0	5	5	16	0	0	16	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	5	5	85	0	0	55	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	1	0	6	6	94	0	0	61	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	6	6	94	0	0	61	1
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	167	167	62	62	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	823	726	1003	1541	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	821	723	1003	1541	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
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	7.3	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	967	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			8.7			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

****

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

****

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Scenario Report

Scenario:	2030 PM
Command:	Default Command
Volume:	2030 PM
Geometry:	existing
Impact Fee:	Default Impact Fee
Trip Generation:	weekday pm
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

BCAG 2025 PLUS PROJECT
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Trip Generation Report

Forecast for weekday pm

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Casino	90.00	gaming devices	1.01	1.23	91	111	202	51.8
	Zone 1 Subtotal					91	111	202	51.8
2	EXISTING SER	1.00	diversion	30.00	30.00	30	30	60	15.4
	Zone 2 Subtotal					30	30	60	15.4
3	EXISTING SER	1.00	diversion	-30.00	-30.00	-30	-30	-60	-15.4
	Zone 3 Subtotal					-30	-30	-60	-15.4
4	RV Park	37.00	spaces	0.26	0.11	10	4	14	3.6
	Zone 4 Subtotal					10	4	14	3.6
5	Hotel	90.00	rooms	0.31	0.28	28	25	53	13.6
	Zone 5 Subtotal					28	25	53	13.6
6	Neighborhood	12.00	mixed use	1.93	4.68	23	56	79	20.3
	Zone 6 Subtotal					23	56	79	20.3
7	RESIDENTIAL	42.00	DWELLINGS	0.65	0.36	27	15	42	10.8
	Zone 7 Subtotal					27	15	42	10.8
8	PARKING LOT	1.00	diversion	75.00	5.00	75	5	80	20.5
	Zone 8 Subtotal					75	5	80	20.5
9	PARKING LOT	1.00	diversion	-75.00	-5.00	-75	-5	-80	-20.5
	Zone 9 Subtotal					-75	-5	-80	-20.5
TOTAL						179	211	390	100.0

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Trip Distribution Report

Percent Of Trips STANDARD

Zone	To Gates 1	2	3	4	5
1	50.0	10.0	28.0	12.0	0.0
2	50.0	10.0	28.0	12.0	0.0
3	50.0	10.0	28.0	12.0	0.0
4	25.0	5.0	14.0	6.0	50.0
5	17.5	3.5	10.0	4.0	65.0
6	35.0	7.0	20.0	8.0	30.0
7	50.0	10.0	28.0	12.0	0.0
8	50.0	10.0	28.0	12.0	0.0
9	50.0	10.0	28.0	12.0	0.0

BCAG 2025 PLUS PROJECT
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Turning Movement Report
weekday pm

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 New Access / Lower Wyandotte													
Base	0	410	0	0	455	0	0	0	0	0	0	0	865
Added	0	31	19	12	30	0	0	0	0	33	0	18	143
Total	0	441	19	12	485	0	0	0	0	33	0	18	1008
#2 Ophir Rd / Lower Wyandotte / Upper Palermo													
Base	25	85	50	255	120	80	165	595	45	30	280	160	1890
Added	0	3	12	33	5	25	15	60	0	13	63	33	262
Total	25	88	62	288	125	105	180	655	45	43	343	193	2152
#3 Commercial / Lower Wyandotte													
Base	0	0	0	35	0	35	50	665	0	0	435	20	1240
Added	0	0	0	19	0	-14	-15	120	0	0	122	7	239
Total	0	0	0	54	0	21	35	785	0	0	557	27	1479
#4 Lower Wyandotte / Averda Rd													
Base	0	0	0	5	0	100	80	610	0	0	350	5	1150
Added	0	0	0	2	0	35	22	106	0	0	89	2	256
Total	0	0	0	7	0	135	102	716	0	0	439	7	1406
#5 Lower Wyandotte / Feather Falls													
Base	0	0	0	20	0	70	240	375	0	0	290	45	1040
Added	0	0	0	13	0	85	91	16	0	0	6	10	221
Total	0	0	0	33	0	155	331	391	0	0	296	55	1261
#6 Alverda Rd / Feather Falls													
Base	5	50	250	65	35	30	30	55	5	55	75	0	655
Added	2	75	-24	0	86	25	17	-5	5	6	14	0	201
Total	7	125	226	65	121	55	47	50	10	61	89	0	856
#7 Alverda / Casino Access													
Base	5	15	5	0	0	0	60	50	260	0	20	5	420
Added	-5	0	1	0	0	0	18	28	-75	12	24	0	3
Total	0	15	6	0	0	0	78	78	185	12	44	5	423
#8 South Access / Lower Wyandotte													
Base	0	0	0	0	0	0	0	390	0	0	335	0	725
Added	0	0	0	0	0	1	9	20	0	0	15	2	47
Total	0	0	0	0	0	1	9	410	0	0	350	2	772
#26 Pano / Lower Wyandotte													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	1	0	7	12	126	0	0	123	2	271
Total	0	0	0	1	0	7	12	126	0	0	123	2	271

BCAG 2025 PLUS PROJECT
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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 New Access / Lower Wyandotte	A	0.0	0.000	C	18.9	0.000	+18.888 D/V
# 2 Ophir Rd / Lower Wyandotte / U	C	21.0	0.715	C	24.2	0.796	+ 3.255 D/V
# 3 Commercial / Lower Wyandotte	C	16.4	0.000	C	22.0	0.000	+ 5.669 D/V
# 4 Lower Wyandotte / Averda Rd	B	12.0	0.000	B	14.1	0.000	+ 2.130 D/V
# 5 Lower Wyandotte / Feather Fall	C	15.1	0.000	C	19.1	0.000	+ 3.953 D/V
# 6 Alverda Rd / Feather Falls	A	9.1	0.324	A	10.0	0.354	+ 0.030 V/C
# 7 Alverda / Casino Access	B	12.6	0.000	B	13.8	0.000	+ 1.202 D/V
# 8 South Access / Lower Wyandotte	A	0.0	0.000	B	10.4	0.000	+10.417 D/V

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

****

Intersection #1 New Access / Lower Wyandotte

****

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[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	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0	410	0				0	455	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	410	0				0	455	0				0	0	0				0	0	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.92	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	446	0				0	495	0				0	0	0				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	446	0				0	495	0				0	0	0				0	0	0			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				6.4	6.5	6.2			
FollowUpTim:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				3.5	4.0	3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				940	940	446			
Potent Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				293	264	613			
Move Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				293	264	613			
Volume/Cap:	xxxx	xxxx	xxxx				xxxx	xxxx	xxxx				xxxx	xxxx	xxxx				0.00	0.00	0.00			
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	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx		0	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					
ApproachLOS:	*						*						*						*					

****

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

****

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #1 New Access / Lower Wyandotte

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[18.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	1	0	0	1 0 0	0	0 0 0	0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	410	0	0	455	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	410	0	0	455	0	0	0	0	0	0	0
Added Vol:	0	31	19	12	30	0	0	0	0	33	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	441	19	12	485	0	0	0	0	33	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	479	21	13	527	0	0	0	0	36	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	479	21	13	527	0	0	0	0	36	0	20
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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	500	xxxx	xxxxx	xxxx	xxxx	xxxxx	1043	1043	490
Potent Cap.:	xxxx	xxxx	xxxxx	1064	xxxx	xxxxx	xxxx	xxxx	xxxxx	254	229	579
Move Cap.:	xxxx	xxxx	xxxxx	1064	xxxx	xxxxx	xxxx	xxxx	xxxxx	252	227	579
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.4	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	314	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			18.9		
ApproachLOS:	*			*			*			C		

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

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

Intersection #2 Ophir Rd / Lower Wyandotte / Upper Palermo

Cycle (sec):	60	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.0
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Upper Palermo						Ophir - Lower Wyandotte					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	25	85	50	255	120	80	165	595	45	30	280	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:	25	85	50	255	120	80	165	595	45	30	280	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	92	54	277	130	87	179	647	49	33	304	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	92	54	277	130	87	179	647	49	33	304	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	92	54	277	130	87	179	647	49	33	304	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	1862	1583	1769	1862	1583
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.03	0.16	0.07	0.05	0.10	0.35	0.03	0.02	0.16	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.07	0.07	0.22	0.24	0.24	0.20	0.49	0.49	0.03	0.32	0.32
Volume/Cap:	0.30	0.72	0.49	0.72	0.30	0.23	0.52	0.72	0.06	0.72	0.52	0.35
Delay/Veh:	29.2	44.6	30.4	27.9	19.2	18.8	23.0	14.9	8.2	70.9	17.6	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:	29.2	44.6	30.4	27.9	19.2	18.8	23.0	14.9	8.2	70.9	17.6	16.2
LOS by Move:	C	D	C	C	B	B	C	B	A	E	B	B
HCM2kAvgQ:	1	3	2	6	2	1	4	11	1	2	5	3

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

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Intersection #2 Ophir Rd / Lower Wyandotte / Upper Palermo

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Cycle (sec):	60	Critical Vol./Cap.(X):	0.796
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.2
Optimal Cycle:	63	Level Of Service:	C

****

Street Name:	Upper Palermo						Ophir - Lower Wyandotte					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	25	85	50	255	120	80	165	595	45	30	280	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:	25	85	50	255	120	80	165	595	45	30	280	160
Added Vol:	0	3	12	33	5	25	15	60	0	13	63	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	88	62	288	125	105	180	655	45	43	343	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	96	67	313	136	114	196	712	49	47	373	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	96	67	313	136	114	196	712	49	47	373	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	96	67	313	136	114	196	712	49	47	373	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	1862	1583	1769	1862	1583
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.04	0.18	0.07	0.07	0.11	0.38	0.03	0.03	0.20	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.06	0.06	0.22	0.24	0.24	0.18	0.48	0.48	0.03	0.33	0.33
Volume/Cap:	0.31	0.80	0.66	0.80	0.31	0.30	0.61	0.80	0.06	0.80	0.61	0.40
Delay/Veh:	29.5	57.5	42.3	32.9	19.2	19.3	25.8	18.2	8.4	80.6	18.5	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	57.5	42.3	32.9	19.2	19.3	25.8	18.2	8.4	80.6	18.5	16.0
LOS by Move:	C	E	D	C	B	B	C	B	A	F	B	B
HCM2kAvgQ:	1	4	3	8	2	2	4	13	1	3	7	3

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

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BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #3 Commercial / Lower Wyandotte

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: C[16.4]

Street Name: Lower Wyandotte

Approach:	North Bound			South Bound			East 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		1 0 1	0 0		0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	35	0	35	50	665	0	0	435	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	35	0	35	50	665	0	0	435	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:	0.92	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	38	0	38	54	723	0	0	473	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	38	0	38	54	723	0	0	473	22
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	1315	1315	484	495	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	174	158	583	1069	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	167	150	583	1069	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	232	256	xxxxx	295	265	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.13	0.00	0.07	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
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	8.5	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	392	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	16.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			16.4			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #3 Commercial / Lower Wyandotte

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: C[22.0]

Street Name:	Lower Wyandotte											
Approach:	North Bound			South Bound			East 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 0	1! 0	0	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	35	0	35	50	665	0	0	435	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	35	0	35	50	665	0	0	435	20
Added Vol:	0	0	0	19	0	-14	-15	120	0	0	122	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	54	0	21	35	785	0	0	557	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:	0.92	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	59	0	23	38	853	0	0	605	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	59	0	23	38	853	0	0	605	29
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	1549	1549	620	635	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	125	114	488	948	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	121	109	488	948	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	198	220	xxxxx	252	227	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.23	0.00	0.05	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	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	292	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	22.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			22.0			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

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4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #4 Lower Wyandotte / Averda Rd

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[12.0]

Street Name:	Averda Rd						Lower Wyandotte					
Approach:	North Bound			South Bound			East 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		1 0 1	0 0		1 0 1	0 1	
Volume Module:												
Base Vol:	0	0	0	5	0	100	80	610	0	0	350	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	100	80	610	0	0	350	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	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	5	0	109	87	663	0	0	380	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	109	87	663	0	0	380	5
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	1217	1217	380	386	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	200	181	667	1173	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	188	167	667	1173	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	222	266	xxxxx	305	273	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.16	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
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	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	631	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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)

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Intersection #4 Lower Wyandotte / Averda Rd

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Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[14.1]

****

Street Name:	Averda Rd						Lower Wyandotte					
Approach:	North Bound			South Bound			East 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 0	1! 0	0	1 0	1 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	5	0	100	80	610	0	0	350	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	100	80	610	0	0	350	5
Added Vol:	0	0	0	2	0	35	22	106	0	0	89	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	7	0	135	102	716	0	0	439	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:	0.92	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	8	0	147	111	778	0	0	477	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	8	0	147	111	778	0	0	477	8
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	1477	1477	477	485	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	139	126	588	1078	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	128	113	588	1078	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	153	209	xxxxx	243	218	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.00	0.25	0.10	xxxx	xxxx	xxxx	xxxx	xxxx
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	8.7	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	549	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	14.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			14.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

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BCAG 2025 PLUS PROJECT
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #5 Lower Wyandotte / Feather Falls

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Average Delay (sec/veh): 3.3 Worst Case Level Of Service: C[15.1]

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Street Name:	Feather Falls						Lower Wyandotte					
Approach:	North Bound			South Bound			East 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 1 0 1		
Volume Module:												
Base Vol:	0	0	0	20	0	70	240	375	0	0	290	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	70	240	375	0	0	290	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	22	0	76	261	408	0	0	315	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	22	0	76	261	408	0	0	315	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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1245	xxxx	315	364	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	192	xxxx	725	1194	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	160	xxxx	725	1194	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.14	xxxx	0.10	0.22	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	0.4	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	31.0	xxxx	10.5	8.9	xxxx	xxxxx	xxxxx	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:	xxxxxx			15.1			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

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BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

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Intersection #5 Lower Wyandotte / Feather Falls

****

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: C[19.1]

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Street Name:	Feather Falls						Lower Wyandotte					
Approach:	North Bound			South Bound			East 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 1 0 1		
Volume Module:												
Base Vol:	0	0	0	20	0	70	240	375	0	0	290	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	70	240	375	0	0	290	45
Added Vol:	0	0	0	13	0	85	91	16	0	0	6	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	33	0	155	331	391	0	0	296	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	36	0	168	360	425	0	0	322	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	36	0	168	360	425	0	0	322	60
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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1466	xxxx	322	382	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	141	xxxx	719	1177	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	108	xxxx	719	1177	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.33	xxxx	0.23	0.31	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.3	xxxx	0.9	1.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	54.4	xxxx	11.5	9.4	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	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			19.1			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

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BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Alverda Rd / Feather Falls

Cycle (sec):	100	Critical Vol./Cap.(X):	0.324
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.1
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Feather Falls						Alverday					
Approach:	North Bound			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 1	0	0 1	0 0	1! 0	0	0 0	1! 0	0	0 1	0	0 0
Volume Module:												
Base Vol:	5	50	250	65	35	30	30	55	5	55	75	0
Growth Adj:	1.00	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	50	250	65	35	30	30	55	5	55	75	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	50	250	65	35	30	30	55	5	55	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	50	250	65	35	30	30	55	5	55	75	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	50	250	65	35	30	30	55	5	55	75	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:	0.09	0.91	1.00	0.50	0.27	0.23	0.33	0.61	0.06	0.42	0.58	0.00
Final Sat.:	60	604	771	352	189	162	218	400	36	279	381	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.32	0.18	0.18	0.18	0.14	0.14	0.14	0.20	0.20	xxxx
Crit Moves:			****		****		****				****	
Delay/Veh:	8.4	8.4	9.3	8.9	8.9	8.9	8.9	8.9	8.9	9.3	9.3	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:	8.4	8.4	9.3	8.9	8.9	8.9	8.9	8.9	8.9	9.3	9.3	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	*
ApproachDel:		9.1			8.9			8.9			9.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.1			8.9			8.9			9.3	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.4	0.2	0.2	0.2	0.1	0.1	0.1	0.2	0.2	0.2

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #6 Alverda Rd / Feather Falls

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.354
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: 0 Level Of Service: A

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Street Name:	Feather Falls						Alverday					
Approach:	North Bound			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 1	0	0 1	0 0	1! 0	0	0 0	1! 0	0	0 1	0	0 0
Volume Module:												
Base Vol:	5	50	250	65	35	30	30	55	5	55	75	0
Growth Adj:	1.00	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	50	250	65	35	30	30	55	5	55	75	0
Added Vol:	2	75	-24	0	86	25	17	-5	5	6	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	125	226	65	121	55	47	50	10	61	89	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	125	226	65	121	55	47	50	10	61	89	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	125	226	65	121	55	47	50	10	61	89	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	125	226	65	121	55	47	50	10	61	89	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:	0.05	0.95	1.00	0.27	0.50	0.23	0.44	0.47	0.09	0.41	0.59	0.00
Final Sat.:	34	599	724	183	342	155	260	277	55	245	357	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.31	0.35	0.35	0.35	0.18	0.18	0.18	0.25	0.25	xxxx
Crit Moves:			****		****		****				****	
Delay/Veh:	9.6	9.6	9.5	10.7	10.7	10.7	9.7	9.7	9.7	10.2	10.2	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:	9.6	9.6	9.5	10.7	10.7	10.7	9.7	9.7	9.7	10.2	10.2	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	B	B	*
ApproachDel:		9.6			10.7			9.7			10.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.6			10.7			9.7			10.2	
LOS by Appr:		A			B			A			B	
AllWayAvgQ:	0.2	0.2	0.4	0.5	0.5	0.5	0.2	0.2	0.2	0.3	0.3	0.3

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #7 Alverda / Casino Access

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[12.6]

Street Name:	Casino Access						Alverda Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	0 0	1!	0 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	5	15	5	0	0	0	60	50	260	0	20	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	15	5	0	0	0	60	50	260	0	20	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	15	5	0	0	0	60	50	260	0	20	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	15	5	0	0	0	60	50	260	0	20	5
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	393	395	150	433	653	223	125	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	612	542	896	533	387	817	1462	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	496	434	822	457	310	687	1340	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	0.03	0.01	0.00	0.00	0.00	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	12.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	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	492	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	12.6	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	*	A	*	*	*	*	*
ApproachDel:	12.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

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Intersection #7 Alverda / Casino Access

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Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B[13.8]

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Street Name:	Casino Access						Alverda Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	0 0	1!	0 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	5	15	5	0	0	0	60	50	260	0	20	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	15	5	0	0	0	60	50	260	0	20	5
Added Vol:	-5	0	1	0	0	0	18	28	-75	12	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	15	6	0	0	0	78	78	185	12	44	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	15	6	0	0	0	78	78	185	12	44	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	15	6	0	0	0	78	78	185	12	44	5
Critical Gap Module:												
Critical Gp:	6.4	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:												
Cnflict Vol:	505	507	178	508	690	247	149	xxxx	xxxxx	363	xxxx	xxxxx
Potent Cap.:	527	468	865	476	368	792	1432	xxxx	xxxxx	1196	xxxx	xxxxx
Move Cap.:	418	365	793	396	287	666	1313	xxxx	xxxxx	1096	xxxx	xxxxx
Volume/Cap:	0.00	0.04	0.01	0.00	0.00	0.00	0.06	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	432	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	13.8	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	*	A	*	*	*	*	*
ApproachDel:		13.8			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

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BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #8 South Access / Lower Wyandotte

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[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						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	0	0	1		0	1	0	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	390	0	0	0	0	0	335	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0	0	390	0	0	0	0	0	335	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0	0	424	0	0	0	0	0	364	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0	0	424	0	0	0	0	0	364	0	0	0	0
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx												
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	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														
ApproachLOS:	*			*			*			*														

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

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Intersection #8 South Access / Lower Wyandotte

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Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.4]

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	390	0	0	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:	0	0	0	0	0	0	0	390	0	0	335	0
Added Vol:	0	0	0	0	0	1	9	20	0	0	15	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	1	9	410	0	0	350	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	0	0	1	10	446	0	0	380	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	1	10	446	0	0	380	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	382	383	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	666	1176	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	666	1176	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.4	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	xxxx	xxxx	xxxxx	xxxx	xxxx	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	*	*	*	*	*
ApproachDel:	xxxxxx			10.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

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BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Scenario Report

Scenario:	2030 Saturday Before
Command:	Default Command
Volume:	2030 Saturday Before
Geometry:	existing
Impact Fee:	Default Impact Fee
Trip Generation:	saturday before
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Trip Generation Report

Forecast for saturday before

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Casino	90.00	gaming devices	1.48	1.48	133	133	266	78.7
	Zone 1 Subtotal					133	133	266	78.7
2	EXISTING SER	1.00	diversion	24.00	24.00	24	24	48	14.2
	Zone 2 Subtotal					24	24	48	14.2
3	EXISTING SER	1.00	diversion	-24.00	-24.00	-24	-24	-48	-14.2
	Zone 3 Subtotal					-24	-24	-48	-14.2
4	RV Park	37.00	spaces	0.10	0.05	4	2	6	1.8
	Zone 4 Subtotal					4	2	6	1.8
5	Hotel	90.00	rooms	0.15	0.10	14	9	23	6.8
	Zone 5 Subtotal					14	9	23	6.8
6	Neighborhood	12.00	mixed use	1.00	1.00	12	12	24	7.1
	Zone 6 Subtotal					12	12	24	7.1
7	RESIDENTIAL	42.00	DWELLINGS	0.30	0.15	13	6	19	5.6
	Zone 7 Subtotal					13	6	19	5.6
8	PARKING LOT	1.00	diversion	70.00	40.00	70	40	110	32.5
	Zone 8 Subtotal					70	40	110	32.5
9	PARKING LOT	1.00	diversion	-70.00	-40.00	-70	-40	-110	-32.5
	Zone 9 Subtotal					-70	-40	-110	-32.5
TOTAL						176	162	338	100.0

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Trip Distribution Report

Percent Of Trips STANDARD

	To Gates				
	1	2	3	4	5
Zone					
1	50.0	10.0	28.0	12.0	0.0
2	50.0	10.0	28.0	12.0	0.0
3	50.0	10.0	28.0	12.0	0.0
4	25.0	5.0	14.0	6.0	50.0
5	17.5	3.5	10.0	4.0	65.0
6	35.0	7.0	20.0	8.0	30.0
7	50.0	10.0	28.0	12.0	0.0
8	50.0	10.0	28.0	12.0	0.0
9	50.0	10.0	28.0	12.0	0.0

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Turning Movement Report
saturday before

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 New Access / Lower Wyandotte													
Base	0	270	0	0	320	0	0	0	0	0	0	0	590
Added	0	34	13	8	37	0	0	0	0	13	0	8	113
Total	0	304	13	8	357	0	0	0	0	13	0	8	703
#2 Ophir Rd / Lower Wyandotte / Upper Palermo													
Base	25	75	30	180	95	45	95	395	25	15	245	100	1325
Added	0	2	14	38	2	10	10	71	0	13	66	35	261
Total	25	77	44	218	97	55	105	466	25	28	311	135	1586
#3 Commercial / Lower Wyandotte													
Base	0	0	0	25	0	25	35	570	0	0	335	20	1010
Added	0	0	0	4	0	-13	-13	135	0	0	127	4	244
Total	0	0	0	29	0	12	22	705	0	0	462	24	1254
#4 Lower Wyandotte / Averda Rd													
Base	0	0	0	0	0	75	35	560	0	0	280	0	950
Added	0	0	0	1	0	12	11	123	0	0	117	2	266
Total	0	0	0	1	0	87	46	683	0	0	397	2	1216
#5 Lower Wyandotte / Feather Falls													
Base	0	0	0	15	0	75	175	385	0	0	205	20	875
Added	0	0	0	14	0	110	113	11	0	0	8	14	270
Total	0	0	0	29	0	185	288	396	0	0	213	34	1145
#6 Alverda Rd / Feather Falls													
Base	5	20	175	45	30	20	15	30	5	55	40	0	440
Added	1	100	-17	0	107	26	24	-12	2	-14	-14	0	203
Total	6	120	158	45	137	46	39	18	7	41	26	0	643
#7 Alverda / Casino Access													
Base	90	30	0	0	0	0	40	25	205	5	10	5	410
Added	-36	0	6	0	0	0	27	14	-70	11	9	0	-39
Total	54	30	6	0	0	0	67	39	135	16	19	5	371
#8 South Access / Lower Wyandotte													
Base	0	0	0	0	0	0	0	400	0	0	225	0	625
Added	0	0	0	1	0	5	9	17	0	0	17	2	51
Total	0	0	0	1	0	5	9	417	0	0	242	2	676
#26 Pano / Lower Wyandotte													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	3	6	133	0	0	128	1	271
Total	0	0	0	0	0	3	6	133	0	0	128	1	271

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 New Access / Lower Wyandotte	A	0.0	0.000	B	12.6	0.000	+12.604 D/V
# 2 Ophir Rd / Lower Wyandotte / U	B	17.0	0.453	B	17.7	0.538	+ 0.688 D/V
# 3 Commercial / Lower Wyandotte	B	13.0	0.000	C	15.7	0.000	+ 2.726 D/V
# 4 Lower Wyandotte / Averda Rd	B	10.3	0.000	B	11.5	0.000	+ 1.194 D/V
# 5 Lower Wyandotte / Feather Fall	B	11.4	0.000	B	13.2	0.000	+ 1.850 D/V
# 6 Alverda Rd / Feather Falls	A	8.1	0.213	A	8.9	0.298	+ 0.085 V/C
# 7 Alverda / Casino Access	B	12.9	0.000	B	13.7	0.000	+ 0.812 D/V
# 8 South Access / Lower Wyandotte	A	0.0	0.000	B	10.3	0.000	+10.259 D/V

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #1 New Access / Lower Wyandotte

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[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 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	270	0	0	320	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	270	0	0	320	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	270	0	0	320	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	270	0	0	320	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	590	590	270
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	470	420	769
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	470	420	769
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00
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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	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		
ApproachLOS:	*			*			*			*		

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #1 New Access / Lower Wyandotte

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[12.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	270	0	0	320	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	270	0	0	320	0	0	0	0	0	0	0
Added Vol:	0	34	13	8	37	0	0	0	0	13	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	304	13	8	357	0	0	0	0	13	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	304	13	8	357	0	0	0	0	13	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	304	13	8	357	0	0	0	0	13	0	8
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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	317	xxxx	xxxxx	xxxx	xxxx	xxxxx	684	684	311
Potent Cap.:	xxxx	xxxx	xxxxx	1243	xxxx	xxxxx	xxxx	xxxx	xxxxx	415	371	730
Move Cap.:	xxxx	xxxx	xxxxx	1243	xxxx	xxxxx	xxxx	xxxx	xxxxx	413	369	730
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	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	494	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.6	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.6		
ApproachLOS:	*			*			*			B		

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #2 Ophir Rd / Lower Wyandotte / Upper Palermo

Cycle (sec):	60	Critical Vol./Cap.(X):	0.453
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.0
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Upper Palermo						Ophir - Lower Wyandotte					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	25	75	30	180	95	45	95	395	25	15	245	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	75	30	180	95	45	95	395	25	15	245	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	75	30	180	95	45	95	395	25	15	245	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	75	30	180	95	45	95	395	25	15	245	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	75	30	180	95	45	95	395	25	15	245	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	1862	1583	1769	1862	1583
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.02	0.10	0.05	0.03	0.05	0.21	0.02	0.01	0.13	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.09	0.09	0.22	0.25	0.25	0.14	0.47	0.47	0.02	0.35	0.35
Volume/Cap:	0.21	0.45	0.21	0.45	0.21	0.12	0.38	0.45	0.03	0.45	0.38	0.18
Delay/Veh:	27.3	27.9	26.1	20.9	18.2	17.7	24.4	11.2	8.6	38.7	15.2	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	27.9	26.1	20.9	18.2	17.7	24.4	11.2	8.6	38.7	15.2	13.9
LOS by Move:	C	C	C	C	B	B	C	B	A	D	B	B
HCM2kAvgQ:	1	2	1	3	2	1	2	5	0	1	4	1

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

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Intersection #2 Ophir Rd / Lower Wyandotte / Upper Palermo

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Cycle (sec):	60	Critical Vol./Cap.(X):	0.538
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.7
Optimal Cycle:	40	Level Of Service:	B

****

Street Name:	Upper Palermo						Ophir - Lower Wyandotte					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	25	75	30	180	95	45	95	395	25	15	245	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	75	30	180	95	45	95	395	25	15	245	100
Added Vol:	0	2	14	38	2	10	10	71	0	13	66	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	77	44	218	97	55	105	466	25	28	311	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	77	44	218	97	55	105	466	25	28	311	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	77	44	218	97	55	105	466	25	28	311	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	77	44	218	97	55	105	466	25	28	311	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	1862	1583	1769	1862	1583
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.03	0.12	0.05	0.03	0.06	0.25	0.02	0.02	0.17	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.08	0.08	0.23	0.24	0.24	0.13	0.46	0.46	0.03	0.36	0.36
Volume/Cap:	0.22	0.54	0.36	0.54	0.22	0.14	0.46	0.54	0.03	0.54	0.46	0.23
Delay/Veh:	27.5	30.7	28.1	21.8	18.5	18.1	25.6	12.1	8.7	39.5	15.0	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:	27.5	30.7	28.1	21.8	18.5	18.1	25.6	12.1	8.7	39.5	15.0	13.4
LOS by Move:	C	C	C	C	B	B	C	B	A	D	B	B
HCM2kAvgQ:	1	2	1	4	2	1	2	7	0	1	5	2

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

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BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #3 Commercial / Lower Wyandotte

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[13.0]

Street Name:	Lower Wyandotte											
Approach:	North Bound			South Bound			East 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 0	1! 0	0	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	25	0	25	35	570	0	0	335	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	25	0	25	35	570	0	0	335	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	25	0	25	35	570	0	0	335	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	25	0	25	35	570	0	0	335	20
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	985	985	345	355	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	275	248	698	1204	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	269	241	698	1204	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	328	341	xxxxx	389	347	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.06	0.00	0.04	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	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	499	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

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Intersection #3 Commercial / Lower Wyandotte

****

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[15.7]

****

Street Name:	Lower Wyandotte											
Approach:	North Bound			South Bound			East 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 0	1! 0	0	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	25	0	25	35	570	0	0	335	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	25	0	25	35	570	0	0	335	20
Added Vol:	0	0	0	4	0	-13	-13	135	0	0	127	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	29	0	12	22	705	0	0	462	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	12	22	705	0	0	462	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	29	0	12	22	705	0	0	462	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	1223	1223	474	486	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	198	179	590	1077	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	195	176	590	1077	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	273	288	xxxxx	327	293	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	0.00	0.02	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	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	376	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	15.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			15.7			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

****

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

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BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

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Intersection #4 Lower Wyandotte / Averda Rd

****

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[10.3]

****

Street Name:	Averda Rd						Lower Wyandotte					
Approach:	North Bound			South Bound			East 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		1 0	1 0 0		1 0	1 0 1	
Volume Module:												
Base Vol:	0	0	0	0	0	75	35	560	0	0	280	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	75	35	560	0	0	280	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	75	35	560	0	0	280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	75	35	560	0	0	280	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	280	280	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	759	1283	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	759	1283	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	332	363	xxxxx	408	364	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.3	7.9	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	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			10.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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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 #4 Lower Wyandotte / Averda Rd

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[11.5]

Street Name:	Averda Rd						Lower Wyandotte					
Approach:	North Bound			South Bound			East 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 0	1! 0	0	1 0	1 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	75	35	560	0	0	280	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	75	35	560	0	0	280	0
Added Vol:	0	0	0	1	0	12	11	123	0	0	117	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	87	46	683	0	0	397	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1	0	87	46	683	0	0	397	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	87	46	683	0	0	397	2
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	1172	1172	397	399	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	213	192	652	1160	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	206	185	652	1160	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	252	292	xxxxx	329	295	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.13	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	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	645	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

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4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #5 Lower Wyandotte / Feather Falls

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B[11.4]

Street Name:	Feather Falls									Lower Wyandotte					
Approach:	North Bound			South Bound			East 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 1	0 1			
Volume Module:															
Base Vol:	0	0	0	15	0	75	175	385	0	0	205	20			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0	15	0	75	175	385	0	0	205	20			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	15	0	75	175	385	0	0	205	20			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	0	15	0	75	175	385	0	0	205	20			
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:															
Cnflict Vol:	xxxx	xxxx	xxxxx	940	xxxx	205	225	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	293	xxxx	836	1344	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	263	xxxx	836	1344	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	0.09	0.13	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	0.3	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	19.5	xxxx	9.7	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	C	*	A	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:	xxxxxx			11.4			xxxxxx			xxxxxx					
ApproachLOS:	*			B			*			*					

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

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4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #5 Lower Wyandotte / Feather Falls

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: B[13.2]

Street Name:	Feather Falls						Lower Wyandotte					
Approach:	North Bound			South Bound			East 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 1 0 1		
Volume Module:												
Base Vol:	0	0	0	15	0	75	175	385	0	0	205	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	15	0	75	175	385	0	0	205	20
Added Vol:	0	0	0	14	0	110	113	11	0	0	8	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	29	0	185	288	396	0	0	213	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	185	288	396	0	0	213	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	29	0	185	288	396	0	0	213	34
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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1185	xxxx	213	247	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	209	xxxx	827	1319	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	174	xxxx	827	1319	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.17	xxxx	0.22	0.22	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	0.9	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	29.8	xxxx	10.6	8.5	xxxx	xxxxx	xxxxx	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:	xxxxxx			13.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Alverda Rd / Feather Falls

Cycle (sec):	100	Critical Vol./Cap.(X):	0.213
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Feather Falls						Alverday					
Approach:	North Bound			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 1	0	0 1	0 0	1!	0 0	0 0	1!	0 0	0 1	0	0 0
Volume Module:												
Base Vol:	5	20	175	45	30	20	15	30	5	55	40	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	20	175	45	30	20	15	30	5	55	40	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	20	175	45	30	20	15	30	5	55	40	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	20	175	45	30	20	15	30	5	55	40	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	20	175	45	30	20	15	30	5	55	40	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:	0.20	0.80	1.00	0.47	0.32	0.21	0.30	0.60	0.10	0.58	0.42	0.00
Final Sat.:	139	557	823	363	242	161	217	435	72	417	304	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.21	0.12	0.12	0.12	0.07	0.07	0.07	0.13	0.13	xxxx
Crit Moves:			****	****				****			****	
Delay/Veh:	7.9	7.9	8.1	8.2	8.2	8.2	8.0	8.0	8.0	8.4	8.4	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:	7.9	7.9	8.1	8.2	8.2	8.2	8.0	8.0	8.0	8.4	8.4	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	*
ApproachDel:		8.0			8.2			8.0			8.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.0			8.2			8.0			8.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.3	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Alverda Rd / Feather Falls

Cycle (sec):	100	Critical Vol./Cap.(X):	0.298
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.9
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Feather Falls						Alverday					
Approach:	North Bound			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 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0
Volume Module:												
Base Vol:	5	20	175	45	30	20	15	30	5	55	40	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	20	175	45	30	20	15	30	5	55	40	0
Added Vol:	1	100	-17	0	107	26	24	-12	2	-14	-14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	120	158	45	137	46	39	18	7	41	26	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	120	158	45	137	46	39	18	7	41	26	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	120	158	45	137	46	39	18	7	41	26	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	120	158	45	137	46	39	18	7	41	26	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:	0.05	0.95	1.00	0.20	0.60	0.20	0.61	0.28	0.11	0.61	0.39	0.00
Final Sat.:	33	660	806	151	460	155	391	181	70	389	247	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.20	0.30	0.30	0.30	0.10	0.10	0.10	0.11	0.11	xxxx
Crit Moves:			****		****			****			****	
Delay/Veh:	8.9	8.9	8.1	9.4	9.4	9.4	8.7	8.7	8.7	8.8	8.8	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:	8.9	8.9	8.1	9.4	9.4	9.4	8.7	8.7	8.7	8.8	8.8	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	*
ApproachDel:		8.4			9.4			8.7			8.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.4			9.4			8.7			8.8	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.4	0.4	0.4	0.1	0.1	0.1	0.1	0.1	0.1

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #7 Alverda / Casino Access

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: B[12.9]

Street Name:	Casino Access						Alverda Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	1	0	0 0	1!	0 0	0 1 0	0	1	0 0	1!	0 0
Volume Module:												
Base Vol:	90	30	0	0	0	0	40	25	205	5	10	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	30	0	0	0	0	40	25	205	5	10	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	30	0	0	0	0	40	25	205	5	10	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	90	30	0	0	0	0	40	25	205	5	10	5
Critical Gap Module:												
Critical Gp:	6.4	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:												
Cnflict Vol:	328	330	125	345	533	213	115	xxxx	xxxxx	330	xxxx	xxxxx
Potent Cap.:	667	589	926	609	453	828	1474	xxxx	xxxxx	1229	xxxx	xxxxx
Move Cap.:	546	478	848	518	368	695	1351	xxxx	xxxxx	1127	xxxx	xxxxx
Volume/Cap:	0.16	0.06	0.00	0.00	0.00	0.00	0.03	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	12.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	478	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	13.0	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	*	A	*	*	*	*	*
ApproachDel:	12.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #7 Alverda / Casino Access

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: B[13.7]

Street Name:	Casino Access						Alverda Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0	1 0	0 0	1!	0 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	90	30	0	0	0	0	40	25	205	5	10	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	30	0	0	0	0	40	25	205	5	10	5
Added Vol:	-36	0	6	0	0	0	27	14	-70	11	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	30	6	0	0	0	67	39	135	16	19	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	30	6	0	0	0	67	39	135	16	19	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	54	30	6	0	0	0	67	39	135	16	19	5
Critical Gap Module:												
Critical Gp:	6.4	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:												
Cnflict Vol:	427	429	139	412	562	222	124	xxxx	xxxxx	274	xxxx	xxxxx
Potent Cap.:	585	518	909	550	436	818	1463	xxxx	xxxxx	1289	xxxx	xxxxx
Move Cap.:	467	407	833	449	343	687	1341	xxxx	xxxxx	1182	xxxx	xxxxx
Volume/Cap:	0.12	0.07	0.01	0.00	0.00	0.00	0.05	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	13.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	445	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	13.8	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	*	A	*	*	*	*	*
ApproachDel:	13.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

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4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

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Intersection #8 South Access / Lower Wyandotte

****

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	400	0	0	225	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	400	0	0	225	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	400	0	0	225	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	400	0	0	225	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
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	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		
ApproachLOS:	*			*			*			*		

****

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

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BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #8 South Access / Lower Wyandotte

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[10.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	400	0	0	225	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	400	0	0	225	0
Added Vol:	0	0	0	1	0	5	9	17	0	0	17	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	5	9	417	0	0	242	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1	0	5	9	417	0	0	242	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	5	9	417	0	0	242	2
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	678	678	243	244	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	418	374	796	1322	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	416	372	796	1322	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
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	7.7	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	690	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Scenario Report

Scenario:	2030 Saturday After
Command:	Default Command
Volume:	2030 Saturday After
Geometry:	existing
Impact Fee:	Default Impact Fee
Trip Generation:	saturday after
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Trip Generation Report

Forecast for saturday after

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Casino	90.00	gaming devices	1.48	1.48	133	133	266	89.3
	Zone 1 Subtotal					133	133	266	89.3
2	EXISTING SER	1.00	diversion	12.00	12.00	12	12	24	8.1
	Zone 2 Subtotal					12	12	24	8.1
3	EXISTING SER	1.00	diversion	-12.00	-12.00	-12	-12	-24	-8.1
	Zone 3 Subtotal					-12	-12	-24	-8.1
4	RV Park	37.00	spaces	0.05	0.05	2	2	4	1.3
	Zone 4 Subtotal					2	2	4	1.3
5	Hotel	90.00	rooms	0.05	0.05	5	5	10	3.4
	Zone 5 Subtotal					5	5	10	3.4
6	Neighborhood	12.00	mixed use	0.50	0.50	6	6	12	4.0
	Zone 6 Subtotal					6	6	12	4.0
7	RESIDENTIAL	42.00	DWELLINGS	0.10	0.05	4	2	6	2.0
	Zone 7 Subtotal					4	2	6	2.0
8	PARKING LOT	1.00	diversion	40.00	40.00	40	40	80	26.8
	Zone 8 Subtotal					40	40	80	26.8
9	PARKING LOT	1.00	diversion	-40.00	-40.00	-40	-40	-80	-26.8
	Zone 9 Subtotal					-40	-40	-80	-26.8
TOTAL						150	148	298	100.0

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Trip Distribution Report

Percent Of Trips STANDARD

	To Gates				
	1	2	3	4	5
Zone					
1	50.0	10.0	28.0	12.0	0.0
2	50.0	10.0	28.0	12.0	0.0
3	50.0	10.0	28.0	12.0	0.0
4	25.0	5.0	14.0	6.0	50.0
5	17.5	3.5	10.0	4.0	65.0
6	35.0	7.0	20.0	8.0	30.0
7	50.0	10.0	28.0	12.0	0.0
8	50.0	10.0	28.0	12.0	0.0
9	50.0	10.0	28.0	12.0	0.0

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4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Turning Movement Report
saturday after

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 New Access / Lower Wyandotte													
Base	0	175	0	0	165	0	0	0	0	0	0	0	340
Added	0	36	6	4	36	0	0	0	0	6	0	4	92
Total	0	211	6	4	201	0	0	0	0	6	0	4	432
#2 Ophir Rd / Lower Wyandotte / Upper Palermo													
Base	5	50	20	55	35	75	25	235	20	20	300	100	940
Added	0	1	13	37	1	5	5	67	0	13	66	36	244
Total	5	51	33	92	36	80	30	302	20	33	366	136	1184
#3 Commercial / Lower Wyandotte													
Base	0	0	0	10	0	15	10	300	0	0	405	15	755
Added	0	0	0	2	0	-6	-6	123	0	0	122	2	237
Total	0	0	0	12	0	9	4	423	0	0	527	17	992
#4 Lower Wyandotte / Averda Rd													
Base	0	0	0	0	0	115	15	295	0	0	305	0	730
Added	0	0	0	1	0	8	15	109	0	0	114	1	248
Total	0	0	0	1	0	123	30	404	0	0	419	1	978
#5 Lower Wyandotte / Feather Falls													
Base	0	0	0	20	0	65	135	160	0	0	240	10	630
Added	0	0	0	14	0	109	103	7	0	0	7	14	254
Total	0	0	0	34	0	174	238	167	0	0	247	24	884
#6 Alverda Rd / Feather Falls													
Base	0	25	105	25	50	25	5	10	0	70	95	5	415
Added	1	92	1	0	107	26	24	-9	1	-15	-16	0	212
Total	1	117	106	25	157	51	29	1	1	55	79	5	627
#7 Alverda / Casino Access													
Base	120	30	5	0	0	0	30	25	110	5	25	5	355
Added	-36	0	6	0	0	0	27	5	-40	6	5	0	-27
Total	84	30	11	0	0	0	57	30	70	11	30	5	328
#8 South Access / Lower Wyandotte													
Base	0	0	0	0	0	0	0	180	0	0	250	0	430
Added	0	0	0	1	0	5	5	16	0	0	16	1	44
Total	0	0	0	1	0	5	5	196	0	0	266	1	474
#26 Pano / Lower Wyandotte													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	1	2	124	0	0	123	0	250
Total	0	0	0	0	0	1	2	124	0	0	123	0	250

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 New Access / Lower Wyandotte	A	0.0	0.000	B	10.5	0.000	+10.511 D/V
# 2 Ophir Rd / Lower Wyandotte / U	B	12.4	0.291	B	13.2	0.366	+ 0.769 D/V
# 3 Commercial / Lower Wyandotte	B	11.6	0.000	B	13.2	0.000	+ 1.644 D/V
# 4 Lower Wyandotte / Averda Rd	B	10.8	0.000	B	12.1	0.000	+ 1.278 D/V
# 5 Lower Wyandotte / Feather Fall	B	11.0	0.000	B	12.4	0.000	+ 1.328 D/V
# 6 Alverda Rd / Feather Falls	A	8.2	0.222	A	9.0	0.307	+ 0.086 V/C
# 7 Alverda / Casino Access	B	13.1	0.000	B	13.6	0.000	+ 0.448 D/V
# 8 South Access / Lower Wyandotte	A	0.0	0.000	B	10.0	0.000	+10.021 D/V

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #1 New Access / Lower Wyandotte

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[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	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0	175	0				0	165	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	175	0				0	165	0				0	0	0				0	0	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	175	0				0	165	0				0	0	0				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	175	0				0	165	0				0	0	0				0	0	0			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				6.4	6.5	6.2			
FollowUpTim:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				3.5	4.0	3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				340	340	175			
Potent Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				656	582	868			
Move Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				656	582	868			
Volume/Cap:	xxxx	xxxx	xxxx				xxxx	xxxx	xxxx				xxxx	xxxx	xxxx				0.00	0.00	0.00			
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	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx		0	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					
ApproachLOS:	*						*						*						*					

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #1 New Access / Lower Wyandotte

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[10.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	1	0	0 1 0	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	175	0	0	165	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	175	0	0	165	0	0	0	0	0	0	0
Added Vol:	0	36	6	4	36	0	0	0	0	6	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	211	6	4	201	0	0	0	0	6	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	211	6	4	201	0	0	0	0	6	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	211	6	4	201	0	0	0	0	6	0	4
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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	217	xxxx	xxxxx	xxxx	xxxx	xxxxx	423	423	214
Potent Cap.:	xxxx	xxxx	xxxxx	1353	xxxx	xxxxx	xxxx	xxxx	xxxxx	588	522	826
Move Cap.:	xxxx	xxxx	xxxxx	1353	xxxx	xxxxx	xxxx	xxxx	xxxxx	586	521	826
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.7	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	663	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.5		
ApproachLOS:	*			*			*			B		

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #2 Ophir Rd / Lower Wyandotte / Upper Palermo

Cycle (sec):	60	Critical Vol./Cap.(X):	0.291
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.4
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Upper Palermo						Ophir - Lower Wyandotte					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	5	50	20	55	35	75	25	235	20	20	300	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	50	20	55	35	75	25	235	20	20	300	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	50	20	55	35	75	25	235	20	20	300	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	50	20	55	35	75	25	235	20	20	300	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	50	20	55	35	75	25	235	20	20	300	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	1862	1583	1769	1862	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.01	0.03	0.02	0.05	0.01	0.13	0.01	0.01	0.16	0.06
Crit Moves:		****		****			****				****	
Green/Cycle:	0.01	0.09	0.09	0.11	0.19	0.19	0.05	0.55	0.55	0.05	0.55	0.55
Volume/Cap:	0.25	0.29	0.14	0.29	0.10	0.25	0.29	0.23	0.02	0.23	0.29	0.11
Delay/Veh:	36.0	26.4	25.5	25.6	20.3	21.2	29.4	7.0	6.1	28.8	7.3	6.5
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:	36.0	26.4	25.5	25.6	20.3	21.2	29.4	7.0	6.1	28.8	7.3	6.5
LOS by Move:	D	C	C	C	C	C	C	A	A	C	A	A
HCM2kAvgQ:	0	1	0	1	1	1	1	2	0	1	3	1

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #2 Ophir Rd / Lower Wyandotte / Upper Palermo

Cycle (sec):	60	Critical Vol./Cap.(X):	0.366
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.2
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Upper Palermo						Ophir - Lower Wyandotte					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	5	50	20	55	35	75	25	235	20	20	300	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	50	20	55	35	75	25	235	20	20	300	100
Added Vol:	0	1	13	37	1	5	5	67	0	13	66	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	51	33	92	36	80	30	302	20	33	366	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	51	33	92	36	80	30	302	20	33	366	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	51	33	92	36	80	30	302	20	33	366	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	51	33	92	36	80	30	302	20	33	366	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	1862	1583	1769	1862	1583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.02	0.05	0.02	0.05	0.02	0.16	0.01	0.02	0.20	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.01	0.07	0.07	0.14	0.21	0.21	0.05	0.52	0.52	0.06	0.54	0.54
Volume/Cap:	0.25	0.37	0.28	0.37	0.09	0.25	0.37	0.31	0.02	0.31	0.37	0.16
Delay/Veh:	35.6	28.0	27.5	24.2	19.4	20.3	30.5	8.3	6.9	28.7	8.2	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	28.0	27.5	24.2	19.4	20.3	30.5	8.3	6.9	28.7	8.2	7.1
LOS by Move:	D	C	C	C	B	C	C	A	A	C	A	A
HCM2kAvgQ:	0	1	1	2	1	1	1	3	0	1	4	1

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #3 Commercial / Lower Wyandotte

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[11.6]

Street Name:							Lower Wyandotte					
Approach:	North Bound			South Bound			East 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 0	1! 0	0	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	10	0	15	10	300	0	0	405	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	10	0	15	10	300	0	0	405	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	10	0	15	10	300	0	0	405	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	10	0	15	10	300	0	0	405	15
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	733	733	413	420	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	388	348	640	1139	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	385	345	640	1139	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	434	434	xxxxx	494	439	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
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	8.2	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	572	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

****

Intersection #3 Commercial / Lower Wyandotte

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[13.2]

****

Street Name:							Lower Wyandotte					
Approach:	North Bound			South Bound			East 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			1 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	10	0	15	10	300	0	0	405	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	10	0	15	10	300	0	0	405	15
Added Vol:	0	0	0	2	0	-6	-6	123	0	0	122	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	12	0	9	4	423	0	0	527	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	12	0	9	4	423	0	0	527	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	12	0	9	4	423	0	0	527	17
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	967	967	536	544	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	282	254	545	1025	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	281	253	545	1025	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	355	363	xxxxx	410	366	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.00	0.02	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
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	8.5	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	459	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

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BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #4 Lower Wyandotte / Averda Rd

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[10.8]

Street Name:	Averda Rd						Lower Wyandotte					
Approach:	North Bound			South Bound			East 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			1 0 1 0 0			1 0 1 0 1		
Volume Module:												
Base Vol:	0	0	0	0	0	115	15	295	0	0	305	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	115	15	295	0	0	305	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	115	15	295	0	0	305	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	115	15	295	0	0	305	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	305	305	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	735	1256	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	735	1256	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	411	477	xxxxx	537	477	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.6	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.8	7.9	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	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			10.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #4 Lower Wyandotte / Averda Rd

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[12.1]

Street Name:	Averda Rd						Lower Wyandotte					
Approach:	North Bound			South Bound			East 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			1 0 1 0 0			1 0 1 0 1		
Volume Module:												
Base Vol:	0	0	0	0	0	115	15	295	0	0	305	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	115	15	295	0	0	305	0
Added Vol:	0	0	0	1	0	8	15	109	0	0	114	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	123	30	404	0	0	419	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1	0	123	30	404	0	0	419	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	123	30	404	0	0	419	1
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	883	883	419	420	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	316	285	634	1139	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	310	277	634	1139	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	308	382	xxxxx	433	386	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.19	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	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	632	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #5 Lower Wyandotte / Feather Falls

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[11.0]

Street Name:	Feather Falls									Lower Wyandotte				
Approach:	North Bound			South Bound			East 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 1	0 1		
Volume Module:														
Base Vol:	0	0	0	20	0	65	135	160	0	0	240	10		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	0	0	0	20	0	65	135	160	0	0	240	10		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	0	0	20	0	65	135	160	0	0	240	10		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	0	0	0	20	0	65	135	160	0	0	240	10		
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:														
Cnflict Vol:	xxxx	xxxx	xxxxx	670	xxxx	240	250	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx	422	xxxx	799	1316	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx	389	xxxx	799	1316	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	0.08	0.10	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:														
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	0.3	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	14.8	xxxx	9.9	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*	B	*	A	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:	xxxxxx			11.0			xxxxxx			xxxxxx				
ApproachLOS:	*			B			*			*				

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

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Intersection #5 Lower Wyandotte / Feather Falls

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Average Delay (sec/veh): 5.2 Worst Case Level Of Service: B[12.4]

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Street Name:	Feather Falls						Lower Wyandotte					
Approach:	North Bound			South Bound			East 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	1 0	1
Volume Module:												
Base Vol:	0	0	0	20	0	65	135	160	0	0	240	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	65	135	160	0	0	240	10
Added Vol:	0	0	0	14	0	109	103	7	0	0	7	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	34	0	174	238	167	0	0	247	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	34	0	174	238	167	0	0	247	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	34	0	174	238	167	0	0	247	24
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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	890	xxxx	247	271	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	313	xxxx	792	1292	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	269	xxxx	792	1292	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.13	xxxx	0.22	0.18	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	0.8	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	20.3	xxxx	10.8	8.4	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	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			12.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

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BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Alverda Rd / Feather Falls

Cycle (sec):	100	Critical Vol./Cap.(X):	0.222
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.2
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Feather Falls						Alverday					
Approach:	North Bound			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 1	0	0 1	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	25	105	25	50	25	5	10	0	70	95	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	25	105	25	50	25	5	10	0	70	95	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	25	105	25	50	25	5	10	0	70	95	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	25	105	25	50	25	5	10	0	70	95	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	25	105	25	50	25	5	10	0	70	95	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.25	0.50	0.25	0.33	0.67	0.00	0.41	0.56	0.03
Final Sat.:	0	691	798	193	385	193	242	484	0	316	428	23
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.04	0.13	0.13	0.13	0.13	0.02	0.02	xxxx	0.22	0.22	0.22
Crit Moves:			****		****			****			****	
Delay/Veh:	0.0	7.9	7.7	8.1	8.1	8.1	7.8	7.8	0.0	8.7	8.7	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.9	7.7	8.1	8.1	8.1	7.8	7.8	0.0	8.7	8.7	8.7
LOS by Move:	*	A	A	A	A	A	A	A	*	A	A	A
ApproachDel:		7.7			8.1			7.8			8.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.7			8.1			7.8			8.7	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.3	0.3	0.3

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 Alverda Rd / Feather Falls

Cycle (sec):	100	Critical Vol./Cap.(X):	0.307
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.0
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Feather Falls						Alverday					
Approach:	North Bound			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 1	0	0 1	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	25	105	25	50	25	5	10	0	70	95	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	25	105	25	50	25	5	10	0	70	95	5
Added Vol:	1	92	1	0	107	26	24	-9	1	-15	-16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	117	106	25	157	51	29	1	1	55	79	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	117	106	25	157	51	29	1	1	55	79	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	117	106	25	157	51	29	1	1	55	79	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:	1	117	106	25	157	51	29	1	1	55	79	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.99	1.00	0.11	0.67	0.22	0.94	0.03	0.03	0.39	0.57	0.04
Final Sat.:	6	671	780	81	511	166	584	20	20	265	381	24
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.14	0.31	0.31	0.31	0.05	0.05	0.05	0.21	0.21	0.21
Crit Moves:	****				****		****			****		
Delay/Veh:	8.9	8.9	7.8	9.5	9.5	9.5	8.6	8.6	8.6	9.3	9.3	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	8.9	7.8	9.5	9.5	9.5	8.6	8.6	8.6	9.3	9.3	9.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.4			9.5			8.6			9.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.4			9.5			8.6			9.3	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.2	0.1	0.4	0.4	0.4	0.0	0.0	0.0	0.2	0.2	0.2

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #7 Alverda / Casino Access

Average Delay (sec/veh): 6.5 Worst Case Level Of Service: B[13.1]

Street Name:	Casino Access						Alverda Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	1 0		0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	120	30	5	0	0	0	30	25	110	5	25	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	30	5	0	0	0	30	25	110	5	25	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	30	5	0	0	0	30	25	110	5	25	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	120	30	5	0	0	0	30	25	110	5	25	5
Critical Gap Module:												
Critical Gp:	6.4	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:												
Cnflict Vol:	323	325	125	295	433	228	130	xxxx	xxxxx	235	xxxx	xxxxx
Potent Cap.:	671	593	926	657	516	812	1455	xxxx	xxxxx	1332	xxxx	xxxxx
Move Cap.:	552	485	848	559	422	682	1334	xxxx	xxxxx	1221	xxxx	xxxxx
Volume/Cap:	0.22	0.06	0.01	0.00	0.00	0.00	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	13.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	517	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	12.5	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	*	A	*	*	*	*	*
ApproachDel:		13.1			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #7 Alverda / Casino Access

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: B[13.6]

Street Name:	Casino Access						Alverda Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	1 0		0 0	1! 0 0		0 1 0	0 1		0 0	1! 0 0	
Volume Module:												
Base Vol:	120	30	5	0	0	0	30	25	110	5	25	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	30	5	0	0	0	30	25	110	5	25	5
Added Vol:	-36	0	6	0	0	0	27	5	-40	6	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	30	11	0	0	0	57	30	70	11	30	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	30	11	0	0	0	57	30	70	11	30	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	84	30	11	0	0	0	57	30	70	11	30	5
Critical Gap Module:												
Critical Gp:	6.4	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:												
Cnflict Vol:	399	401	130	354	469	233	135	xxxx	xxxxx	200	xxxx	xxxxx
Potent Cap.:	607	538	920	601	492	807	1449	xxxx	xxxxx	1372	xxxx	xxxxx
Move Cap.:	490	428	843	494	392	678	1329	xxxx	xxxxx	1258	xxxx	xxxxx
Volume/Cap:	0.17	0.07	0.01	0.00	0.00	0.00	0.04	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	13.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	493	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	13.0	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	*	A	*	*	*	*	*
ApproachDel:	13.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #8 South Access / Lower Wyandotte

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[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			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	180	0	0	250	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	180	0	0	250	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	180	0	0	250	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	180	0	0	250	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
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	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		
ApproachLOS:	*			*			*			*		

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

BCAG 2025 PLUS PROJECT
4250-01 LOCAL GOVERNMENT COMMISSION MOORETOWN RANCHERIA

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

Intersection #8 South Access / Lower Wyandotte

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[10.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	180	0	0	250	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	180	0	0	250	0
Added Vol:	0	0	0	1	0	5	5	16	0	0	16	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	5	5	196	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	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1	0	5	5	196	0	0	266	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	5	5	196	0	0	266	1
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	473	473	267	267	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	550	490	772	1297	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	549	488	772	1297	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
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	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	723	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.0	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Mooretown Rancheria, CA Community Image Survey

March 2008

Prepared by the
Local Government Commission

Now Let's Review the Results

Score: 3 **1**

Score: 2.5 **21**

Score: 3 **2**

Score: 0.5 **22**

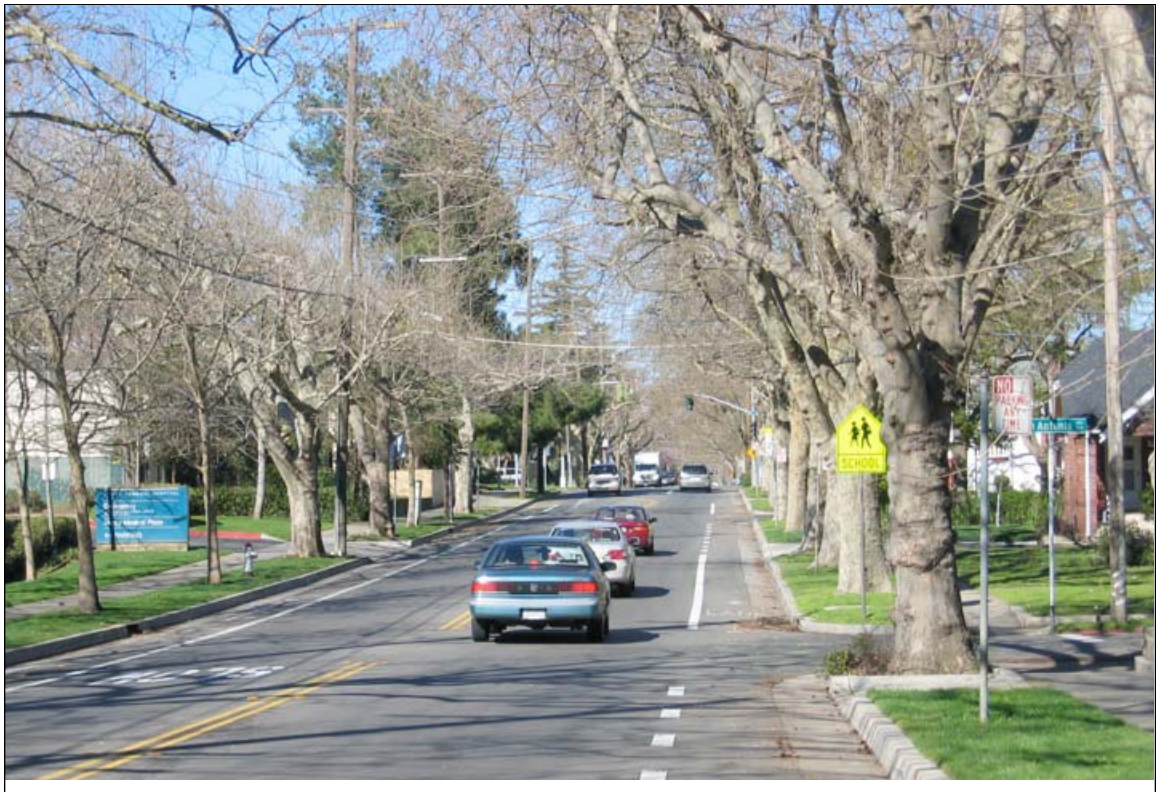
Score: -5 **3**

Score: -1 **23**

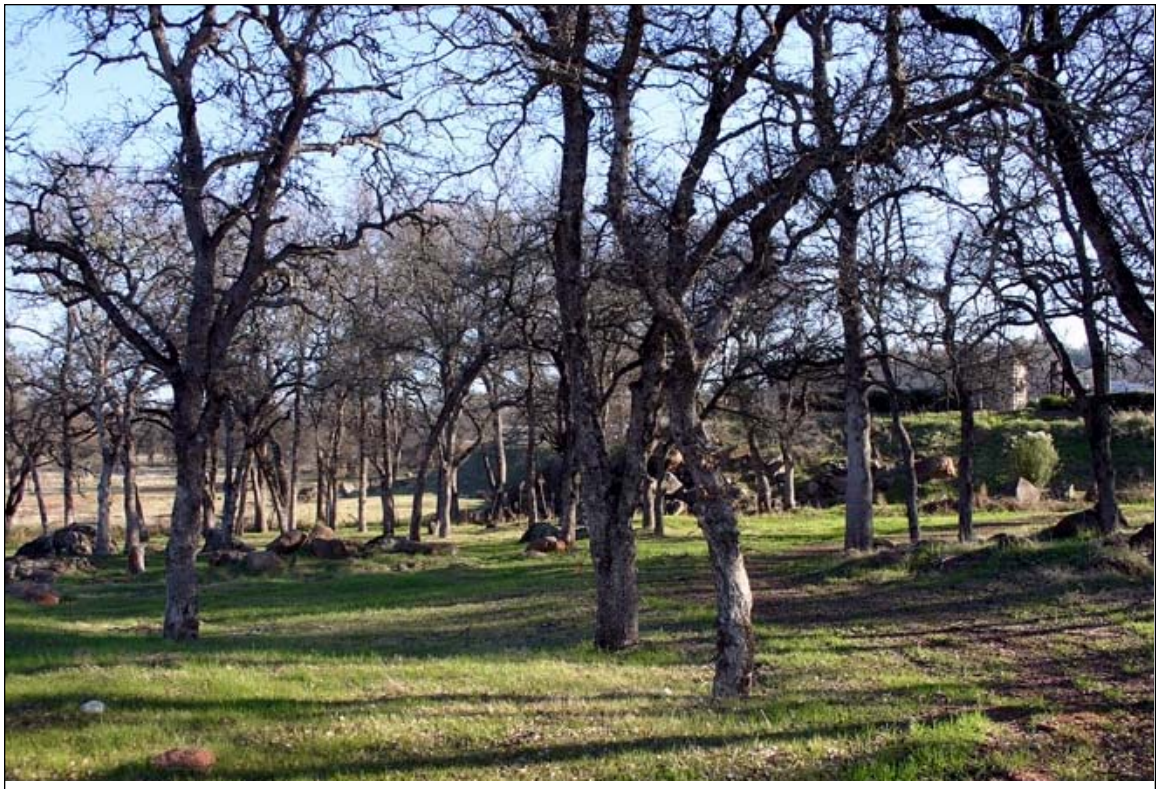
Score: 4 **4**

Score: 0 **24**

Score: -3.5 **5**



Score: 1.5 **25**



Score: 3 **6**

Score: -1 **26**

Score: -3 **7**

Score: 3 **27**

Score: -3 **8**

Score: 3 **28**

Score: -5 **9**

Score: 2 **29**

Score: 4 **10**

Score: 2 **30**

Score: -2 **11**

Score: 3.5 **31**

Score: -3.5 **12**

Score: 3.5 **32**

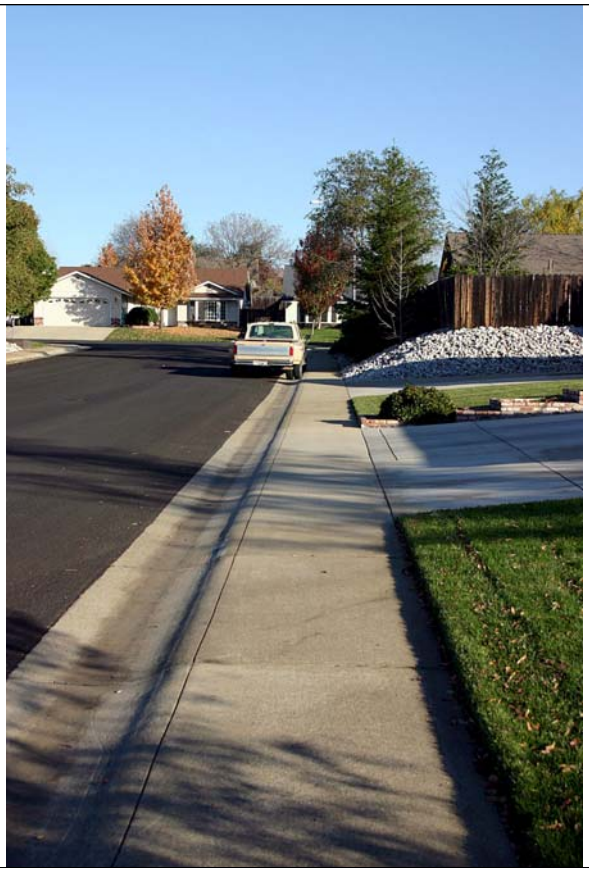
Score: 5 **13**

Score: 4 **33**

Score: -3.5 **14**

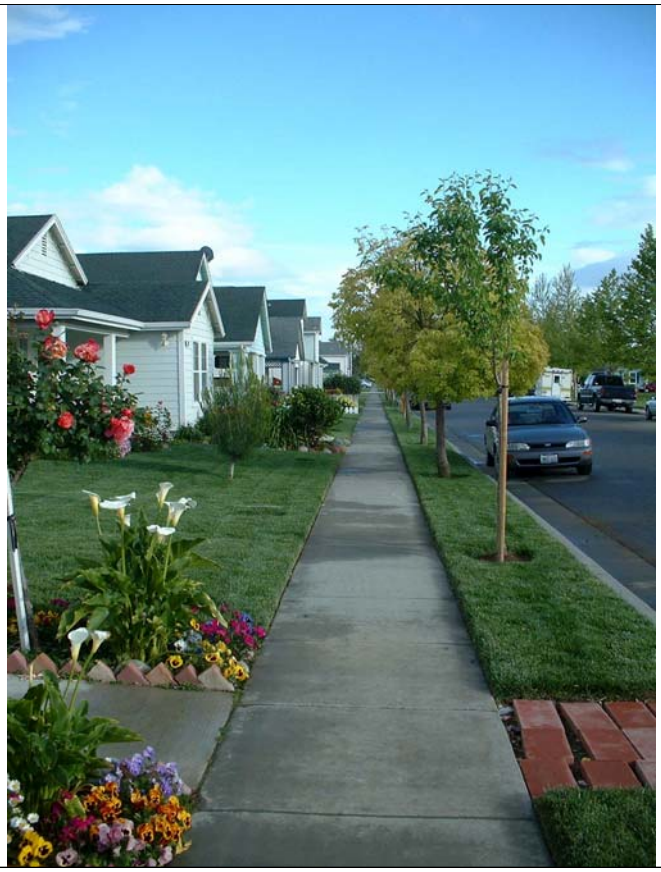
Score: -1 **34**

Score: 3



15

Score: 4



35

Score: -2 **16**

Score: 1.5 **36**

Score: -2 **17**

Score: 3.5 **37**

Score: 5 **18**

Score: 1.5 **38**

Score: 5 **19**

Score: 3 **39**

Score: 4 **20**

Score: 4 **40**