



TECHNICAL MEMORANDUM

DATE: March 18, 2005 **PROJECT:** 1042-1981

TO: Steve Borroum and Craig McKibbin, El Dorado County DOT

FROM: Ronald T. Milam & Jeff Gulden, Fehr & Peers

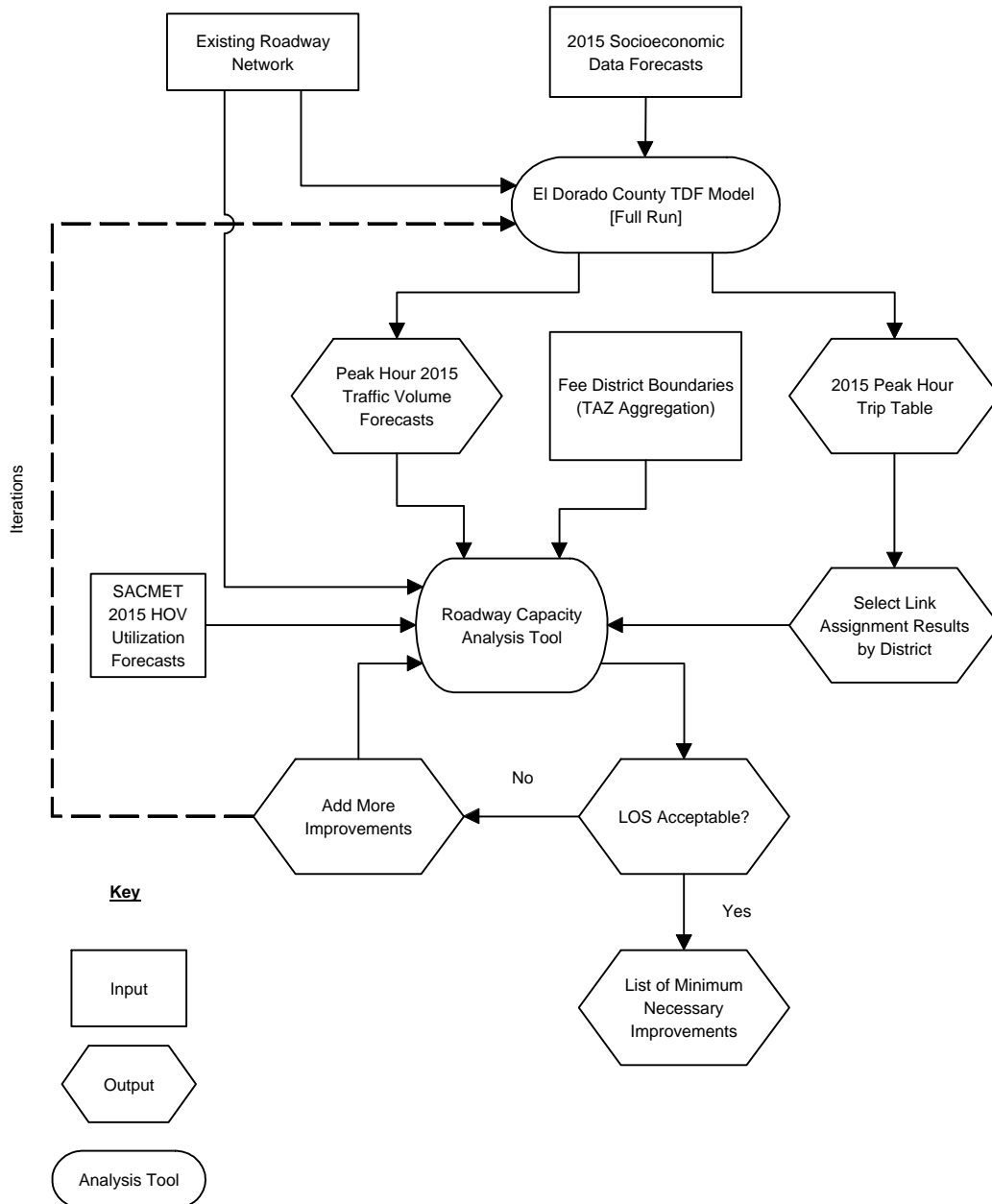
RE: *El Dorado County Traffic Impact Fee Program – Travel Demand Forecasts and Roadway Segment Traffic Analysis Technical Support Documentation*

Fehr & Peers has completed the travel demand forecasting and roadway segment traffic analysis for the proposed update of the El Dorado County traffic impact fee programs. This memorandum provides the documentation for the technical analysis and explains key assumptions that were used in the analysis. The analysis results contained in this memorandum are intended to identify potential roadways that may need to be improved by 2015 to accommodate future population and employment growth. These results are based on the roadway segment analysis methodology used in the El Dorado County General Plan and are intended to supplement additional analysis being conducted by County staff related to the following items.

- § U.S. 50 interchanges
- § Major arterial intersections
- § Two-lane roadways with less than 24-feet of pavement (identifies candidate roadways for upgrades to minimum county design standards – see Attachment A)
- § Two-lane roadways with a peak hour traffic volume greater than 1,000 (identifies candidate roadways for potential left-turn lane additions)

The overall roadway segment analysis process is outlined in the flow chart on the following page.

**EL DORADO COUNTY TRAFFIC IMPACT FEE PROGRAM
TRAVEL DEMAND FORECASTING AND TRAFFIC ROADWAY SEGMENT ANALYSIS WORK PROCESS FLOW CHART**



TRAVEL DEMAND FORECASTING

The travel demand forecasting task of the analysis included the following components.

- § Development of 2015 socioeconomic forecasts based on the El Dorado County General Plan No Project Alternative (NPGP) and 2004 General Plan (04GP).
- § Generation of 2015 a.m. and p.m. peak hour traffic volume forecasts for major county roadways including state highways without improvements to the existing roadway network for the NPGP and the 04GP.
- § Calculation of 2015 a.m. and p.m. peak hour level of service (LOS) for major county roadways and state highways without improvements to the existing roadway network for the NPGP and the 04GP.
- § Testing of 2015 roadway improvements for major county roadways and state highways to satisfy LOS requirements associated with the NPGP and the 04GP.

These steps listed above and shown in the flow chart were implemented through the El Dorado County General Plan travel demand forecasting (TDF) model and its roadway capacity analysis post-processor.

Socioeconomic Data Forecasts

Year 2015 socioeconomic data forecasts were developed for this fee program update by MUNI Financial. These forecasts are documented in a separate technical report prepared by MUNI.

Traffic Volume Forecasts

The 2005 and 2015 socioeconomic data was input to the El Dorado County TDF model and the model was run to generate a.m. and p.m. peak hour traffic volume forecasts. These forecasts assumed no improvements to the roadway network and were used to identify potential LOS deficiencies, which are listed in Table 1. The traffic volume forecasts and LOS results are contained in Attachment B.

TABLE 1 SUMMARY OF 2005 AND 2015 ROADWAY SEGMENT LOS DEFICIENCIES								
Roadway Segment	2005				2015			
	04GP		NPGP		04GP		NPGP	
	AM	PM	AM	PM	AM	PM	AM	PM
Bass Lake Road								
1. US 50 to Country Club Dr	-	D	-	D	-	E	-	E
2. Country Club Dr to Bass Lake	-	C	-	C	-	D	-	D
Buck Bar Road								
3. Cattle Creek Ln to Pleasant Valley Rd	-	C	-	C	-	C	-	D
Cameron Park Drive								
4. Durock Rd to Coach Ln	-	D	-	D	-	D	-	F
5. Palmer Dr to Oxford Rd	-	E	-	E	-	F	-	F
6. Oxford Rd to Green Valley Rd	-	D	-	D	-	D	-	D
El Dorado Hills Boulevard								
7. US 50 to Lassen Ln	-	D	-	D	-	F	-	F
8. St. Andrews Dr to Francisco Dr	-	D	-	D	-	F	-	F
Green Valley Road								
9. County Line to Francisco Dr	-	F	-	F	-	F	-	F
10. Salmon Falls Rd to Deer Valley Rd (West)	-	D	-	D	-	D	-	D
11. Deer Valley Rd (East) to Lotus Rd	-	D	-	D	-	E	-	E
12. Greenstone Rd to Missouri Flat Rd	-	D	-	D	-	D	-	D
Latrobe Road								
13. Wetsel Oviatt to Investment Blvd	-	C	-	C	-	D	-	D
14. Investment Blvd to Carson Creek	-	D	-	D	-	E	-	D
15. Carson Creek to White Rock Rd	-	D	-	D	-	D	-	D
16. White Rock Rd to US 50	-	F	-	F	-	F	-	F
Missouri Flat Road								
17. Headington Rd to US 50	-	D	-	D	-	F	-	F
18. US 50 to Mother Lode Dr	-	F	-	F	-	F	-	F
19. China Garden Rd to SR 49	-	D	-	D	-	D	-	D
Mother Lode Drive								
20. French Creek Rd to Greenstone Rd	-	D	-	D	-	D	-	D
Ponderosa Road								
21. US 50 to N Shingle Rd	-	D	-	D	-	E	-	D
South Shingle Road								
22. Latrobe Rd to Brandon Rd	-	C	-	C	-	D	-	D
23. Durock Rd to US 50	-	D	-	D	-	D	-	D
White Rock Road								
24. Manchester Dr. to Latrobe Rd.	-	F	-	F	-	F	-	F
25. Latrobe Rd to Silva Valley Pkwy	-	F	-	F	-	F	-	F
State Route 49								
26. Pleasant Valley to Placerville City Limits	-	C	-	C	-	D	-	D
27. Marshall Rd to Rattlesnake Bar Rd	-	C	-	C	-	D	-	D
28. Rattlesnake Bar Rd to SR 193	-	C	-	C	-	D	-	D
State Route 193								
29. SR 49 to Greenwood Rd	-	C	-	C	-	D	-	D
U.S. 50								
30. WB – El Dorado Hills Blvd to County line	E	C	E	C	F	D	F	D
31. EB – County line to Latrobe Road	B	E	B	E	C	F	C	F
32. WB – Bass Lake Rd to El Dorado Hills Blvd	E	D	E	D	F	D	F	D
33. EB – Latrobe Rd to Bass Lake Rd	C	E	C	E	D	F	D	F
34. Sly Park Rd to Fresh Pond	-	D	-	D	-	D	-	D
Notes: - AM LOS only calculated for U.S. 50 Shading denotes LOS deficiency Source: Fehr & Peers, 2004								

Roadway Improvements

A list of potential roadway improvements to eliminate the deficiencies above was developed. These improvements were tested using the County's TDF model to verify that the improvements would alleviate peak hour roadway segment LOS deficiencies. These improvements do not address interchange or intersection deficiencies nor do they address site specific improvement needs or concerns. The final list of improvements is contained in Table 2.

The improvements in Table 2 are listed according to the recommended functional classification and number of travel lanes. The functional classification indicates the type of facility such as an arterial or freeway while the number of travel lanes reflects the number of through lanes on the roadway segment. The following list provides definitions for the abbreviations used in Table 2 for functional classification and number of lanes.

- § WXX = 2-lane roadway with XX feet of total pavement (i.e., W18 = 2-lane roadway with 18 feet of total pavement)
- § 2R = minor 2-lane highway
- § 2U = major 2-lane highway
- § 4M = 4-lane highway
- § 2A = 2-lane arterial
- § 4AU = 4-lane undivided arterial
- § 4AD = 4-lane divided arterial
- § 6A = 6-lane divided arterial
- § 2F = 2-lane freeway (one direction)
- § 2FA = 2-lane freeway plus auxiliary lane (one direction)
- § 2FA+HOV = 2-lane freeway plus auxiliary lane and HOV lane (one direction)

**TABLE 2
SUMMARY OF 2015 ROADWAY SEGMENT IMPROVEMENTS**

Roadway Segment	Existing Functional Class	2015 04GP Functional Class	2015 NPGP Functional Class	Improvement (1)
Bass Lake Road				
1. US 50 to Country Club Dr	W22	2A	4AU	Widen
2. Country Club Dr to Bass Lake	W22	W22	2R	Widen
New Bass Lake Road				
3. Bass Lake to Green Valley	-	2A	2A	Construct new road
Buck Bar Road				
4. Cattle Creek Ln to Pleasant Valley Rd	W20	W20	2R	Widen
Cameron Park Drive				
5. Durock Rd to Coach Ln	4AU	4AD	4AD	Widen
6. Coach Ln to Palmer Dr	4AU	4AD	4AD	Widen
7. Palmer Dr to Oxford Rd	2U	4AU	4AU	Widen
8. Oxford Rd to Green Valley Rd	2U	2U	2A	Widen
Country Club Drive				
9. Merrychase Dr to Cambridge Rd	2R	2R	2A	Widen
El Dorado Hills Boulevard				
10. US 50 to Lassen Ln	4AD	6A	6A	Widen
11. St. Andrews Dr to Francisco Dr	2A	2A	4AU	Widen
Green Valley Road				
12. County Line to Francisco Dr	2U	4AU	4AU	Widen
13. Salmon Falls Rd to Deer Valley Rd (West)	2U	2U	4AU	Widen
14. Deer Valley Rd (East) to Lotus Rd	W18	2R	W18	Upgrade
15. Greenstone Rd to Missouri Flat Rd	W20	W20	2R	Upgrade
Latrobe Road				
16. Investment Blvd to Carson Creek	2U	4AD	6A	Widen
17. Carson Creek to White Rock Rd	4AD	6A	6A	Widen
18. White Rock Rd to US 50	4AD	6A	6A	Widen
Missouri Flat Road				
19. Headington Rd to US 50	2A	4AD	6A	Widen
20. US 50 to Mother Lode Dr	2A	4AD	4AD	Widen
21. China Garden Rd to SR 49	2A	2A	4AU	Widen
Missouri Flat Road Connector				
22. Missouri Flat Rd to SR 49	-	2A	2A	Construct new road
Mother Lode Drive				
23. French Creek Rd to Greenstone Rd	2U	2U	2A	Widen
Ponderosa Road				
24. US 50 to N Shingle Rd	2A	4AD	4AD	Widen
Saratoga Way Extension				
25. County Line to El Dorado Hills Blvd	-	4AD	4AD	Construct new road
Serrano Parkway Extension				
26. Silva Valley Pkwy to Bass Lake Rd	-	2A	2A	Construct new road
Silva Valley Parkway Extension				
27. US 50 to Serrano Pkwy	-	4AD	4AD	Construct new road
Sophia Parkway				
28. County Line to Green Valley Rd	-	4AD	4AD	Construct new road
South Shingle Road				
29. Durock Rd to US 50	2A	2A	4AU	Widen
White Rock Road				
30. Manchester Dr to Latrobe Rd	W22	2U	4AU	Widen
31. Latrobe Rd to Silva Valley Pkwy	W18	4AD	6A	Widen
State Route 49				
32. Crystal blvd to China Hill Rd	2R	2R	2U	Widen
33. Pleasant Valley to Placerville City Limits	2R	2R	2A	Widen
34. Rattlesnake Bar Rd to SR 193	W22	W22	4M	Widen
State Route 193				
35. SR 49 to Greenwood Rd	2U	2U	4M	Widen
U.S. 50				
36. WB – El Dorado Hills Blvd to County line	2F	2FA+HOV ⁶	2FA+HOV	Widen
37. EB – County Line to Latrobe Rd	2F	2FA+HOV	2FA+HOV	Widen
38. WB –Bass Lake Rd to El Dorado Hills Blvd	2F	2FA+HOV	2FA+HOV	Widen
39. EB – Latrobe Rd to Bass Lake Rd	2F	2FA+HOV	2FA+HOV	Widen
40. WB – Cambridge Rd to Bass Lake Rd	2F	2FA+HOV	2FA+HOV	Widen
41. EB – Bass Lake Rd to Cambridge Rd	2F	2FA+HOV	2FA+HOV	Widen
42. WB – Cameron Park Dr to Cambridge Rd	2F	HOV	HOV	Widen
43. EB – Cambridge Rd to Cameron Park Dr	2F	HOV	HOV	Widen
44. Sly Park Rd to Fresh Pond	2U	2U	4M	Widen

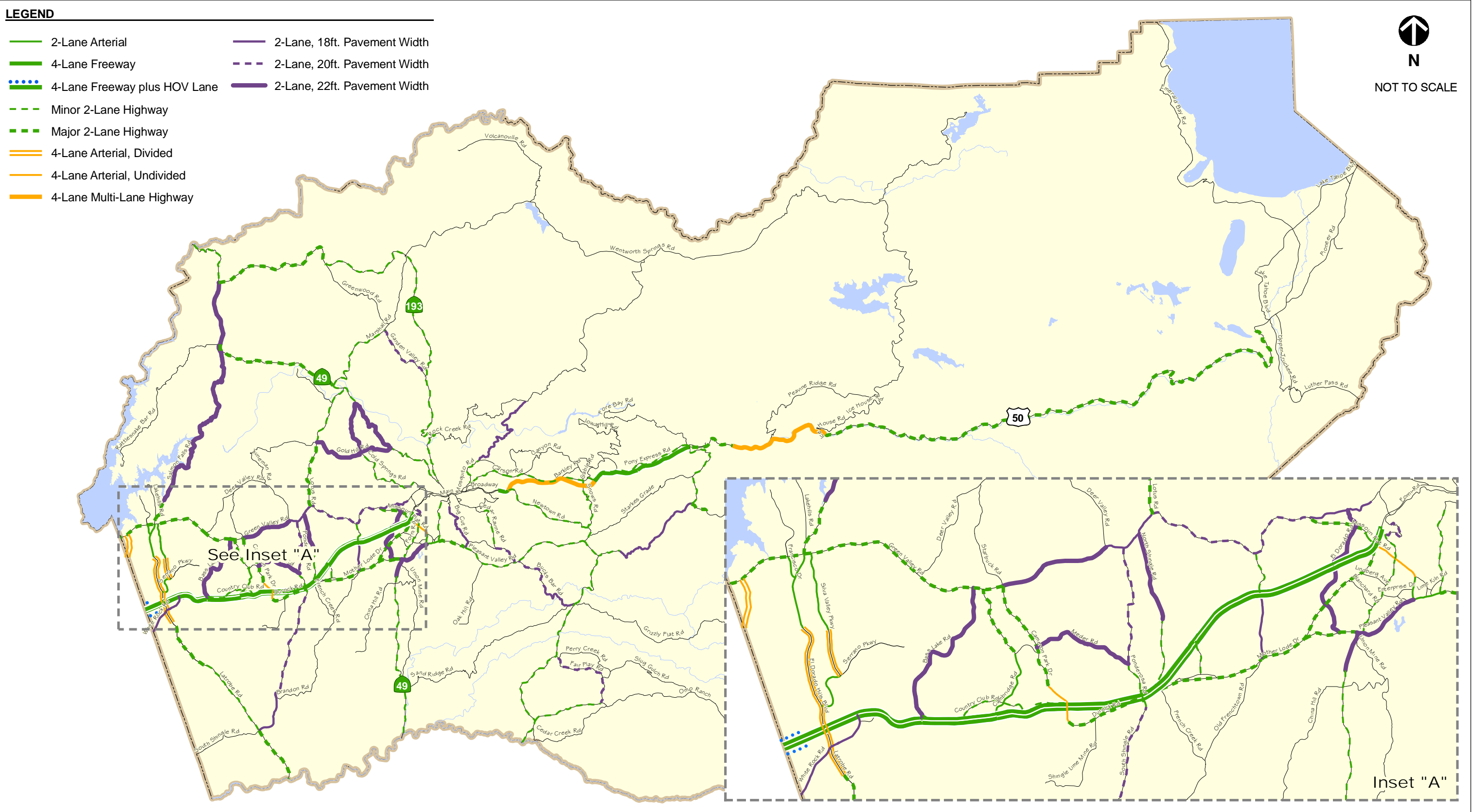
Notes:

(1) Improvement may not be needed under both General Plan alternatives.

Shaded cells denote that ultimate improvement will be determined by detailed arterial analysis by the County.

Source: Fehr & Peers, 2004

Figure 1 shows the existing roadway system functional classifications and number of lanes. This figure is followed by Figures 2 and 3 that show the recommended functional classifications and number of lanes for the two 2015 scenarios contained in Table 2. As noted above, these potential improvements do not include interchange, intersection, or site specific improvements. The roadway segment traffic analysis results showed that these improvements would provide acceptable LOS through 2015 (refer to Attachment C for detailed LOS analysis results and improvement descriptions).



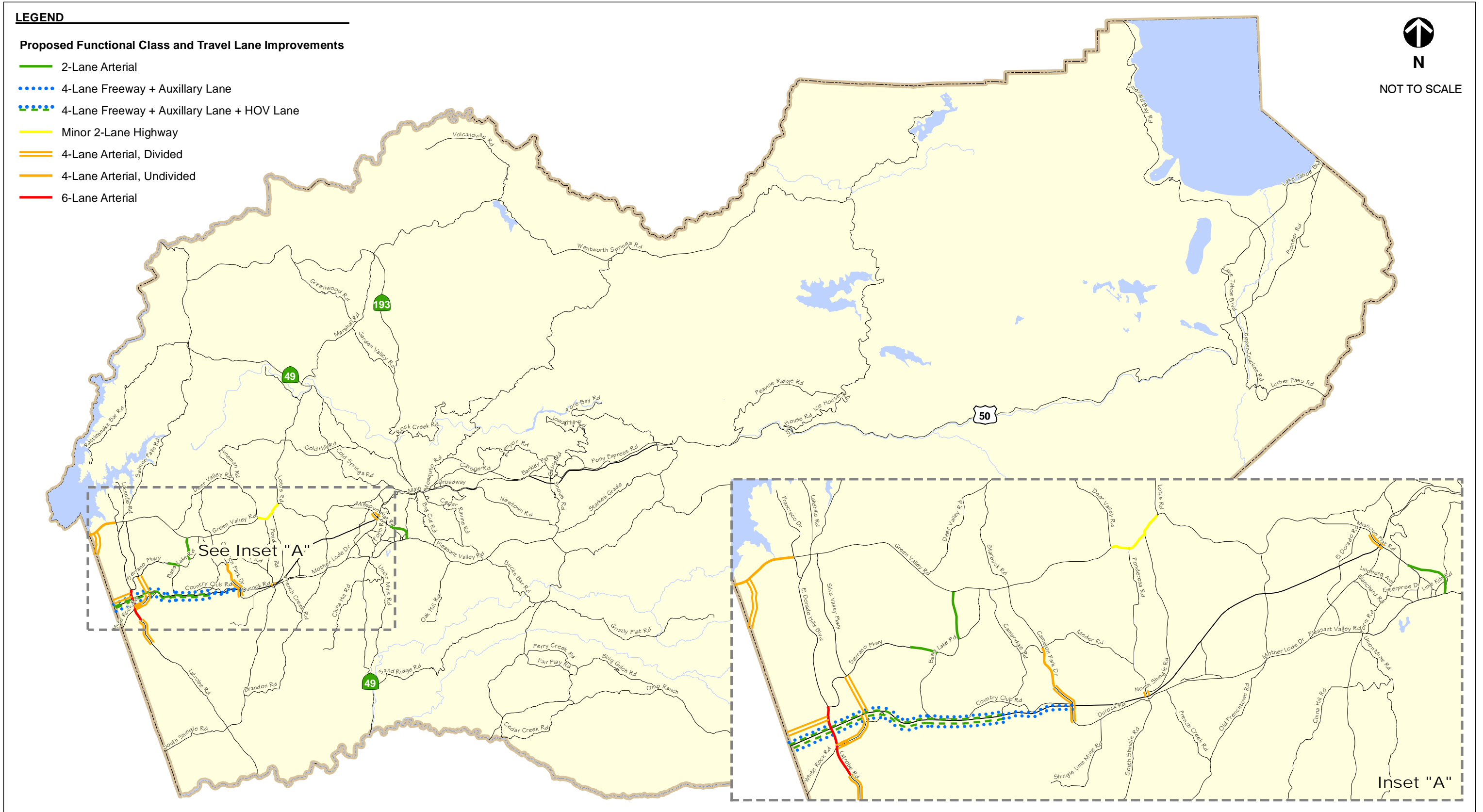
LEGEND

Proposed Functional Class and Travel Lane Improvements

- 2-Lane Arterial
- 4-Lane Freeway + Auxillary Lane
- 4-Lane Freeway + Auxillary Lane + HOV Lane
- Minor 2-Lane Highway
- 4-Lane Arterial, Divided
- 4-Lane Arterial, Undivided
- 6-Lane Arterial



NOT TO SCALE



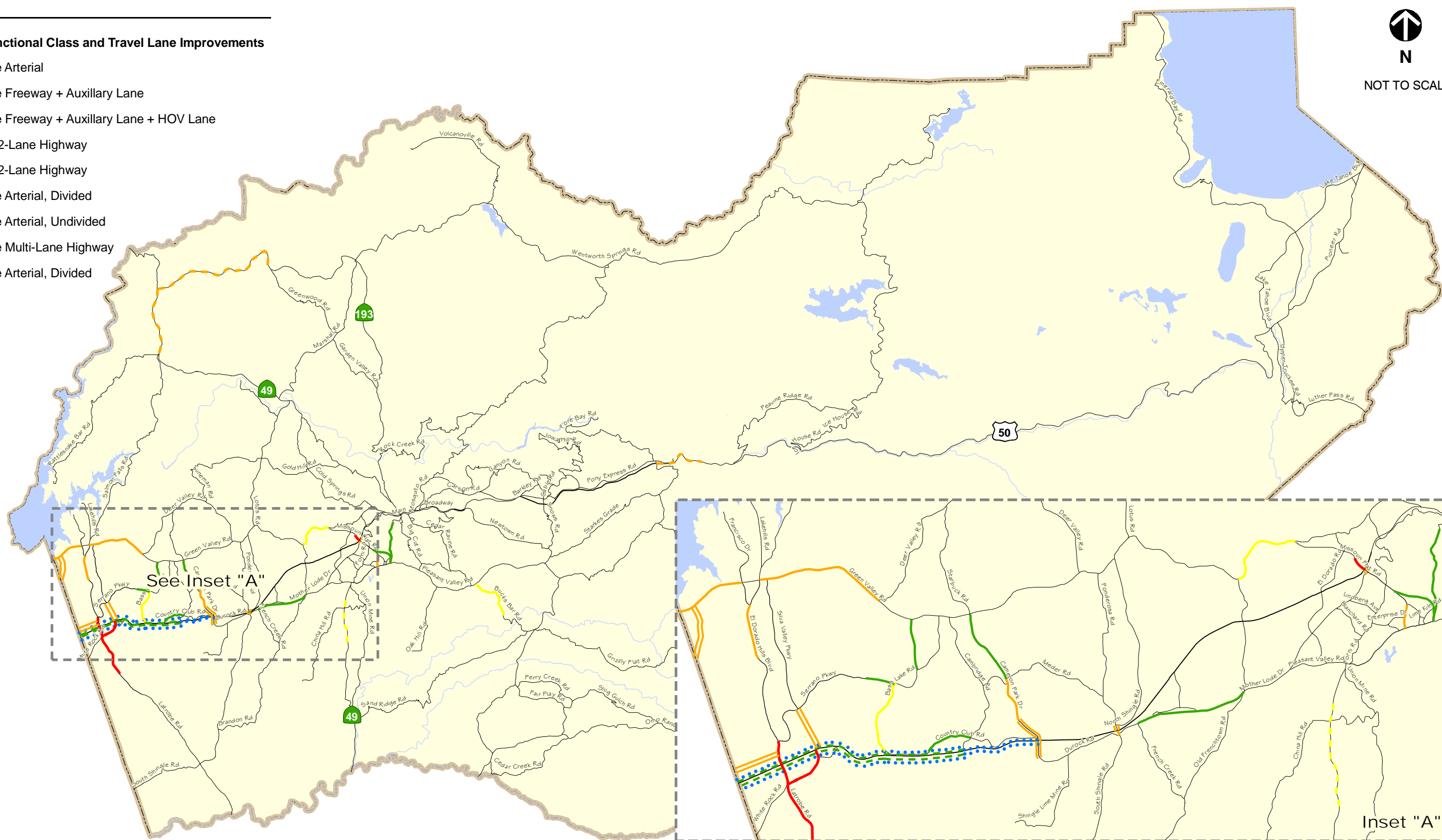
LEGEND

Proposed Functional Class and Travel Lane Improvements

- 2-Lane Arterial
- 4-Lane Freeway + Auxillary Lane
- 4-Lane Freeway + Auxillary Lane + HOV Lane
- Minor 2-Lane Highway
- - - Major 2-Lane Highway
- = = = 4-Lane Arterial, Divided
- 4-Lane Arterial, Undivided
- - - 4-Lane Multi-Lane Highway
- 6-Lane Arterial, Divided



NOT TO SCALE



ATTACHMENT A

Alternative Significance Criteria for Regionally Significant County Roads that are Less Than 24 Feet Wide

DRAFT MEMORANDUM

Date: October 27, 2004
 To: Steve Borroum, El Dorado County DOT
 From: Natalie Porter, Fehr & Peers
Subject: *Alternative Significance Criteria for Regionally Significant County Roads that are less than 24 feet wide, version 2*

1032-1861 (6) and 1042-1981

Background

The *Highway Capacity Manual* (HCM) methodology for determining capacity on a two lane rural road is based on the free flow speed of vehicles and the amount of time spent following another vehicle. Roadway widths, down to 16 feet wide, were run in the Highway Capacity Software (HCS) to determine the sensitivity of the HCM methodology. Very little change in the capacity occurred.

The EDC Department of Transportation (DOT) does not feel that this methodology adequately addresses potential impacts to the roadways in the county that may have less than 24 feet of pavement. A defensible alternative or supplementary significance criterion for regionally significant roads with less than 24 feet of pavement was requested.

The road inventory sheets, DOT's County Bridge list, DOT's County Box Culvert inventory and selected field reviews were used to determine which regionally significant roads have less than 24 feet of pavement, see Table 1.

Table 1		
Regionally Significant Road	Segment	Pavement Width
Bass Lake Road	US 50 to Bass Lake	22'
	Bass Lake to Woodleigh Lane	
	Woodleigh Lane to Green Valley Road	

Big Cut Road	Pleasant Valley Rd. to Quarry Rd.	20'
	Quarry Rd. to Placerville City Limit	18'
Cedar Ravine	Pleasant Valley Rd. to Quarry Rd.	20'
Cold Springs Road	Gold Hill Road to SR 49	22'
El Dorado Road	Pleasant Valley Rd. to Mother Lode Dr.	22'
	Mother Lode Dr. to US 50	
	Gypsy Way to Missouri Flat Rd.	
	Missouri Flat Rd. to Green Valley Rd.	
Garden Valley Road	SR 193 to Marshall Road	20'
Gold Hill Road	Lotus Rd. to Cold Springs Rd.	22'
	Cold Springs Rd. to SR 49	
Green Valley Road	La Crescenta Dr. to Deer Valley Road (East)	22'
	N. Shingle Rd. to Lotus Rd.	
	Deer Valley Rd. (East) to N. Shingle Rd.	20'

	Lotus Rd. to Missouri Flat Rd.	18'
	El Dorado Rd. to Placerville Dr.	
	Missouri Flat Rd. to El Dorado Rd.	
Meder Road	MP 0.643 to Rosebud Dr.	22'
	Rosebud Dr. to Ponderosa Rd.	
Mosquito Road	Union Ridge Rd. to Rock Creek Rd.	18'
North Shingle Road	Tennessee Dr. to Green Valley Road	22'
Rock Creek Road	SR 193 to Mosquito Road	22'
Salmon Falls Road	MP 7.85 to Old SR 49	22'
	Old SR 49 to Rattlesnake Bar Road	
South Shingle Road	Latrobe Rd. to Brandon Rd.	18'
Union Ridge Road	Mosquito Rd. to Carson Rd.	20'
White Rock Road	County Line to Bailey Circle	18'
	Post Street to Silva Valley Pkwy	

SR 49	Union Mine Rd. to Pleasant Valley Rd.	22'
	Gold Hill Rd. to Coloma SR 153	
Bridge and Box Culverts		
Bucks Bar Rd. (Seg.1)	One lane bridge MP 1.21	19'
Bucks Bar Rd. (Seg.2)	Bridge MP 1.25 to 1.22	19'
Bucks Bar Rd. (Seg. 3)	Box Culvert MP 4.19	20'
Fairplay Rd. (Seg. 1)	Box Culvert MP 1.5	20' (24' between abutments)
Forni Rd.	Bridge MP 3.13	20'
Garden Valley Rd.	Bridge MP 3.29	20'
Greenstone Rd. (Seg. 1)	Bridge MP 0.55	19'
Green Valley Rd. (Seg. 9)	Box Culvert MP 10.53	19'
Green Valley Rd. (Seg. 9)	Box Culvert MP 10.91	22'
Green Vly Rd. (Seg. 10)	Box Culvert MP 14.70	20'
Green Vly Rd. (Seg. 12)	Weber Crk Bridge MP 16.76	20'
Latrobe Rd. (Seg. 2)	Box Culvert MP 4.1	20'
Latrobe Rd. (Seg. 2)	Box Culvert MP 6.08	21'

Mosquito Road	Bridge MP 5.29	10'
Ponderosa Rd.	Box Culvert MP ____	20'
Sly Park Rd. (Seg. 2)	Box Culvert MP 1.09	19'
S. Shingle Rd. (Seg. 1)	Box Culvert MP 3.31	20'
S. Shingle Rd. (Seg. 1)	Box Culvert MP 4.17	22'
S. Shingle Rd. (Seg. 2)	Box Culvert MP 7.38	21'
White Rock Rd. (Seg. 1)	Box Culvert MP 0.24	22'
White Rock Rd. (Seg. 1)	Box Culvert MP 0.95	22'

Proposal

Rural Roads

Past experience suggests that residents in rural areas of El Dorado County are sensitive to small traffic volume increases, especially on narrow sections of roadway that do not provide at least 24 feet of pavement. These narrow roadway sections are believed to have an effect on capacity and, at a minimum, decrease driving comfort. The HCM methodology is not sensitive to lane width for rural roads, which requires the use of an alternative analysis method. A supplemental evaluation of regionally significant roadways with less than 24' of pavement can be instituted for the roadway segments listed in Table 1 to determine if future development will adversely affect these roadways.

The HCM "*Chapter 20 – Two-Lane Highways*" does recognize an adjustment should be made for lane and shoulder widths less than the base 12-ft lanes and 6-ft shoulders. However, the input is applied to the base free flow speed and any adjustment is minimized in the final calculation of roadway capacity.

For roadways with less than 24' of pavement, it will be assumed that there is no appreciable operational difference between the travel lane and the shoulder width, as any pavement can and will be used as a portion of the travel lane. Exhibit 20-5 of the HCM does show differences in the base free flow speed due to the lane widths. If you determine the percent difference between the lane widths and apply that percent decrease to the capacities for a base pavement width to rural

roadways with less than 24' of pavement, a capacity more in keeping with a rural two-lane narrow roadway in the foothills is achieved. The adjustment should be applied in the post-processor to the roadway segments listed in Table 1 and potential improvement identified if any of the significance thresholds with the adjusted capacities are exceeded.

Percent Decrease due to Road Width			
From/To			
Pavement Width	22'	20'	18'
24'	11%	21%	34%
Reference: Exhibit 20-5 – first column, HCM, 2000.			

By applying the reductions shown above to the LOS capacities that were calculated for a 2-lane rural roadway with 24' of pavement, results in the LOS capacity limits shown in the table below.

Two-lane Rural Roadway	LOS Capacity Thresholds				
	A	B	C	D	E
24' wide pavement	90	200	680	1,410	1,740
22' wide pavement	80	180	610	1,250	1,550
20' wide pavement	70	160	540	1,110	1,370
18' wide pavement	60	130	450	930	1,150

There is one location on the regionally significant roadway network that has a width of less than 18', the Mosquito Road Bridge. A PSR level report was done in the early 1990's that indicated the only solution for the location was to build a wider bridge at a higher elevation to cross the river. The estimated cost for the bridge replacement made the project infeasible as an HBRR project and no other funds were identified that could be applied to the project. The cost for a bridge replacement in this location continues to make the project unlikely for inclusion in a fee program as the benefits of a new bridge would be limited to the residents on the north side of the river in the Mosquito/Swansboro area.

Traffic Signal Warrants

Significant roadway to significant roadway intersections may meet warrants for a traffic signal based on future forecasted volumes. Application of Figure 9-4, "Traffic Signal Warrants (Based on Estimated Average Daily Traffic), from the latest version of the Caltrans *Traffic Manual*, will be used to determine if a traffic signal may be warranted in the future and should be included in the fee program.

ATTACHMENT B

Peak Hour Traffic Volumes and LOS – 2005 and 2015 Roadway Segment Deficiencies

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool
 Version: M99 Model Year: 2005
 2005 AM Deficiencies (04GP Version)

ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2005 AM PEAK HOUR		
					WKDY AM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
US HIGHWAY 50																	
WB	1. County Line to EDH Blvd/Latrobe Rd	2F	E	2	3,950	E				1,110	2,010	2,880	3,570	4,010	3,970	E	YES
EB		2F	E	2	1,620	F*				1,110	2,010	2,880	3,570	4,010	1,930	B	
WB	2. EDH Blvd/Latrobe Rd to Bass Lake Rd	2F	E	2	3,830	E				1,110	2,010	2,880	3,570	4,010	3,830	E	YES
EB		2F	E	2	1,300	B				1,110	2,010	2,880	3,570	4,010	2,610	C	
WB	3. Bass Lake Rd to Cambridge Rd	2F	E	2	3,120	D				1,110	2,010	2,880	3,570	4,010	3,140	D	
EB		2F	E	2	1,990	B				1,110	2,010	2,880	3,570	4,010	2,470	C	
WB	4. Cambridge Rd to Cameron Park Dr	2F	E	2	2,940	D				1,110	2,010	2,880	3,570	4,010	2,940	D	
EB		2F	E	2	1,980	B				1,110	2,010	2,880	3,570	4,010	2,240	C	
WB	5. Cameron Park Dr to Ponderosa Rd	2F	E	2	2,930	D				1,110	2,010	2,880	3,570	4,010	2,930	D	
EB		2F	E	2	1,600	B				1,110	2,010	2,880	3,570	4,010	2,110	C	
WB	6. Ponderosa Rd to Shingle Springs Dr	2F	E	2	2,010	B				1,110	2,010	2,880	3,570	4,010	2,040	C	
EB		2F	E	2	1,190	B				1,110	2,010	2,880	3,570	4,010	2,020	C	
WB	7. Shingle Springs Dr to Greenstone Rd	2F	D	2	1,960	B				1,110	2,010	2,880	3,570	4,010	2,100	C	
EB		2F	D	2	1,300	B				1,110	2,010	2,880	3,570	4,010	1,620	B	
WB	8. Greenstone Rd to El Dorado Rd	2F	E	2	2,010	B				1,110	2,010	2,880	3,570	4,010	2,010	B	
EB		2F	E	2	1,420	B				1,110	2,010	2,880	3,570	4,010	1,980	B	
WB	9. El Dorado Rd to Missouri Flat Rd	2F	E	2	1,910	B				1,110	2,010	2,880	3,570	4,010	2,120	C	
EB		2F	E	2	1,680	B				1,110	2,010	2,880	3,570	4,010	1,680	B	
WB	10. Missouri Flat Rd to Placerville City Limits	2F	E	2	2,080	C				1,110	2,010	2,880	3,570	4,010	2,080	C	
EB		2F	E	2	2,000	B				1,110	2,010	2,880	3,570	4,010	2,090	C	

F* = According to Caltrans District 3, these segments operate with LOS F conditions since the prevailing speed is less than 35 mph for at least 30 minutes during the peak period.

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool
 Version: M99 Model Year: 2005
 2005 PM Deficiencies (04GP Version)

ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2005 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
BASS LAKE ROAD																	
	1. US 50 to Country Club Dr	W22	D	2	430	C				80	180	610	1,250	1,550	930	D	
	2. Country Club Dr to Bass Lake	W22	D	2	430	C				80	180	610	1,250	1,550	500	C	
	3. Bass Lake to Green Valley Rd	W22	E	2	300	C				80	180	610	1,250	1,550	300	C	
BASS LAKE ROAD, NEW																	
	1. Bass Lake Rd to Green Valley Rd		D												#N/A	#N/A	#N/A
BIG CUT ROAD																	
	1. Pleasant Valley Rd to Placerville City Limits	W18	D	2	80	A				60	130	450	930	1,150	80	B	
BUCKS BAR ROAD																	
	1. Mt Aukum to Cattle Cr Ln	W18	D	2	340	C				60	130	450	930	1,150	400	C	
	2. Cattle Cr Ln to Pleasant Valley Rd	W20	D	2	400	C				70	160	540	1,110	1,370	430	C	
CAMBRIDGE ROAD																	
	1. US 50 EB ramps to Country Club Dr	2A	E	2*	700	C				0	0	970	1,760	1,870	1,040	D	
	2. Country Club Dr to Oxford Rd	2A	F	2*	630	C				0	0	970	1,760	1,870	910	C	
	3. Oxford Rd to Green Valley Rd	2U	E	2*	390	C				120	290	790	1,600	2,050	460	C	
CAMERON PARK DRIVE																	
	1. Durock Rd to Coach Ln	4AU	F	4*	880	C				0	0	1,750	2,740	2,890	2,180	D	
	2. Coach Ln to Palmer Dr	4AU	E	4*	1,970	D				0	0	1,750	2,740	2,890	2,080	D	
	3. Palmer Dr to Oxford Rd	2U	E	2*	1,690	E				120	290	790	1,600	2,050	1,690	E	
	4. Oxford Rd to Green Valley Rd	2U	E	2*	840	D				120	290	790	1,600	2,050	840	D	
CARSON ROAD																	
	1. Placerville City Limits to Union Ridge Rd	2R	D	2	190	B				90	200	680	1,410	1,740	190	B	
	2. Union Ridge Rd to US 50	2R	D	2	200	B				90	200	680	1,410	1,740	200	B	
	3. US 50 to Barkley Rd	2R	D	2	350	C				90	200	680	1,410	1,740	350	C	
	4. Barkley Rd to Pony Express Tr	2R	E	2	270	C				90	200	680	1,410	1,740	270	C	
CEDAR RAVINE ROAD																	
	1. Pleasant Valley Rd to Quarry Rd	W20	D	2	140	B				70	160	540	1,110	1,370	150	B	
	2. Quarry Rd to Placerville City Limits	2R	D	2	220	C				90	200	680	1,410	1,740	270	C	
COLD SPRINGS ROAD																	
	1. Placerville City Limits to Cool Water Cr	2R	E	2	390	C				90	200	680	1,410	1,740	480	C	
	2. Cool Water Cr to Gold Hill Rd	2R	D	2	220	C				90	200	680	1,410	1,740	330	C	
	3. Gold Hill Rd to SR 49	W22	D	2	170	B				80	180	610	1,250	1,550	170	B	
COUNTRY CLUB DRIVE																	
	1. Bass Lake Rd to Merrychase Dr	2R	D	2*	230	C				90	200	680	1,410	1,740	360	C	
	2. Merrychase Dr to Cambridge Rd	2R	E	2*	240	C				90	200	680	1,410	1,740	480	C	
	3. Cambridge Rd to Royal Dr (W)	2R	E	2*	300	C				90	200	680	1,410	1,740	680	C	
	4. Royal Dr (W) to Cameron Park Dr	2R	E	2*	430	C				90	200	680	1,410	1,740	490	C	
COUNTRY CLUB DRIVE EXTENSION																	
	1. Silva Valley Pkwy to Bass Lake Rd		D												#N/A	#N/A	#N/A

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ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2005 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
DUROCK ROAD																	
	1. Cameron Park Dr to Heinz Rd	2U	E	2	340	C				120	290	790	1,600	2,050	1,030	D	
	2. Heinz Rd to S Shingle Rd	2U	E	2	470	C				120	290	790	1,600	2,050	960	D	
EL DORADO HILLS BLVD																	
	1. US 50 to Lassen Ln	4AD	E	5*	2,250	D				0	0	1,920	3,540	3,740	3,520	D	
	2. Lassen Ln to Olson Ln	4AD	E	4*	1,660	C				0	0	1,920	3,540	3,740	2,290	D	
	3. Olson Ln to St Andrews Dr	4AD	E	4*	1,410	C				0	0	1,920	3,540	3,740	1,760	C	
	4. St Andrews Dr to Francisco Dr	2A	E	2*	1,220	D				0	0	970	1,760	1,870	1,740	D	
	5. Francisco Dr to Green Valley Rd	2A	E	2*	390	C				0	0	970	1,760	1,870	520	C	
EL DORADO ROAD																	
	1. Pleasant Valley Rd to Mother Lode Dr	W22	E	2	200	B				80	180	610	1,250	1,550	220	C	
	2. Mother Lode Dr to US 50	W22	E	2	380	C				80	180	610	1,250	1,550	450	C	
	3. US 50 Interchange	2A	D	2	380	C				0	0	970	1,760	1,870	440	C	
	4. US 50 to Missouri Flat Rd	W22	E	2	220	C				80	180	610	1,250	1,550	220	C	
	5. Missouri Flat Rd to Green Valley Rd	W22	E	2	290	C				80	180	610	1,250	1,550	290	C	
FAIRPLAY ROAD																	
	1. Mt Aukum to Omo Ranch Rd	W20	D	2	170	B				70	160	540	1,110	1,370	170	C	
FORNI ROAD																	
	1. SR49 to Enterprise Dr	2R	E	2	220	C				90	200	680	1,410	1,740	220	C	
	2. Enterprise Dr to Missouri Flat Rd	2R	E	2	360	C				90	200	680	1,410	1,740	730	D	
	3. Missouri Flat Rd to Warnego Rd	2R	E	2	170	B				90	200	680	1,410	1,740	190	B	
	4. Warnego Rd to Placerville City Limits	W20	D	2	120	B				70	160	540	1,110	1,370	190	C	
FRANCISCO DRIVE																	
	1. EDH Blvd to Green Valley Rd	2A	E	2*	950	C				0	0	970	1,760	1,870	1,260	D	
GARDEN VALLEY ROAD																	
	1. SR 193 to Marshall Rd	W20	D	2	120	B				70	160	540	1,110	1,370	170	C	
GOLD HILL ROAD																	
	1. Lotus Rd to Cold Springs Rd	W22	D	2	120	B				80	180	610	1,250	1,550	150	B	
	2. Cold Springs Rd to SR 49	W22	D	2	30	A				80	180	610	1,250	1,550	30	A	
GREEN VALLEY ROAD																	
	1. County Line to Francisco Dr	2U	E	2*	2,110	F				120	290	790	1,600	2,050	2,700	F	YES
	2. Francisco Dr to Salmon Falls Rd	2U	E	2*	1,210	D				120	290	790	1,600	2,050	1,260	D	
	3. Salmon Falls Rd to Deer Valley Rd (W)	2U	E	2*	1,210	D				120	290	790	1,600	2,050	1,210	D	
	4. Deer Valley Rd (W) to Bass Lake Rd	2U	D	2*	910	D				120	290	790	1,600	2,050	930	D	
	5. Bass Lake Rd to Cameron Park Dr	2U	E	2*	990	D				120	290	790	1,600	2,050	990	D	
	6. Cameron Park Dr to Deer Valley Rd (E)	W22	E	2*	560	C				80	180	610	1,250	1,550	560	C	
	7. Deer Valley Rd (E) to Lotus Rd	W18	D	2	650	C				60	130	450	930	1,150	740	D	
	8. Lotus Rd to Greenstone Rd	W20	D	2	360	C				70	160	540	1,110	1,370	410	C	
	9. Greenstone Rd to Missouri Flat Rd	W20	D	2*	550	C				70	160	540	1,110	1,370	550	D	
	10. Missouri Flat Rd to Placerville City Limits	W18	D	2	440	C				60	130	450	930	1,150	440	C	

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ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2005 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
GREENSTONE ROAD																	
	1. Mother Lode Dr to US 50	W18	D	2	110	B				60	130	450	930	1,150	220	C	
	2. US 50 Interchange	2A	D	2	230	C				0	0	970	1,760	1,870	300	C	
	3. US 50 to Green Valley Rd	2R	D	2	230	C				90	200	680	1,410	1,740	230	C	
HEADINGTON ROAD																	
	1. Missouri Flat Rd to El Dorado Rd	2A	E	2						0	0	970	1,760	1,870	#N/A	#N/A	#N/A
LATROBE ROAD																	
	1. County Line to S Shingle Rd	2U	D	2	220	B				120	290	790	1,600	2,050	230	B	
	2. S Shingle Rd to Wetsel Oviatt	2R	D	2	260	C				90	200	680	1,410	1,740	300	C	
	3. Wetsel Oviatt to Investment Blvd	2U	D	2*	330	C				120	290	790	1,600	2,050	480	C	
	4. Investment Blvd to Carson Creek	2U	D	2*	640	C				120	290	790	1,600	2,050	1,170	D	
	5. Carson Creek to White Rock Rd	4AD	E	4	1,390	C				0	0	1,920	3,540	3,740	2,000	D	
	6. White Rock Rd to US 50	4AD	E	4*	1,840	C				0	0	1,920	3,540	3,740	3,910	F	YES
LOTUS ROAD																	
	1. Green Valley Rd to Springvale Rd	2U	D	2	590	C				120	290	790	1,600	2,050	650	C	
	2. Springvale Rd to Thompson Hill Rd	2U	D	2	370	C				120	290	790	1,600	2,050	380	C	
	3. Thompson Hill Rd to SR 49	2R	D	2	350	C				90	200	680	1,410	1,740	420	C	
MARSHALL ROAD																	
	1. SR 49 to Mt Murphy Rd	2R	D	2	240	C				90	200	680	1,410	1,740	280	C	
	2. Mt Murphy Rd to Black Oak Mine Rd	2R	D	2	240	C				90	200	680	1,410	1,740	280	C	
MEDER ROAD																	
	1. Cameron Park Dr to Rosebud Dr	W22	E	2	330	C				80	180	610	1,250	1,550	330	C	
	2. Rosebud Dr to Ponderosa Rd	W22	E	2	330	C				80	180	610	1,250	1,550	350	C	
MISSOURI FLAT ROAD																	
	1. Green Valley Rd to El Dorado Rd	2U	E	2*	480	C				120	290	790	1,600	2,050	510	C	
	2. El Dorado Rd to Headington Rd	2U	E	2*	710	C				120	290	790	1,600	2,050	710	C	
	3. Headington Rd to US 50	2A	E	2*	1,670	D				0	0	970	1,760	1,870	1,670	D	
	4. US 50 to Mother Lode Dr	2A	F	3*	2,340	F				0	0	970	1,760	1,870	2,430	F	
	5. Mother Lode Dr to China Garden Rd	4AU	F	4*	2,340	D				0	0	1,750	2,740	2,890	2,340	D	
	6. China Garden Rd to SR 49	2A	E	2*	1,600	D				0	0	970	1,760	1,870	1,340	D	
MISSOURI FLAT ROAD CONNECTOR																	
	1. Missouri Flat Rd to SR-49		E												#N/A	#N/A	#N/A
MORMON EMIGRANT TRAIL																	
	1. Sly Park Rd to 2nd Dam	2U	D	2	60	A				120	290	790	1,600	2,050	140	B	
MOSQUITO ROAD																	
	1. Placerville City Limits to Union Ridge Rd	2R	E	2	290	C				90	200	680	1,410	1,740	290	C	
	2. Union Ridge Rd to Rock Creek Rd	W18	D	2	80	A				60	130	450	930	1,150	90	B	
MOTHER LODGE DRIVE																	
	1. S Shingle Rd to French Creek Rd	2U	E	2*	1,300	D				120	290	790	1,600	2,050	1,300	D	
	2. French Crk Rd to Greenstone Rd	2U	D	2	850	D				120	290	790	1,600	2,050	850	D	
	3. Greenstone Rd to Pleasant Valley Rd	2U	E	2	850	D				120	290	790	1,600	2,050	900	D	

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ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2005 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
	4. Pleasant Valley Rd to El Dorado Rd	2U	E	2	380	C				120	290	790	1,600	2,050	380	C	
	5. El Dorado Rd to Missouri Flat Rd	2U	E	2	400	C				120	290	790	1,600	2,050	430	C	
MT AUKUM ROAD																	
	1. County Line to Omo Ranch Rd	2R	D	2	160	B				90	200	680	1,410	1,740	220	C	
	2. Omo Ranch Rd to Grizzly Flat Rd	2R	D	2	300	C				90	200	680	1,410	1,740	360	C	
	3. Grizzly Flat Rd to Sly Park Rd	2R	D	2	300	C				90	200	680	1,410	1,740	320	C	
NEWTOWN ROAD																	
	1. Pleasant Valley Rd to Snows Rd	2R	D	2	250	C				90	200	680	1,410	1,740	290	C	
	2. Snows Rd to Weber Creek	2R	D	2	250	C				90	200	680	1,410	1,740	360	C	
	3. Weber Creek to Placerville City Limits	2R	E	2	350	C				90	200	680	1,410	1,740	380	C	
NORTH SHINGLE ROAD																	
	1. Ponderosa Rd to Tennessee Dr	2R	D	2	620	C				90	200	680	1,410	1,740	680	C	
	2. Tennessee Dr to Green Valley Rd	W22	D	2	440	C				80	180	610	1,250	1,550	560	C	
OMO RANCH ROAD																	
	1. Mt Aukum Rd to Fairplay Rd	2R	D	2	90	A				90	200	680	1,410	1,740	110	B	
PLEASANT VALLEY ROAD																	
	1. Mother Lode Dr to El Dorado Rd	2U	E	2*	650	C				120	290	790	1,600	2,050	650	C	
	2. El Dorado Rd to SR 49 (S)	2U	F	2	650	C				120	290	790	1,600	2,050	810	D	
	3. SR 49 (N) to Big Cut Rd	2U	E	2*	1,320	D				120	290	790	1,600	2,050	1,550	D	
	4. Big Cut Rd to Cedar Ravine Rd	2R	E	2	760	D				90	200	680	1,410	1,740	990	D	
	5. Cedar Ravine Rd to Bucks Bar Rd	2R	D	2*	760	D				90	200	680	1,410	1,740	920	D	
	6. Bucks Bar Rd to Newtown Rd	2R	D	2*	420	C				90	200	680	1,410	1,740	470	C	
	7. Newtown Rd to Mt Aukum Rd	2R	D	2*	480	C				90	200	680	1,410	1,740	560	C	
PONDEROSA ROAD																	
	1. US 50 to N Shingle Rd	2A	E	2*	1,480	D				0	0	970	1,760	1,870	1,580	D	
	2. N Shingle Rd to Meder Rd	2R	E	2*	550	D				90	200	680	1,410	1,740	1,010	D	
	3. Meder Rd to Green Valley Rd	W20	D	2*	120	B				70	160	540	1,110	1,370	170	C	
PONY EXPRESS TRAIL																	
	1. Carson Rd to Ridgeway Dr	2R	E	2	300	C				90	200	680	1,410	1,740	350	C	
	2. Ridgeway Dr to Sly Park Rd	2R	E	2	600	C				90	200	680	1,410	1,740	650	C	
SALMON FALLS ROAD																	
	1. Green Valley Rd to Lake Hills Dr	2U	E	2	470	C				120	290	790	1,600	2,050	490	C	
	2. Lake Hills Dr to Manzanita Ln	2U	E	2	160	B				120	290	790	1,600	2,050	200	B	
	3. Manzanita Ln to Rattlesnake Bar Rd	W22	D	2	110	B				80	180	610	1,250	1,550	160	B	
SARATOGA WAY EXTENSION																	
	1. County Line to EDH Blvd		E												#N/A	#N/A	#N/A
SERRANO PARKWAY																	
	1. EDH Blvd to Silva Valley Pkwy	2A	E	2*	470	C				0	0	970	1,760	1,870	660	C	
SERRANO PARKWAY EXTENSION																	
	1. Silva Valley Pkwy to Bass Lake Rd		E												#N/A	#N/A	#N/A

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ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2005 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
SHINGLE SPRINGS DRIVE																	
	1. Mother Lode Dr to US 50	2R	D	2	160	B				90	200	680	1,410	1,740	180	B	
	2. US 50 Interchange	2A	D	2	160	C				0	0	970	1,760	1,870	160	C	
SILVA VALLEY PARKWAY																	
	1. Serrano Pkwy to Harvard Way	4AD	E	4*	340	C				0	0	1,920	3,540	3,740	630	C	
	2. Harvard Way to Green Valley Rd	2A	E	2	340	C				0	0	970	1,760	1,870	550	C	
SILVA VALLEY PARKWAY EXTENSION																	
	1. US-50 to Serrano Pkwy		E												#N/A	#N/A	#N/A
SLY PARK ROAD																	
	1. Mt Aukum Rd to Clear Creek Rd	2R	D	2	270	C				90	200	680	1,410	1,740	360	C	
	2. Clear Creek Rd to Mormon Emigrant Tr	W18	D	2	180	B				60	130	450	930	1,150	220	C	
	3. Mormon Emigrant Tr to Park Creek Rd	2R	E	2	340	C				90	200	680	1,410	1,740	430	C	
	4. Park Creek Rd to US 50	2R	E	2	470	C				90	200	680	1,410	1,740	540	C	
	5. US 50 to Pony Express Trail	2R	E	2	630	C				90	200	680	1,410	1,740	630	C	
SNOWS ROAD																	
	1. Newtown Rd to Carson Rd	2R	E	2	190	B				90	200	680	1,410	1,740	190	B	
SOPHIA PARKWAY																	
	1. County Line to Green Valley Rd		D												#N/A	#N/A	#N/A
SOUTH SHINGLE ROAD																	
	1. Latrobe Rd to Brandon Rd	W18	D	2	70	A				60	130	450	930	1,150	270	C	
	2. Brandon Rd to Sunset Ln	W20	D	2	200	B				70	160	540	1,110	1,370	300	C	
	3. Sunset Ln to Durock Rd	2R	E	2*	500	C				90	200	680	1,410	1,740	500	C	
	4. Durock Rd to US 50	2A	E	2*	1,190	D				0	0	970	1,760	1,870	1,190	D	
SUNCAST LANE EXTENSION																	
	1. County Line to White Rock Rd		E												#N/A	#N/A	#N/A
	2. White Rock Rd to Latrobe Rd		E												#N/A	#N/A	#N/A
WHITE ROCK ROAD																	
	1. County Line to Manchester Dr.	W18	E	2	470	C				60	130	450	930	1,150	560	D	
	2. Manchester Dr. to Latrobe Rd.	W22	E	2	470	C				80	180	610	1,250	1,550	1,610	F	YES
	3. Latrobe Rd to Silva Valley Pkwy	W18	E	2	270	B				60	130	450	930	1,150	1,400	F	YES
SR 49																	
	1. County Line to Sand Ridge Rd	2R	D	2	270	C				90	200	680	1,410	1,740	310	C	
	2. Sand Ridge Rd to Crystal Blvd	2R	D	2	340	C				90	200	680	1,410	1,740	350	C	
	3. Crystal Blvd to China Hill Rd	2R	E	2	340	C				90	200	680	1,410	1,740	600	C	
	4. China Hill Rd to Pleasant Valley Rd	W22	E	2	470	C				80	180	610	1,250	1,550	600	C	
	5. Pleasant Valley Rd to Missouri Flat Rd	W22	E	2	1,160	D				80	180	610	1,250	1,550	1,160	D	
	6. Missouri Flat Rd to Pleasant Valley Rd (DS)	2A	E	2	1,280	D				0	0	970	1,760	1,870	1,040	D	
	7. Pleasant Valley to Placerville City Limits	2R	E	2	540	C				90	200	680	1,410	1,740	630	C	
	8. Placerville City Limits to Gold Hill Rd	2R	D	2	300	C				90	200	680	1,410	1,740	300	C	
	9. Gold Hill Rd to SR 153	W22	D	2	180	B				80	180	610	1,250	1,550	400	C	
	10. SR 153 to Marshall Rd	2R	D	2	410	C				90	200	680	1,410	1,740	510	C	

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ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2005 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
	11. Marshall Rd to Rattlesnake Bar Rd	2U	D	2	290	B				120	290	790	1,600	2,050	540	C	
	12. Rattlesnake Bar Rd to SR 193	W22	D	2	360	C				80	180	610	1,250	1,550	590	C	
	13. SR 193 to County Line	2R	F	2	970	D				90	200	680	1,410	1,740	970	D	
SR 193																	
	1. SR 49 to Greenwood Rd	2U	D	2	630	C				120	290	790	1,600	2,050	630	C	
	2. Greenwood Rd to Main St (Georgetown)	2R	D	2	430	C				90	200	680	1,410	1,740	430	C	
	3. Main St (Georgetown) to Shoo Fly Rd	2R	D	2	170	B				90	200	680	1,410	1,740	210	C	
	4. Shoo Fly Rd to Placerville City Limits	2R	D	2	210	C				90	200	680	1,410	1,740	270	C	
US HIGHWAY 50																	
WB	1. County Line to EDH Blvd/Latrobe Rd	2F	E	2	1,730	B				1,110	2,010	2,880	3,570	4,010	2,310	C	
EB		2F	E	2	3,900	F*				1,110	2,010	2,880	3,570	4,010	3,900	E	YES
WB	2. EDH Blvd/Latrobe Rd to Bass Lake Rd	2F	E	2	1,460	B				1,110	2,010	2,880	3,570	4,010	2,900	D	
EB		2F	E	2	3,760	E				1,110	2,010	2,880	3,570	4,010	4,000	E	
WB	3. Bass Lake Rd to Cambridge Rd	2F	E	2	2,350	C				1,110	2,010	2,880	3,570	4,010	2,690	C	
EB		2F	E	2	3,320	D				1,110	2,010	2,880	3,570	4,010	3,440	D	
WB	4. Cambridge Rd to Cameron Park Dr	2F	E	2	2,330	C				1,110	2,010	2,880	3,570	4,010	2,380	C	
EB		2F	E	2	3,140	D				1,110	2,010	2,880	3,570	4,010	3,140	D	
WB	5. Cameron Park Dr to Ponderosa Rd	2F	E	2	1,970	B				1,110	2,010	2,880	3,570	4,010	2,320	C	
EB		2F	E	2	2,930	D				1,110	2,010	2,880	3,570	4,010	2,930	D	
WB	6. Ponderosa Rd to Shingle Springs Dr	2F	E	2	1,020	A				1,110	2,010	2,880	3,570	4,010	2,140	C	
EB		2F	E	2	2,550	C				1,110	2,010	2,880	3,570	4,010	2,550	C	
WB	7. Shingle Springs Dr to Greenstone Rd	2F	D	2	1,190	B				1,110	2,010	2,880	3,570	4,010	1,800	B	
EB		2F	D	2	2,470	C				1,110	2,010	2,880	3,570	4,010	2,470	C	
WB	8. Greenstone Rd to El Dorado Rd	2F	E	2	1,590	B				1,110	2,010	2,880	3,570	4,010	2,110	C	
EB		2F	E	2	2,320	C				1,110	2,010	2,880	3,570	4,010	2,320	C	
WB	9. El Dorado Rd to Missouri Flat Rd	2F	E	2	1,740	B				1,110	2,010	2,880	3,570	4,010	1,790	B	
EB		2F	E	2	2,160	C				1,110	2,010	2,880	3,570	4,010	2,230	C	
WB	10. Missouri Flat Rd to Placerville City Limits	2F	E	2	2,200	C				1,110	2,010	2,880	3,570	4,010	2,380	C	
EB		2F	E	2	2,380	C				1,110	2,010	2,880	3,570	4,010	2,380	C	
EB	11. Placerville City Limits to Newtown Rd	2F	E	2	1,330	B				1,110	2,010	2,880	3,570	4,010	1,330	B	
	12. Newtown Rd to Carson Rd. (W)	4M	D	4	2,580	D				1,070	1,760	2,530	3,280	3,650	2,580	D	
	13. Carson Rd (W) to Carson Rd (E)	4M	D	4	2,120	C				1,070	1,760	2,530	3,280	3,650	2,230	C	
EB	14. Carson Rd (E) to Sawmill Rd	2F	D	2	1,220	B				1,110	2,010	2,880	3,570	4,010	1,220	B	
EB	15. Sawmill Rd to Sly Park Rd	2F	D	2	1,010	A				1,110	2,010	2,880	3,570	4,010	1,010	A	
	16. Sly Park Rd to Fresh Pond	2U	D	3	970	D				120	290	790	1,600	2,050	1,150	D	
	17. Fresh Pond to Ice House Rd	4M	D	4	1,140	B				1,070	1,760	2,530	3,280	3,650	1,140	B	
	18. Ice House Rd to Echo Lake	2U	F	2	1,340	D				120	290	790	1,600	2,050	1,510	D	

F* = According to Caltrans District 3, these segments operate with LOS F conditions since the prevailing speed is less than 35 mph for at least 30 minutes during the peak period.
 2* = Directional count exist.
 ** The observed LOS is worse than reported for the base year conditions.

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool
 Version: M99 Model Year: 2005
 2005 AM Deficiencies (NPGP Version)

ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	2015 CIP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2005 AM PEAK HOUR		
					WKDY AM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
US HIGHWAY 50																	
WB	1. County Line to EDH Blvd/Latrobe Rd	2F	E	2	3,950	E				1,110	2,010	2,880	3,570	4,010	3,970	E	YES
EB		2F	E	2	1,620	F*				1,110	2,010	2,880	3,570	4,010	1,930	B	
WB	2. EDH Blvd/Latrobe Rd to Bass Lake Rd	2F	E	2	3,830	E				1,110	2,010	2,880	3,570	4,010	3,830	E	Yes
EB		2F	E	2	1,300	B				1,110	2,010	2,880	3,570	4,010	2,610	C	
WB	3. Bass Lake Rd to Cambridge Rd	2F	E	2	3,120	D				1,110	2,010	2,880	3,570	4,010	3,140	D	
EB		2F	E	2	1,990	B				1,110	2,010	2,880	3,570	4,010	2,470	C	
WB	4. Cambridge Rd to Cameron Park Dr	2F	E	2	2,940	D				1,110	2,010	2,880	3,570	4,010	2,940	D	
EB		2F	E	2	1,980	B				1,110	2,010	2,880	3,570	4,010	2,240	C	
WB	5. Cameron Park Dr to Ponderosa Rd	2F	E	2	2,930	D				1,110	2,010	2,880	3,570	4,010	2,930	D	
EB		2F	E	2	1,600	B				1,110	2,010	2,880	3,570	4,010	2,110	C	
WB	6. Ponderosa Rd to Shingle Springs Dr	2F	D	2	2,010	B				1,110	2,010	2,880	3,570	4,010	2,040	C	
EB		2F	D	2	1,190	B				1,110	2,010	2,880	3,570	4,010	2,020	C	
WB	7. Shingle Springs Dr to Greenstone Rd	2F	D	2	1,960	B				1,110	2,010	2,880	3,570	4,010	2,100	C	
EB		2F	D	2	1,300	B				1,110	2,010	2,880	3,570	4,010	1,620	B	
WB	8. Greenstone Rd to El Dorado Rd	2F	D	2	2,010	B				1,110	2,010	2,880	3,570	4,010	2,010	B	
EB		2F	D	2	1,420	B				1,110	2,010	2,880	3,570	4,010	1,980	B	
WB	9. El Dorado Rd to Missouri Flat Rd	2F	E	2	1,910	B				1,110	2,010	2,880	3,570	4,010	2,120	C	
EB		2F	E	2	1,680	B				1,110	2,010	2,880	3,570	4,010	1,680	B	
WB	10. Missouri Flat Rd to Placerville City Limits	2F	D	2	2,080	C				1,110	2,010	2,880	3,570	4,010	2,080	C	
EB		2F	D	2	2,000	B				1,110	2,010	2,880	3,570	4,010	2,090	C	

F* = According to Caltrans District 3, these segments operate with LOS F conditions since the prevailing speed is less than 35 mph for at least 30 minutes during the peak period.

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 Version: M99 Model Year: 2005
 2005 PM Deficiencies (NPGP Version)

ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	2015 CIP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2005 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
BASS LAKE ROAD																	
	1. US 50 to Country Club Dr	W22	A	2	430	C				80	180	610	1,250	1,550	930	D	YES
	2. Country Club Dr to Bass Lake	W22	A	2	430	C				80	180	610	1,250	1,550	500	C	
	3. Bass Lake to Green Valley Rd	W22	D	2	300	C				80	180	610	1,250	1,550	300	C	
BASS LAKE ROAD, NEW																	
	1. Bass Lake Rd to Green Valley Rd		E												#N/A	#N/A	#N/A
BIG CUT ROAD																	
	1. Pleasant Valley Rd to Placerville City Limits	W18	E	2	80	A				60	130	450	930	1,150	80	B	
BUCKS BAR ROAD																	
	1. Mt Aukum to Cattle Cr Ln	W18	D	2	340	C				60	130	450	930	1,150	400	C	
	2. Cattle Cr Ln to Pleasant Valley Rd	W20	C	2	400	C				70	160	540	1,110	1,370	430	C	
CAMBRIDGE ROAD																	
	1. US 50 EB ramps to Country Club Dr	2A	D	2*	700	C				0	0	970	1,760	1,870	1,040	D	
	2. Country Club Dr to Oxford Rd	2A	E	2*	630	C				0	0	970	1,760	1,870	910	C	
	3. Oxford Rd to Green Valley Rd	2U	E	2*	390	C				120	290	790	1,600	2,050	460	C	
CAMERON PARK DRIVE																	
	1. Durock Rd to Coach Ln	4AU	E	4*	880	C				0	0	1,750	2,740	2,890	2,180	D	
	2. Coach Ln to Palmer Dr	4AU	E	4*	1,970	D				0	0	1,750	2,740	2,890	2,080	D	
	3. Palmer Dr to Oxford Rd	2U	E	2*	1,690	E				120	290	790	1,600	2,050	1,690	E	
	4. Oxford Rd to Green Valley Rd	2U	A	2*	840	D				120	290	790	1,600	2,050	840	D	YES
CARSON ROAD																	
	1. Placerville City Limits to Union Ridge Rd	2R	C	2	190	B				90	200	680	1,410	1,740	190	B	
	2. Union Ridge Rd to US 50	2R	B	2	200	B				90	200	680	1,410	1,740	200	B	
	3. US 50 to Barkley Rd	2R	B	2	350	C				90	200	680	1,410	1,740	350	C	
	4. Barkley Rd to Pony Express Tr	2R	D	2	270	C				90	200	680	1,410	1,740	270	C	
CEDAR RAVINE ROAD																	
	1. Pleasant Valley Rd to Quarry Rd	W20	C	2	140	B				70	160	540	1,110	1,370	150	B	
	2. Quarry Rd to Placerville City Limits	2R	C	2	220	C				90	200	680	1,410	1,740	270	C	
COLD SPRINGS ROAD																	
	1. Placerville City Limits to Cool Water Cr	2R	D	2	390	C				90	200	680	1,410	1,740	480	C	
	2. Cool Water Cr to Gold Hill Rd	2R	E	2	220	C				90	200	680	1,410	1,740	330	C	
	3. Gold Hill Rd to SR 49	W22	E	2	170	B				80	180	610	1,250	1,550	170	B	
COUNTRY CLUB DRIVE																	
	1. Bass Lake Rd to Merrychase Dr	2R	D	2*	230	C				90	200	680	1,410	1,740	360	C	
	2. Merrychase Dr to Cambridge Rd	2R	B	2*	240	C				90	200	680	1,410	1,740	480	C	
	3. Cambridge Rd to Royal Dr (W)	2R	E	2*	300	C				90	200	680	1,410	1,740	680	C	
	4. Royal Dr (W) to Cameron Park Dr	2R	E	2*	430	C				90	200	680	1,410	1,740	490	C	
COUNTRY CLUB DRIVE EXTENSION																	
	1. Silva Valley Pkwy to Bass Lake Rd		E												#N/A	#N/A	#N/A

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ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	2015 CIP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2005 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
DUROCK ROAD																	
	1. Cameron Park Dr to Heinz Rd	2U	D	2	340	C				120	290	790	1,600	2,050	1,030	D	
	2. Heinz Rd to S Shingle Rd	2U	E	2	470	C				120	290	790	1,600	2,050	960	D	
EL DORADO HILLS BLVD																	
	1. US 50 to Lassen Ln	4AD	C	5*	2,250	D				0	0	1,920	3,540	3,740	3,520	D	YES
	2. Lassen Ln to Olson Ln	4AD	E	4*	1,660	C				0	0	1,920	3,540	3,740	2,290	D	
	3. Olson Ln to St Andrews Dr	4AD	D	4*	1,410	C				0	0	1,920	3,540	3,740	1,760	C	
	4. St Andrews Dr to Francisco Dr	2A	A	2*	1,220	D				0	0	970	1,760	1,870	1,740	D	YES
	5. Francisco Dr to Green Valley Rd	2A	E	2*	390	C				0	0	970	1,760	1,870	520	C	
EL DORADO ROAD																	
	1. Pleasant Valley Rd to Mother Lode Dr	W22	E	2	200	B				80	180	610	1,250	1,550	220	C	
	2. Mother Lode Dr to US 50	W22	E	2	380	C				80	180	610	1,250	1,550	450	C	
	3. US 50 Interchange	2A	E	2	380	C				0	0	970	1,760	1,870	440	C	
	4. US 50 to Missouri Flat Rd	W22	E	2	220	C				80	180	610	1,250	1,550	220	C	
	5. Missouri Flat Rd to Green Valley Rd	W22	D	2	290	C				80	180	610	1,250	1,550	290	C	
FAIRPLAY ROAD																	
	1. Mt Aukum to Omo Ranch Rd	W20	C	2	170	B				70	160	540	1,110	1,370	170	C	
FORNI ROAD																	
	1. SR49 to Enterprise Dr	2R	E	2	220	C				90	200	680	1,410	1,740	220	C	
	2. Enterprise Dr to Missouri Flat Rd	2R	E	2	360	C				90	200	680	1,410	1,740	730	D	
	3. Missouri Flat Rd to Warnego Rd	2R	E	2	170	B				90	200	680	1,410	1,740	190	B	
	4. Warnego Rd to Placerville City Limits	W20	E	2	120	B				70	160	540	1,110	1,370	190	C	
FRANCISCO DRIVE																	
	1. EDH Blvd to Green Valley Rd	2A	E	2*	950	C				0	0	970	1,760	1,870	1,260	D	
GARDEN VALLEY ROAD																	
	1. SR 193 to Marshall Rd	W20	D	2	120	B				70	160	540	1,110	1,370	170	C	
GOLD HILL ROAD																	
	1. Lotus Rd to Cold Springs Rd	W22	B	2	120	B				80	180	610	1,250	1,550	150	B	
	2. Cold Springs Rd to SR 49	W22	A	2	30	A				80	180	610	1,250	1,550	30	A	
GREEN VALLEY ROAD																	
	1. County Line to Francisco Dr	2U	E	2*	2,110	F				120	290	790	1,600	2,050	2,700	F	YES
	2. Francisco Dr to Salmon Falls Rd	2U	E	2*	1,210	D				120	290	790	1,600	2,050	1,260	D	
	3. Salmon Falls Rd to Deer Valley Rd (W)	2U	C	2*	1,210	D				120	290	790	1,600	2,050	1,210	D	YES
	4. Deer Valley Rd (W) to Bass Lake Rd	2U	D	2*	910	D				120	290	790	1,600	2,050	930	D	
	5. Bass Lake Rd to Cameron Park Dr	2U	D	2*	990	D				120	290	790	1,600	2,050	990	D	
	6. Cameron Park Dr to Deer Valley Rd (E)	W22	D	2*	560	C				80	180	610	1,250	1,550	560	C	
	7. Deer Valley Rd (E) to Lotus Rd	W18	E	2	650	C				60	130	450	930	1,150	740	D	
	8. Lotus Rd to Greenstone Rd	W20	E	2	360	C				70	160	540	1,110	1,370	410	C	
	9. Greenstone Rd to Missouri Flat Rd	W20	C	2*	550	C				70	160	540	1,110	1,370	550	D	YES
	10. Missouri Flat Rd to Placerville City Limits	W18	E	2	440	C				60	130	450	930	1,150	440	C	

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ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	2015 CIP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2005 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
GREENSTONE ROAD																	
	1. Mother Lode Dr to US 50	W18	D	2	110	B				60	130	450	930	1,150	220	C	
	2. US 50 Interchange	2A	D	2	230	C				0	0	970	1,760	1,870	300	C	
	3. US 50 to Green Valley Rd	2R	D	2	230	C				90	200	680	1,410	1,740	230	C	
HEADINGTON ROAD																	
	1. Missouri Flat Rd to El Dorado Rd	2A	E	2						0	0	970	1,760	1,870	#N/A	#N/A	#N/A
LATROBE ROAD																	
	1. County Line to S Shingle Rd	2U	B	2	220	B				120	290	790	1,600	2,050	230	B	
	2. S Shingle Rd to Wetsel Oviatt	2R	C	2	260	C				90	200	680	1,410	1,740	300	C	
	3. Wetsel Oviatt to Investment Blvd	2U	B	2*	330	C				120	290	790	1,600	2,050	480	C	
	4. Investment Blvd to Carson Creek	2U	B	2*	640	C				120	290	790	1,600	2,050	1,170	D	YES
	5. Carson Creek to White Rock Rd	4AD	A	4	1,390	C				0	0	1,920	3,540	3,740	2,000	D	YES
	6. White Rock Rd to US 50	4AD	A	4*	1,840	C				0	0	1,920	3,540	3,740	3,910	F	YES
LOTUS ROAD																	
	1. Green Valley Rd to Springvale Rd	2U	D	2	590	C				120	290	790	1,600	2,050	650	C	
	2. Springvale Rd to Thompson Hill Rd	2U	E	2	370	C				120	290	790	1,600	2,050	380	C	
	3. Thompson Hill Rd to SR 49	2R	D	2	350	C				90	200	680	1,410	1,740	420	C	
MARSHALL ROAD																	
	1. SR 49 to Mt Murphy Rd	2R	E	2	240	C				90	200	680	1,410	1,740	280	C	
	2. Mt Murphy Rd to Black Oak Mine Rd	2R	E	2	240	C				90	200	680	1,410	1,740	280	C	
MEDER ROAD																	
	1. Cameron Park Dr to Rosebud Dr	W22	C	2	330	C				80	180	610	1,250	1,550	330	C	
	2. Rosebud Dr to Ponderosa Rd	W22	E	2	330	C				80	180	610	1,250	1,550	350	C	
MISSOURI FLAT ROAD																	
	1. Green Valley Rd to El Dorado Rd	2U	D	2*	480	C				120	290	790	1,600	2,050	510	C	
	2. El Dorado Rd to Headington Rd	2U	E	2*	710	C				120	290	790	1,600	2,050	710	C	
	3. Headington Rd to US 50	2A	C	2*	1,670	D				0	0	970	1,760	1,870	1,670	D	YES
	4. US 50 to Mother Lode Dr	2A	E	3*	2,340	F				0	0	970	1,760	1,870	2,430	F	YES
	5. Mother Lode Dr to China Garden Rd	4AU	E	4*	2,340	D				0	0	1,750	2,740	2,890	2,340	D	
	6. China Garden Rd to SR 49	2A	C	2*	1,600	D				0	0	970	1,760	1,870	1,340	D	YES
MISSOURI FLAT ROAD CONNECTOR																	
	1. Missouri Flat Rd to SR-49		E												#N/A	#N/A	#N/A
MORMON EMIGRANT TRAIL																	
	1. Sly Park Rd to 2nd Dam	2U	B	2	60	A				120	290	790	1,600	2,050	140	B	
MOSQUITO ROAD																	
	1. Placerville City Limits to Union Ridge Rd	2R	D	2	290	C				90	200	680	1,410	1,740	290	C	
	2. Union Ridge Rd to Rock Creek Rd	W18	D	2	80	A				60	130	450	930	1,150	90	B	
MOTHER LODGE DRIVE																	
	1. S Shingle Rd to French Creek Rd	2U	E	2*	1,300	D				120	290	790	1,600	2,050	1,300	D	
	2. French Crk Rd to Greenstone Rd	2U	C	2	850	D				120	290	790	1,600	2,050	850	D	YES
	3. Greenstone Rd to Pleasant Valley Rd	2U	E	2	850	D				120	290	790	1,600	2,050	900	D	

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ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	2015 CIP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2005 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
	4. Pleasant Valley Rd to El Dorado Rd	2U	D	2	380	C				120	290	790	1,600	2,050	380	C	
	5. El Dorado Rd to Missouri Flat Rd	2U	E	2	400	C				120	290	790	1,600	2,050	430	C	
MT AUKUM ROAD																	
	1. County Line to Omo Ranch Rd	2R	B	2	160	B				90	200	680	1,410	1,740	220	C	
	2. Omo Ranch Rd to Grizzly Flat Rd	2R	C	2	300	C				90	200	680	1,410	1,740	360	C	
	3. Grizzly Flat Rd to Sly Park Rd	2R	C	2	300	C				90	200	680	1,410	1,740	320	C	
NEWTOWN ROAD																	
	1. Pleasant Valley Rd to Snows Rd	2R	E	2	250	C				90	200	680	1,410	1,740	290	C	
	2. Snows Rd to Weber Creek	2R	D	2	250	C				90	200	680	1,410	1,740	360	C	
	3. Weber Creek to Placerville City Limits	2R	D	2	350	C				90	200	680	1,410	1,740	380	C	
NORTH SHINGLE ROAD																	
	1. Ponderosa Rd to Tennessee Dr	2R	E	2	620	C				90	200	680	1,410	1,740	680	C	
	2. Tennessee Dr to Green Valley Rd	W22	E	2	440	C				80	180	610	1,250	1,550	560	C	
OMO RANCH ROAD																	
	1. Mt Aukum Rd to Fairplay Rd	2R	B	2	90	A				90	200	680	1,410	1,740	110	B	
PLEASANT VALLEY ROAD																	
	1. Mother Lode Dr to El Dorado Rd	2U	E	2*	650	C				120	290	790	1,600	2,050	650	C	
	2. El Dorado Rd to SR 49 (S)	2U	E	2	650	C				120	290	790	1,600	2,050	810	D	
	3. SR 49 (N) to Big Cut Rd	2U	E	2*	1,320	D				120	290	790	1,600	2,050	1,550	D	
	4. Big Cut Rd to Cedar Ravine Rd	2R	E	2	760	D				90	200	680	1,410	1,740	990	D	
	5. Cedar Ravine Rd to Bucks Bar Rd	2R	E	2*	760	D				90	200	680	1,410	1,740	920	D	
	6. Bucks Bar Rd to Newtown Rd	2R	E	2*	420	C				90	200	680	1,410	1,740	470	C	
	7. Newtown Rd to Mt Aukum Rd	2R	E	2*	480	C				90	200	680	1,410	1,740	560	C	
PONDEROSA ROAD																	
	1. US 50 to N Shingle Rd	2A	B	2*	1,480	D				0	0	970	1,760	1,870	1,580	D	YES
	2. N Shingle Rd to Meder Rd	2R	E	2*	550	D				90	200	680	1,410	1,740	1,010	D	
	3. Meder Rd to Green Valley Rd	W20	E	2*	120	B				70	160	540	1,110	1,370	170	C	
PONY EXPRESS TRAIL																	
	1. Carson Rd to Ridgeway Dr	2R	D	2	300	C				90	200	680	1,410	1,740	350	C	
	2. Ridgeway Dr to Sly Park Rd	2R	E	2	600	C				90	200	680	1,410	1,740	650	C	
SALMON FALLS ROAD																	
	1. Green Valley Rd to Lake Hills Dr	2U	E	2	470	C				120	290	790	1,600	2,050	490	C	
	2. Lake Hills Dr to Manzanita Ln	2U	C	2	160	B				120	290	790	1,600	2,050	200	B	
	3. Manzanita Ln to Rattlesnake Bar Rd	W22	E	2	110	B				80	180	610	1,250	1,550	160	B	
SARATOGA WAY EXTENSION																	
	1. County Line to EDH Blvd		E												#N/A	#N/A	#N/A
SERRANO PARKWAY																	
	1. EDH Blvd to Silva Valley Pkwy	2A	E	2*	470	C				0	0	970	1,760	1,870	660	C	
SERRANO PARKWAY EXTENSION																	
	1. Silva Valley Pkwy to Bass Lake Rd		E												#N/A	#N/A	#N/A

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool
 Version: M99 Model Year: 2005
 2005 PM Deficiencies (NPGP Version)

ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	2015 CIP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2005 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
SHINGLE SPRINGS DRIVE																	
	1. Mother Lode Dr to US 50	2R	E	2	160	B				90	200	680	1,410	1,740	180	B	
	2. US 50 Interchange	2A	E	2	160	C				0	0	970	1,760	1,870	160	C	
SILVA VALLEY PARKWAY																	
	1. Serrano Pkwy to Harvard Way	4AD	E	4*	340	C				0	0	1,920	3,540	3,740	630	C	
	2. Harvard Way to Green Valley Rd	2A	E	2	340	C				0	0	970	1,760	1,870	550	C	
SILVA VALLEY PARKWAY EXTENSION																	
	1. US-50 to Serrano Pkwy		E												#N/A	#N/A	#N/A
SLY PARK ROAD																	
	1. Mt Aukum Rd to Clear Creek Rd	2R	E	2	270	C				90	200	680	1,410	1,740	360	C	
	2. Clear Creek Rd to Mormon Emigrant Tr	W18	E	2	180	B				60	130	450	930	1,150	220	C	
	3. Mormon Emigrant Tr to Park Creek Rd	2R	E	2	340	C				90	200	680	1,410	1,740	430	C	
	4. Park Creek Rd to US 50	2R	D	2	470	C				90	200	680	1,410	1,740	540	C	
	5. US 50 to Pony Express Trail	2R	E	2	630	C				90	200	680	1,410	1,740	630	C	
SNOWS ROAD																	
	1. Newtown Rd to Carson Rd	2R	C	2	190	B				90	200	680	1,410	1,740	190	B	
SOPHIA PARKWAY																	
	1. County Line to Green Valley Rd		E												#N/A	#N/A	#N/A
SOUTH SHINGLE ROAD																	
	1. Latrobe Rd to Brandon Rd	W18	B	2	70	A				60	130	450	930	1,150	270	C	
	2. Brandon Rd to Sunset Ln	W20	E	2	200	B				70	160	540	1,110	1,370	300	C	
	3. Sunset Ln to Durock Rd	2R	E	2*	500	C				90	200	680	1,410	1,740	500	C	
	4. Durock Rd to US 50	2A	C	2*	1,190	D				0	0	970	1,760	1,870	1,190	D	YES
SUNCAST LANE EXTENSION																	
	1. County Line to White Rock Rd		E												#N/A	#N/A	#N/A
	2. White Rock Rd to Latrobe Rd		E												#N/A	#N/A	#N/A
WHITE ROCK ROAD																	
	1. County Line to Manchester Dr.	W18	D	2	470	C				60	130	450	930	1,150	560	D	
	2. Manchester Dr. to Latrobe Rd.	W22	D	2	470	C				80	180	610	1,250	1,550	1,610	F	YES
	3. Latrobe Rd to Silva Valley Pkwy	W18	C	2	270	B				60	130	450	930	1,150	1,400	F	YES
SR 49																	
	1. County Line to Sand Ridge Rd	2R	C	2	270	C				90	200	680	1,410	1,740	310	C	
	2. Sand Ridge Rd to Crystal Blvd	2R	E	2	340	C				90	200	680	1,410	1,740	350	C	
	3. Crystal Blvd to China Hill Rd	2R	C	2	340	C				90	200	680	1,410	1,740	600	C	
	4. China Hill Rd to Pleasant Valley Rd	W22	E	2	470	C				80	180	610	1,250	1,550	600	C	
	5. Pleasant Valley Rd to Missouri Flat Rd	W22	E	2	1,160	D				80	180	610	1,250	1,550	1,160	D	
	6. Missouri Flat Rd to Pleasant Valley Rd (DS)	2A	D	2	1,280	D				0	0	970	1,760	1,870	1,040	D	
	7. Pleasant Valley to Placerville City Limits	2R	B	2	540	C				90	200	680	1,410	1,740	630	C	
	8. Placerville City Limits to Gold Hill Rd	2R	D	2	300	C				90	200	680	1,410	1,740	300	C	
	9. Gold Hill Rd to SR 153	W22	D	2	180	B				80	180	610	1,250	1,550	400	C	
	10. SR 153 to Marshall Rd	2R	E	2	410	C				90	200	680	1,410	1,740	510	C	

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool

Version: M99

Model Year: 2005

2005 PM Deficiencies (NPGP Version)

ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	2015 CIP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2005 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
	11. Marshall Rd to Rattlesnake Bar Rd	2U	C	2	290	B				120	290	790	1,600	2,050	540	C	
	12. Rattlesnake Bar Rd to SR 193	W22	C	2	360	C				80	180	610	1,250	1,550	590	C	
	13. SR 193 to County Line	2R	E	2	970	D				90	200	680	1,410	1,740	970	D	
SR 193																	
	1. SR 49 to Greenwood Rd	2U	C	2	630	C				120	290	790	1,600	2,050	630	C	
	2. Greenwood Rd to Main St (Georgetown)	2R	D	2	430	C				90	200	680	1,410	1,740	430	C	
	3. Main St (Georgetown) to Shoo Fly Rd	2R	B	2	170	B				90	200	680	1,410	1,740	210	C	
	4. Shoo Fly Rd to Placerville City Limits	2R	E	2	210	C				90	200	680	1,410	1,740	270	C	
US HIGHWAY 50																	
WB	1. County Line to EDH Blvd/Latrobe Rd	2F	E	2	1,730	B				1,110	2,010	2,880	3,570	4,010	2,310	C	
EB		2F	E	2	3,900	F*				1,110	2,010	2,880	3,570	4,010	3,900	E	YES
WB	2. EDH Blvd/Latrobe Rd to Bass Lake Rd	2F	E	2	1,460	B				1,110	2,010	2,880	3,570	4,010	2,900	D	
EB		2F	E	2	3,760	E				1,110	2,010	2,880	3,570	4,010	4,000	E	
WB	3. Bass Lake Rd to Cambridge Rd	2F	E	2	2,350	C				1,110	2,010	2,880	3,570	4,010	2,690	C	
EB		2F	E	2	3,320	D				1,110	2,010	2,880	3,570	4,010	3,440	D	
WB	4. Cambridge Rd to Cameron Park Dr	2F	E	2	2,330	C				1,110	2,010	2,880	3,570	4,010	2,380	C	
EB		2F	E	2	3,140	D				1,110	2,010	2,880	3,570	4,010	3,140	D	
WB	5. Cameron Park Dr to Ponderosa Rd	2F	E	2	1,970	B				1,110	2,010	2,880	3,570	4,010	2,320	C	
EB		2F	E	2	2,930	D				1,110	2,010	2,880	3,570	4,010	2,930	D	
WB	6. Ponderosa Rd to Shingle Springs Dr	2F	D	2	1,020	A				1,110	2,010	2,880	3,570	4,010	2,140	C	
EB		2F	D	2	2,550	C				1,110	2,010	2,880	3,570	4,010	2,550	C	
WB	7. Shingle Springs Dr to Greenstone Rd	2F	D	2	1,190	B				1,110	2,010	2,880	3,570	4,010	1,800	B	
EB		2F	D	2	2,470	C				1,110	2,010	2,880	3,570	4,010	2,470	C	
WB	8. Greenstone Rd to El Dorado Rd	2F	D	2	1,590	B				1,110	2,010	2,880	3,570	4,010	2,110	C	
EB		2F	D	2	2,320	C				1,110	2,010	2,880	3,570	4,010	2,320	C	
WB	9. El Dorado Rd to Missouri Flat Rd	2F	E	2	1,740	B				1,110	2,010	2,880	3,570	4,010	1,790	B	
EB		2F	E	2	2,160	C				1,110	2,010	2,880	3,570	4,010	2,230	C	
WB	10. Missouri Flat Rd to Placerville City Limits	2F	D	2	2,200	C				1,110	2,010	2,880	3,570	4,010	2,380	C	
EB		2F	D	2	2,380	C				1,110	2,010	2,880	3,570	4,010	2,380	C	
EB	11. Placerville City Limits to Newtown Rd	2F	D	2	1,330	B				1,110	2,010	2,880	3,570	4,010	1,330	B	
	12. Newtown Rd to Carson Rd. (W)	4M	D	4	2,580	D				1,070	1,760	2,530	3,280	3,650	2,580	D	
	13. Carson Rd (W) to Carson Rd (E)	4M	D	4	2,120	C				1,070	1,760	2,530	3,280	3,650	2,230	C	
EB	14. Carson Rd (E) to Sawmill Rd	2F	D	2	1,220	B				1,110	2,010	2,880	3,570	4,010	1,220	B	
EB	15. Sawmill Rd to Sly Park Rd	2F	C	2	1,010	A				1,110	2,010	2,880	3,570	4,010	1,010	A	
	16. Sly Park Rd to Fresh Pond	2U	C	3	970	D				120	290	790	1,600	2,050	1,150	D	YES
	17. Fresh Pond to Ice House Rd	4M	C	4	1,140	B				1,070	1,760	2,530	3,280	3,650	1,140	B	
	18. Ice House Rd to Echo Lake	2U	E	2	1,340	D				120	290	790	1,600	2,050	1,510	D	

F* = According to Caltrans District 3, these segments operate with LOS F conditions since the prevailing speed is less than 35 mph for at least 30 minutes during the peak period.

2* = Directional count exist.

** The observed LOS is worse than reported for the base year conditions.

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool
 Version: M99 Model Year: 2015
 04GP v1.0 AM Deficiencies

ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2015 04GP V1.0 AM PEAK HOUR		
					WKDY AM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
US HIGHWAY 50																	
WB	1. County Line to EDH Blvd/Latrobe Rd	2F	E	2	3,950	E				1,110	2,010	2,880	3,570	4,010	5,180	F	YES
EB		2F	E	2	1,620	F*				1,110	2,010	2,880	3,570	4,010	2,690	C	
WB	2. EDH Blvd/Latrobe Rd to Bass Lake Rd	2F	E	2	3,830	E				1,110	2,010	2,880	3,570	4,010	4,710	F	YES
EB		2F	E	2	1,300	B				1,110	2,010	2,880	3,570	4,010	3,200	D	
WB	3. Bass Lake Rd to Cambridge Rd	2F	E	2	3,120	D				1,110	2,010	2,880	3,570	4,010	3,740	E	
EB		2F	E	2	1,990	B				1,110	2,010	2,880	3,570	4,010	2,880	C	
WB	4. Cambridge Rd to Cameron Park Dr	2F	E	2	2,940	D				1,110	2,010	2,880	3,570	4,010	3,200	D	
EB		2F	E	2	1,980	B				1,110	2,010	2,880	3,570	4,010	2,660	C	
WB	5. Cameron Park Dr to Ponderosa Rd	2F	E	2	2,930	D				1,110	2,010	2,880	3,570	4,010	2,930	D	
EB		2F	E	2	1,600	B				1,110	2,010	2,880	3,570	4,010	2,770	C	
WB	6. Ponderosa Rd to Shingle Springs Dr	2F	E	2	2,010	B				1,110	2,010	2,880	3,570	4,010	2,290	C	
EB		2F	E	2	1,190	B				1,110	2,010	2,880	3,570	4,010	2,580	C	
WB	7. Shingle Springs Dr to Greenstone Rd	2F	D	2	1,960	B				1,110	2,010	2,880	3,570	4,010	2,350	C	
EB		2F	D	2	1,300	B				1,110	2,010	2,880	3,570	4,010	2,140	C	
WB	8. Greenstone Rd to El Dorado Rd	2F	E	2	2,010	B				1,110	2,010	2,880	3,570	4,010	2,200	C	
EB		2F	E	2	1,420	B				1,110	2,010	2,880	3,570	4,010	2,490	C	
WB	9. El Dorado Rd to Missouri Flat Rd	2F	E	2	1,910	B				1,110	2,010	2,880	3,570	4,010	2,500	C	
EB		2F	E	2	1,680	B				1,110	2,010	2,880	3,570	4,010	1,850	B	
WB	10. Missouri Flat Rd to Placerville City Limits	2F	E	2	2,080	C				1,110	2,010	2,880	3,570	4,010	2,200	C	
EB		2F	E	2	2,000	B				1,110	2,010	2,880	3,570	4,010	2,410	C	

F* = According to Caltrans District 3, these segments operate with LOS F conditions since the prevailing speed is less than 35 mph for at least 30 minutes during the peak period.

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool

Version: M99

Model Year: 2015

04GP v1.0 PM Deficiencies

ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2015 04GP V1.0 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
BASS LAKE ROAD																	
	1. US 50 to Country Club Dr	W22	D	2	430	C				80	180	610	1,250	1,550	1,400	E	YES
	2. Country Club Dr to Bass Lake	W22	D	2	430	C				80	180	610	1,250	1,550	760	D	
	3. Bass Lake to Green Valley Rd	W22	E	2	300	C				80	180	610	1,250	1,550	510	C	
BASS LAKE ROAD, NEW																	
	1. Bass Lake Rd to Green Valley Rd		D												#N/A	#N/A	#N/A
BIG CUT ROAD																	
	1. Pleasant Valley Rd to Placerville City Limits	W18	D	2	80	A				60	130	450	930	1,150	110	B	
BUCKS BAR ROAD																	
	1. Mt Aukum to Cattle Cr Ln	W18	D	2	340	C				60	130	450	930	1,150	490	D	
	2. Cattle Cr Ln to Pleasant Valley Rd	W20	D	2	400	C				70	160	540	1,110	1,370	510	C	
CAMBRIDGE ROAD																	
	1. US 50 EB ramps to Country Club Dr	2A	E	2*	700	C				0	0	970	1,760	1,870	1,020	D	
	2. Country Club Dr to Oxford Rd	2A	F	2*	630	C				0	0	970	1,760	1,870	1,050	D	
	3. Oxford Rd to Green Valley Rd	2U	E	2*	390	C				120	290	790	1,600	2,050	540	C	
CAMERON PARK DRIVE																	
	1. Durock Rd to Coach Ln	4AU	F	4*	880	C				0	0	1,750	2,740	2,890	2,600	D	
	2. Coach Ln to Palmer Dr	4AU	E	4*	1,970	D				0	0	1,750	2,740	2,890	2,730	D	
	3. Palmer Dr to Oxford Rd	2U	E	2*	1,690	E				120	290	790	1,600	2,050	2,170	F	YES
	4. Oxford Rd to Green Valley Rd	2U	E	2*	840	D				120	290	790	1,600	2,050	1,210	D	
CARSON ROAD																	
	1. Placerville City Limits to Union Ridge Rd	2R	D	2	190	B				90	200	680	1,410	1,740	250	C	
	2. Union Ridge Rd to US 50	2R	D	2	200	B				90	200	680	1,410	1,740	200	B	
	3. US 50 to Barkley Rd	2R	D	2	350	C				90	200	680	1,410	1,740	360	C	
	4. Barkley Rd to Pony Express Tr	2R	E	2	270	C				90	200	680	1,410	1,740	270	C	
CEDAR RAVINE ROAD																	
	1. Pleasant Valley Rd to Quarry Rd	W20	D	2	140	B				70	160	540	1,110	1,370	190	C	
	2. Quarry Rd to Placerville City Limits	2R	D	2	220	C				90	200	680	1,410	1,740	330	C	
COLD SPRINGS ROAD																	
	1. Placerville City Limits to Cool Water Cr	2R	E	2	390	C				90	200	680	1,410	1,740	680	C	
	2. Cool Water Cr to Gold Hill Rd	2R	D	2	220	C				90	200	680	1,410	1,740	450	C	
	3. Gold Hill Rd to SR 49	W22	D	2	170	B				80	180	610	1,250	1,550	270	C	
COUNTRY CLUB DRIVE																	
	1. Bass Lake Rd to Merrychase Dr	2R	D	2*	230	C				90	200	680	1,410	1,740	600	C	
	2. Merrychase Dr to Cambridge Rd	2R	E	2*	240	C				90	200	680	1,410	1,740	550	C	
	3. Cambridge Rd to Royal Dr (W)	2R	E	2*	300	C				90	200	680	1,410	1,740	790	D	
	4. Royal Dr (W) to Cameron Park Dr	2R	E	2*	430	C				90	200	680	1,410	1,740	660	C	
COUNTRY CLUB DRIVE EXTENSION																	
	1. Silva Valley Pkwy to Bass Lake Rd		D												#N/A	#N/A	#N/A

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool

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Model Year: 2015

04GP v1.0 PM Deficiencies

ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2015 04GP V1.0 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
DUROCK ROAD																	
	1. Cameron Park Dr to Heinz Rd	2U	E	2	340	C				120	290	790	1,600	2,050	1,340	D	
	2. Heinz Rd to S Shingle Rd	2U	E	2	470	C				120	290	790	1,600	2,050	1,220	D	
EL DORADO HILLS BLVD																	
	1. US 50 to Lassen Ln	4AD	E	5*	2,250	D				0	0	1,920	3,540	3,740	5,000	F	YES
	2. Lassen Ln to Olson Ln	4AD	E	4*	1,660	C				0	0	1,920	3,540	3,740	3,270	D	
	3. Olson Ln to St Andrews Dr	4AD	E	4*	1,410	C				0	0	1,920	3,540	3,740	2,530	D	
	4. St Andrews Dr to Francisco Dr	2A	E	2*	1,220	D				0	0	970	1,760	1,870	2,230	F	YES
	5. Francisco Dr to Green Valley Rd	2A	E	2*	390	C				0	0	970	1,760	1,870	1,000	D	
EL DORADO ROAD																	
	1. Pleasant Valley Rd to Mother Lode Dr	W22	E	2	200	B				80	180	610	1,250	1,550	370	C	
	2. Mother Lode Dr to US 50	W22	E	2	380	C				80	180	610	1,250	1,550	740	D	
	3. US 50 Interchange	2A	D	2	380	C				0	0	970	1,760	1,870	820	C	
	4. US 50 to Missouri Flat Rd	W22	E	2	220	C				80	180	610	1,250	1,550	510	C	
	5. Missouri Flat Rd to Green Valley Rd	W22	E	2	290	C				80	180	610	1,250	1,550	450	C	
FAIRPLAY ROAD																	
	1. Mt Aukum to Omo Ranch Rd	W20	D	2	170	B				70	160	540	1,110	1,370	170	C	
FORNI ROAD																	
	1. SR49 to Enterprise Dr	2R	E	2	220	C				90	200	680	1,410	1,740	240	C	
	2. Enterprise Dr to Missouri Flat Rd	2R	E	2	360	C				90	200	680	1,410	1,740	780	D	
	3. Missouri Flat Rd to Warnego Rd	2R	E	2	170	B				90	200	680	1,410	1,740	430	C	
	4. Warnego Rd to Placerville City Limits	W20	D	2	120	B				70	160	540	1,110	1,370	430	C	
FRANCISCO DRIVE																	
	1. EDH Blvd to Green Valley Rd	2A	E	2*	950	C				0	0	970	1,760	1,870	1,330	D	
GARDEN VALLEY ROAD																	
	1. SR 193 to Marshall Rd	W20	D	2	120	B				70	160	540	1,110	1,370	170	C	
GOLD HILL ROAD																	
	1. Lotus Rd to Cold Springs Rd	W22	D	2	120	B				80	180	610	1,250	1,550	160	B	
	2. Cold Springs Rd to SR 49	W22	D	2	30	A				80	180	610	1,250	1,550	30	A	
GREEN VALLEY ROAD																	
	1. County Line to Francisco Dr	2U	E	2*	2,110	F				120	290	790	1,600	2,050	3,550	F	YES
	2. Francisco Dr to Salmon Falls Rd	2U	E	2*	1,210	D				120	290	790	1,600	2,050	1,830	E	
	3. Salmon Falls Rd to Deer Valley Rd (W)	2U	E	2*	1,210	D				120	290	790	1,600	2,050	1,490	D	
	4. Deer Valley Rd (W) to Bass Lake Rd	2U	D	2*	910	D				120	290	790	1,600	2,050	1,390	D	
	5. Bass Lake Rd to Cameron Park Dr	2U	E	2*	990	D				120	290	790	1,600	2,050	1,360	D	
	6. Cameron Park Dr to Deer Valley Rd (E)	W22	E	2*	560	C				80	180	610	1,250	1,550	620	D	
	7. Deer Valley Rd (E) to Lotus Rd	W18	D	2	650	C				60	130	450	930	1,150	1,060	E	YES
	8. Lotus Rd to Greenstone Rd	W20	D	2	360	C				70	160	540	1,110	1,370	880	D	
	9. Greenstone Rd to Missouri Flat Rd	W20	D	2*	550	C				70	160	540	1,110	1,370	760	D	
	10. Missouri Flat Rd to Placerville City Limits	W18	D	2	440	C				60	130	450	930	1,150	830	D	

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ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2015 04GP V1.0 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
GREENSTONE ROAD																	
	1. Mother Lode Dr to US 50	W18	D	2	110	B				60	130	450	930	1,150	420	C	
	2. US 50 Interchange	2A	D	2	230	C				0	0	970	1,760	1,870	460	C	
	3. US 50 to Green Valley Rd	2R	D	2	230	C				90	200	680	1,410	1,740	360	C	
HEADINGTON ROAD																	
	1. Missouri Flat Rd to El Dorado Rd	2A	E	2						0	0	970	1,760	1,870	#N/A	#N/A	#N/A
LATROBE ROAD																	
	1. County Line to S Shingle Rd	2U	D	2	220	B				120	290	790	1,600	2,050	320	C	
	2. S Shingle Rd to Wetsel Oviatt	2R	D	2	260	C				90	200	680	1,410	1,740	760	D	
	3. Wetsel Oviatt to Investment Blvd	2U	D	2*	330	C				120	290	790	1,600	2,050	940	D	
	4. Investment Blvd to Carson Creek	2U	D	2*	640	C				120	290	790	1,600	2,050	1,620	E	YES
	5. Carson Creek to White Rock Rd	4AD	E	4	1,390	C				0	0	1,920	3,540	3,740	2,810	D	
	6. White Rock Rd to US 50	4AD	E	4*	1,840	C				0	0	1,920	3,540	3,740	6,210	F	YES
LOTUS ROAD																	
	1. Green Valley Rd to Springvale Rd	2U	D	2	590	C				120	290	790	1,600	2,050	780	C	
	2. Springvale Rd to Thompson Hill Rd	2U	D	2	370	C				120	290	790	1,600	2,050	490	C	
	3. Thompson Hill Rd to SR 49	2R	D	2	350	C				90	200	680	1,410	1,740	570	C	
MARSHALL ROAD																	
	1. SR 49 to Mt Murphy Rd	2R	D	2	240	C				90	200	680	1,410	1,740	330	C	
	2. Mt Murphy Rd to Black Oak Mine Rd	2R	D	2	240	C				90	200	680	1,410	1,740	310	C	
MEDER ROAD																	
	1. Cameron Park Dr to Rosebud Dr	W22	E	2	330	C				80	180	610	1,250	1,550	430	C	
	2. Rosebud Dr to Ponderosa Rd	W22	E	2	330	C				80	180	610	1,250	1,550	470	C	
MISSOURI FLAT ROAD																	
	1. Green Valley Rd to El Dorado Rd	2U	E	2*	480	C				120	290	790	1,600	2,050	660	C	
	2. El Dorado Rd to Headington Rd	2U	E	2*	710	C				120	290	790	1,600	2,050	1,150	D	
	3. Headington Rd to US 50	2A	E	2*	1,670	D				0	0	970	1,760	1,870	2,330	F	YES
	4. US 50 to Mother Lode Dr	2A	F	3*	2,340	F				0	0	970	1,760	1,870	2,510	F	
	5. Mother Lode Dr to China Garden Rd	4AU	F	4*	2,340	D				0	0	1,750	2,740	2,890	2,340	D	
	6. China Garden Rd to SR 49	2A	E	2*	1,600	D				0	0	970	1,760	1,870	1,390	D	
MISSOURI FLAT ROAD CONNECTOR																	
	1. Missouri Flat Rd to SR-49		E												#N/A	#N/A	#N/A
MORMON EMIGRANT TRAIL																	
	1. Sly Park Rd to 2nd Dam	2U	D	2	60	A				120	290	790	1,600	2,050	180	B	
MOSQUITO ROAD																	
	1. Placerville City Limits to Union Ridge Rd	2R	E	2	290	C				90	200	680	1,410	1,740	290	C	
	2. Union Ridge Rd to Rock Creek Rd	W18	D	2	80	A				60	130	450	930	1,150	150	C	
MOTHER LODGE DRIVE																	
	1. S Shingle Rd to French Creek Rd	2U	E	2*	1,300	D				120	290	790	1,600	2,050	1,490	D	
	2. French Crk Rd to Greenstone Rd	2U	D	2	850	D				120	290	790	1,600	2,050	970	D	
	3. Greenstone Rd to Pleasant Valley Rd	2U	E	2	850	D				120	290	790	1,600	2,050	1,180	D	

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ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2015 04GP V1.0 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
	4. Pleasant Valley Rd to El Dorado Rd	2U	E	2	380	C				120	290	790	1,600	2,050	400	C	
	5. El Dorado Rd to Missouri Flat Rd	2U	E	2	400	C				120	290	790	1,600	2,050	500	C	
MT AUKUM ROAD																	
	1. County Line to Omo Ranch Rd	2R	D	2	160	B				90	200	680	1,410	1,740	270	C	
	2. Omo Ranch Rd to Grizzly Flat Rd	2R	D	2	300	C				90	200	680	1,410	1,740	430	C	
	3. Grizzly Flat Rd to Sly Park Rd	2R	D	2	300	C				90	200	680	1,410	1,740	340	C	
NEWTOWN ROAD																	
	1. Pleasant Valley Rd to Snows Rd	2R	D	2	250	C				90	200	680	1,410	1,740	370	C	
	2. Snows Rd to Weber Creek	2R	D	2	250	C				90	200	680	1,410	1,740	410	C	
	3. Weber Creek to Placerville City Limits	2R	E	2	350	C				90	200	680	1,410	1,740	390	C	
NORTH SHINGLE ROAD																	
	1. Ponderosa Rd to Tennessee Dr	2R	D	2	620	C				90	200	680	1,410	1,740	750	D	
	2. Tennessee Dr to Green Valley Rd	W22	D	2	440	C				80	180	610	1,250	1,550	680	D	
OMO RANCH ROAD																	
	1. Mt Aukum Rd to Fairplay Rd	2R	D	2	90	A				90	200	680	1,410	1,740	110	B	
PLEASANT VALLEY ROAD																	
	1. Mother Lode Dr to El Dorado Rd	2U	E	2*	650	C				120	290	790	1,600	2,050	800	D	
	2. El Dorado Rd to SR 49 (S)	2U	F	2	650	C				120	290	790	1,600	2,050	1,120	D	
	3. SR 49 (N) to Big Cut Rd	2U	E	2*	1,320	D				120	290	790	1,600	2,050	1,670	E	
	4. Big Cut Rd to Cedar Ravine Rd	2R	E	2	760	D				90	200	680	1,410	1,740	1,090	D	
	5. Cedar Ravine Rd to Bucks Bar Rd	2R	D	2*	760	D				90	200	680	1,410	1,740	1,030	D	
	6. Bucks Bar Rd to Newtown Rd	2R	D	2*	420	C				90	200	680	1,410	1,740	490	C	
	7. Newtown Rd to Mt Aukum Rd	2R	D	2*	480	C				90	200	680	1,410	1,740	640	C	
PONDEROSA ROAD																	
	1. US 50 to N Shingle Rd	2A	E	2*	1,480	D				0	0	970	1,760	1,870	1,780	E	
	2. N Shingle Rd to Meder Rd	2R	E	2*	550	D				90	200	680	1,410	1,740	1,130	D	
	3. Meder Rd to Green Valley Rd	W20	D	2*	120	B				70	160	540	1,110	1,370	200	C	
PONY EXPRESS TRAIL																	
	1. Carson Rd to Ridgeway Dr	2R	E	2	300	C				90	200	680	1,410	1,740	360	C	
	2. Ridgeway Dr to Sly Park Rd	2R	E	2	600	C				90	200	680	1,410	1,740	650	C	
SALMON FALLS ROAD																	
	1. Green Valley Rd to Lake Hills Dr	2U	E	2	470	C				120	290	790	1,600	2,050	1,010	D	
	2. Lake Hills Dr to Manzanita Ln	2U	E	2	160	B				120	290	790	1,600	2,050	490	C	
	3. Manzanita Ln to Rattlesnake Bar Rd	W22	D	2	110	B				80	180	610	1,250	1,550	410	C	
SARATOGA WAY EXTENSION																	
	1. County Line to EDH Blvd		E												#N/A	#N/A	#N/A
SERRANO PARKWAY																	
	1. EDH Blvd to Silva Valley Pkwy	2A	E	2*	470	C				0	0	970	1,760	1,870	1,120	D	
SERRANO PARKWAY EXTENSION																	
	1. Silva Valley Pkwy to Bass Lake Rd		E												#N/A	#N/A	#N/A

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ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2015 04GP V1.0 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
SHINGLE SPRINGS DRIVE																	
	1. Mother Lode Dr to US 50	2R	D	2	160	B				90	200	680	1,410	1,740	440	C	
	2. US 50 Interchange	2A	D	2	160	C				0	0	970	1,760	1,870	300	C	
SILVA VALLEY PARKWAY																	
	1. Serrano Pkwy to Harvard Way	4AD	E	4*	340	C				0	0	1,920	3,540	3,740	910	C	
	2. Harvard Way to Green Valley Rd	2A	E	2	340	C				0	0	970	1,760	1,870	870	C	
SILVA VALLEY PARKWAY EXTENSION																	
	1. US-50 to Serrano Pkwy		E												#N/A	#N/A	#N/A
SLY PARK ROAD																	
	1. Mt Aukum Rd to Clear Creek Rd	2R	D	2	270	C				90	200	680	1,410	1,740	390	C	
	2. Clear Creek Rd to Mormon Emigrant Tr	W18	D	2	180	B				60	130	450	930	1,150	220	C	
	3. Mormon Emigrant Tr to Park Creek Rd	2R	E	2	340	C				90	200	680	1,410	1,740	450	C	
	4. Park Creek Rd to US 50	2R	E	2	470	C				90	200	680	1,410	1,740	580	C	
	5. US 50 to Pony Express Trail	2R	E	2	630	C				90	200	680	1,410	1,740	630	C	
SNOWS ROAD																	
	1. Newtown Rd to Carson Rd	2R	E	2	190	B				90	200	680	1,410	1,740	200	B	
SOPHIA PARKWAY																	
	1. County Line to Green Valley Rd		D												#N/A	#N/A	#N/A
SOUTH SHINGLE ROAD																	
	1. Latrobe Rd to Brandon Rd	W18	D	2	70	A				60	130	450	930	1,150	760	D	
	2. Brandon Rd to Sunset Ln	W20	D	2	200	B				70	160	540	1,110	1,370	460	C	
	3. Sunset Ln to Durock Rd	2R	E	2*	500	C				90	200	680	1,410	1,740	650	C	
	4. Durock Rd to US 50	2A	E	2*	1,190	D				0	0	970	1,760	1,870	1,370	D	
SUNCAST LANE EXTENSION																	
	1. County Line to White Rock Rd		E												#N/A	#N/A	#N/A
	2. White Rock Rd to Latrobe Rd		E												#N/A	#N/A	#N/A
WHITE ROCK ROAD																	
	1. County Line to Manchester Dr.	W18	E	2	470	C				60	130	450	930	1,150	670	D	
	2. Manchester Dr. to Latrobe Rd.	W22	E	2	470	C				80	180	610	1,250	1,550	2,650	F	YES
	3. Latrobe Rd to Silva Valley Pkwy	W18	E	2	270	B				60	130	450	930	1,150	2,640	F	YES
SR 49																	
	1. County Line to Sand Ridge Rd	2R	D	2	270	C				90	200	680	1,410	1,740	390	C	
	2. Sand Ridge Rd to Crystal Blvd	2R	D	2	340	C				90	200	680	1,410	1,740	430	C	
	3. Crystal Blvd to China Hill Rd	2R	E	2	340	C				90	200	680	1,410	1,740	710	D	
	4. China Hill Rd to Pleasant Valley Rd	W22	E	2	470	C				80	180	610	1,250	1,550	710	D	
	5. Pleasant Valley Rd to Missouri Flat Rd	W22	E	2	1,160	D				80	180	610	1,250	1,550	1,160	D	
	6. Missouri Flat Rd to Pleasant Valley Rd (DS)	2A	E	2	1,280	D				0	0	970	1,760	1,870	1,260	D	
	7. Pleasant Valley to Placerville City Limits	2R	E	2	540	C				90	200	680	1,410	1,740	860	D	
	8. Placerville City Limits to Gold Hill Rd	2R	D	2	300	C				90	200	680	1,410	1,740	350	C	
	9. Gold Hill Rd to SR 153	W22	D	2	180	B				80	180	610	1,250	1,550	530	C	
	10. SR 153 to Marshall Rd	2R	D	2	410	C				90	200	680	1,410	1,740	740	D	

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ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2015 04GP V1.0 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
	11. Marshall Rd to Rattlesnake Bar Rd	2U	D	2	290	B				120	290	790	1,600	2,050	890	D	
	12. Rattlesnake Bar Rd to SR 193	W22	D	2	360	C				80	180	610	1,250	1,550	880	D	
	13. SR 193 to County Line	2R	F	2	970	D				90	200	680	1,410	1,740	1,030	D	
SR 193																	
	1. SR 49 to Greenwood Rd	2U	D	2	630	C				120	290	790	1,600	2,050	820	D	
	2. Greenwood Rd to Main St (Georgetown)	2R	D	2	430	C				90	200	680	1,410	1,740	430	C	
	3. Main St (Georgetown) to Shoo Fly Rd	2R	D	2	170	B				90	200	680	1,410	1,740	260	C	
	4. Shoo Fly Rd to Placerville City Limits	2R	D	2	210	C				90	200	680	1,410	1,740	320	C	
US HIGHWAY 50																	
WB	1. County Line to EDH Blvd/Latrobe Rd	2F	E	2	1,730	B				1,110	2,010	2,880	3,570	4,010	3,070	D	
EB		2F	E	2	3,900	F*				1,110	2,010	2,880	3,570	4,010	4,900	F	YES
WB	2. EDH Blvd/Latrobe Rd to Bass Lake Rd	2F	E	2	1,460	B				1,110	2,010	2,880	3,570	4,010	3,390	D	
EB		2F	E	2	3,760	E				1,110	2,010	2,880	3,570	4,010	4,720	F	YES
WB	3. Bass Lake Rd to Cambridge Rd	2F	E	2	2,350	C				1,110	2,010	2,880	3,570	4,010	3,020	D	
EB		2F	E	2	3,320	D				1,110	2,010	2,880	3,570	4,010	3,960	E	
WB	4. Cambridge Rd to Cameron Park Dr	2F	E	2	2,330	C				1,110	2,010	2,880	3,570	4,010	2,790	C	
EB		2F	E	2	3,140	D				1,110	2,010	2,880	3,570	4,010	3,430	D	
WB	5. Cameron Park Dr to Ponderosa Rd	2F	E	2	1,970	B				1,110	2,010	2,880	3,570	4,010	2,840	C	
EB		2F	E	2	2,930	D				1,110	2,010	2,880	3,570	4,010	3,020	D	
WB	6. Ponderosa Rd to Shingle Springs Dr	2F	E	2	1,020	A				1,110	2,010	2,880	3,570	4,010	2,690	C	
EB		2F	E	2	2,550	C				1,110	2,010	2,880	3,570	4,010	2,650	C	
WB	7. Shingle Springs Dr to Greenstone Rd	2F	D	2	1,190	B				1,110	2,010	2,880	3,570	4,010	2,300	C	
EB		2F	D	2	2,470	C				1,110	2,010	2,880	3,570	4,010	2,620	C	
WB	8. Greenstone Rd to El Dorado Rd	2F	E	2	1,590	B				1,110	2,010	2,880	3,570	4,010	2,620	C	
EB		2F	E	2	2,320	C				1,110	2,010	2,880	3,570	4,010	2,540	C	
WB	9. El Dorado Rd to Missouri Flat Rd	2F	E	2	1,740	B				1,110	2,010	2,880	3,570	4,010	2,340	C	
EB		2F	E	2	2,160	C				1,110	2,010	2,880	3,570	4,010	2,510	C	
WB	10. Missouri Flat Rd to Placerville City Limits	2F	E	2	2,200	C				1,110	2,010	2,880	3,570	4,010	2,630	C	
EB		2F	E	2	2,380	C				1,110	2,010	2,880	3,570	4,010	2,400	C	
EB	11. Placerville City Limits to Newtown Rd	2F	E	2	1,330	B				1,110	2,010	2,880	3,570	4,010	1,390	B	
	12. Newtown Rd to Carson Rd. (W)	4M	D	4	2,580	D				1,070	1,760	2,530	3,280	3,650	2,920	D	
	13. Carson Rd (W) to Carson Rd (E)	4M	D	4	2,120	C				1,070	1,760	2,530	3,280	3,650	2,610	D	
EB	14. Carson Rd (E) to Sawmill Rd	2F	D	2	1,220	B				1,110	2,010	2,880	3,570	4,010	1,220	B	
EB	15. Sawmill Rd to Sly Park Rd	2F	D	2	1,010	A				1,110	2,010	2,880	3,570	4,010	1,220	B	
	16. Sly Park Rd to Fresh Pond	2U	D	3	970	D				120	290	790	1,600	2,050	1,420	D	
	17. Fresh Pond to Ice House Rd	4M	D	4	1,140	B				1,070	1,760	2,530	3,280	3,650	1,340	B	
	18. Ice House Rd to Echo Lake	2U	F	2	1,340	D				120	290	790	1,600	2,050	1,770	E	

F* = According to Caltrans District 3, these segments operate with LOS F conditions since the prevailing speed is less than 35 mph for at least 30 minutes during the peak period.

2* = Directional count exist.

** The observed LOS is worse than reported for the base year conditions.

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool
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 NPGP v1.0 AM Deficiencies

ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	2015 CIP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2015 NPGP V1.0 AM PEAK HOUR		
					WKDY AM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
US HIGHWAY 50																	
WB	1. County Line to EDH Blvd/Latrobe Rd	2F	E	2	3,950	E				1,110	2,010	2,880	3,570	4,010	5,000	F	YES
EB		2F	E	2	1,620	F*				1,110	2,010	2,880	3,570	4,010	2,560	C	
WB	2. EDH Blvd/Latrobe Rd to Bass Lake Rd	2F	E	2	3,830	E				1,110	2,010	2,880	3,570	4,010	4,740	F	YES
EB		2F	E	2	1,300	B				1,110	2,010	2,880	3,570	4,010	3,050	D	
WB	3. Bass Lake Rd to Cambridge Rd	2F	E	2	3,120	D				1,110	2,010	2,880	3,570	4,010	3,860	E	
EB		2F	E	2	1,990	B				1,110	2,010	2,880	3,570	4,010	2,740	C	
WB	4. Cambridge Rd to Cameron Park Dr	2F	E	2	2,940	D				1,110	2,010	2,880	3,570	4,010	3,280	D	
EB		2F	E	2	1,980	B				1,110	2,010	2,880	3,570	4,010	2,530	C	
WB	5. Cameron Park Dr to Ponderosa Rd	2F	E	2	2,930	D				1,110	2,010	2,880	3,570	4,010	2,930	D	
EB		2F	E	2	1,600	B				1,110	2,010	2,880	3,570	4,010	2,550	C	
WB	6. Ponderosa Rd to Shingle Springs Dr	2F	D	2	2,010	B				1,110	2,010	2,880	3,570	4,010	2,380	C	
EB		2F	D	2	1,190	B				1,110	2,010	2,880	3,570	4,010	2,330	C	
WB	7. Shingle Springs Dr to Greenstone Rd	2F	D	2	1,960	B				1,110	2,010	2,880	3,570	4,010	2,430	C	
EB		2F	D	2	1,300	B				1,110	2,010	2,880	3,570	4,010	1,910	B	
WB	8. Greenstone Rd to El Dorado Rd	2F	D	2	2,010	B				1,110	2,010	2,880	3,570	4,010	2,270	C	
EB		2F	D	2	1,420	B				1,110	2,010	2,880	3,570	4,010	2,350	C	
WB	9. El Dorado Rd to Missouri Flat Rd	2F	E	2	1,910	B				1,110	2,010	2,880	3,570	4,010	2,490	C	
EB		2F	E	2	1,680	B				1,110	2,010	2,880	3,570	4,010	1,720	B	
WB	10. Missouri Flat Rd to Placerville City Limits	2F	D	2	2,080	C				1,110	2,010	2,880	3,570	4,010	2,220	C	
EB		2F	D	2	2,000	B				1,110	2,010	2,880	3,570	4,010	2,240	C	

F* = According to Caltrans District 3, these segments operate with LOS F conditions since the prevailing speed is less than 35 mph for at least 30 minutes during the peak period.

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Version: M99

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NPGP v1.0 PM Deficiencies

ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	2015 CIP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2015 NPGP V1.0 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
BASS LAKE ROAD																	
	1. US 50 to Country Club Dr	W22	C	2	430	C				80	180	610	1,250	1,550	1,270	E	YES
	2. Country Club Dr to Bass Lake	W22	C	2	430	C				80	180	610	1,250	1,550	620	D	YES
	3. Bass Lake to Green Valley Rd	W22	D	2	300	C				80	180	610	1,250	1,550	370	C	
BASS LAKE ROAD, NEW																	
	1. Bass Lake Rd to Green Valley Rd		E												#N/A	#N/A	#N/A
BIG CUT ROAD																	
	1. Pleasant Valley Rd to Placerville City Limits	W18	E	2	80	A				60	130	450	930	1,150	90	B	
BUCKS BAR ROAD																	
	1. Mt Aukum to Cattle Cr Ln	W18	D	2	340	C				60	130	450	930	1,150	530	D	
	2. Cattle Cr Ln to Pleasant Valley Rd	W20	C	2	400	C				70	160	540	1,110	1,370	560	D	YES
CAMBRIDGE ROAD																	
	1. US 50 EB ramps to Country Club Dr	2A	D	2*	700	C				0	0	970	1,760	1,870	1,070	D	
	2. Country Club Dr to Oxford Rd	2A	E	2*	630	C				0	0	970	1,760	1,870	1,060	D	
	3. Oxford Rd to Green Valley Rd	2U	E	2*	390	C				120	290	790	1,600	2,050	510	C	
CAMERON PARK DRIVE																	
	1. Durock Rd to Coach Ln	4AU	E	4*	880	C				0	0	1,750	2,740	2,890	2,940	F	YES
	2. Coach Ln to Palmer Dr	4AU	E	4*	1,970	D				0	0	1,750	2,740	2,890	2,620	D	
	3. Palmer Dr to Oxford Rd	2U	E	2*	1,690	E				120	290	790	1,600	2,050	2,080	F	YES
	4. Oxford Rd to Green Valley Rd	2U	C	2*	840	D				120	290	790	1,600	2,050	1,130	D	YES
CARSON ROAD																	
	1. Placerville City Limits to Union Ridge Rd	2R	C	2	190	B				90	200	680	1,410	1,740	250	C	
	2. Union Ridge Rd to US 50	2R	C	2	200	B				90	200	680	1,410	1,740	200	B	
	3. US 50 to Barkley Rd	2R	C	2	350	C				90	200	680	1,410	1,740	350	C	
	4. Barkley Rd to Pony Express Tr	2R	D	2	270	C				90	200	680	1,410	1,740	270	C	
CEDAR RAVINE ROAD																	
	1. Pleasant Valley Rd to Quarry Rd	W20	C	2	140	B				70	160	540	1,110	1,370	180	C	
	2. Quarry Rd to Placerville City Limits	2R	C	2	220	C				90	200	680	1,410	1,740	330	C	
COLD SPRINGS ROAD																	
	1. Placerville City Limits to Cool Water Cr	2R	D	2	390	C				90	200	680	1,410	1,740	660	C	
	2. Cool Water Cr to Gold Hill Rd	2R	E	2	220	C				90	200	680	1,410	1,740	450	C	
	3. Gold Hill Rd to SR 49	W22	E	2	170	B				80	180	610	1,250	1,550	280	C	
COUNTRY CLUB DRIVE																	
	1. Bass Lake Rd to Merrychase Dr	2R	D	2*	230	C				90	200	680	1,410	1,740	600	C	
	2. Merrychase Dr to Cambridge Rd	2R	C	2*	240	C				90	200	680	1,410	1,740	490	C	
	3. Cambridge Rd to Royal Dr (W)	2R	E	2*	300	C				90	200	680	1,410	1,740	780	D	
	4. Royal Dr (W) to Cameron Park Dr	2R	E	2*	430	C				90	200	680	1,410	1,740	610	C	
COUNTRY CLUB DRIVE EXTENSION																	
	1. Silva Valley Pkwy to Bass Lake Rd		E												#N/A	#N/A	#N/A

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool

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ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	2015 CIP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2015 NPGP V1.0 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
DUROCK ROAD																	
	1. Cameron Park Dr to Heinz Rd	2U	D	2	340	C				120	290	790	1,600	2,050	1,420	D	
	2. Heinz Rd to S Shingle Rd	2U	E	2	470	C				120	290	790	1,600	2,050	1,260	D	
EL DORADO HILLS BLVD																	
	1. US 50 to Lassen Ln	4AD	C	5*	2,250	D				0	0	1,920	3,540	3,740	4,770	F	YES
	2. Lassen Ln to Olson Ln	4AD	E	4*	1,660	C				0	0	1,920	3,540	3,740	3,180	D	
	3. Olson Ln to St Andrews Dr	4AD	D	4*	1,410	C				0	0	1,920	3,540	3,740	2,380	D	
	4. St Andrews Dr to Francisco Dr	2A	C	2*	1,220	D				0	0	970	1,760	1,870	2,160	F	YES
	5. Francisco Dr to Green Valley Rd	2A	E	2*	390	C				0	0	970	1,760	1,870	820	C	
EL DORADO ROAD																	
	1. Pleasant Valley Rd to Mother Lode Dr	W22	E	2	200	B				80	180	610	1,250	1,550	330	C	
	2. Mother Lode Dr to US 50	W22	E	2	380	C				80	180	610	1,250	1,550	690	D	
	3. US 50 Interchange	2A	E	2	380	C				0	0	970	1,760	1,870	720	C	
	4. US 50 to Missouri Flat Rd	W22	E	2	220	C				80	180	610	1,250	1,550	370	C	
	5. Missouri Flat Rd to Green Valley Rd	W22	D	2	290	C				80	180	610	1,250	1,550	440	C	
FAIRPLAY ROAD																	
	1. Mt Aukum to Omo Ranch Rd	W20	C	2	170	B				70	160	540	1,110	1,370	190	C	
FORNI ROAD																	
	1. SR49 to Enterprise Dr	2R	E	2	220	C				90	200	680	1,410	1,740	220	C	
	2. Enterprise Dr to Missouri Flat Rd	2R	E	2	360	C				90	200	680	1,410	1,740	710	D	
	3. Missouri Flat Rd to Warnego Rd	2R	E	2	170	B				90	200	680	1,410	1,740	420	C	
	4. Warnego Rd to Placerville City Limits	W20	E	2	120	B				70	160	540	1,110	1,370	420	C	
FRANCISCO DRIVE																	
	1. EDH Blvd to Green Valley Rd	2A	E	2*	950	C				0	0	970	1,760	1,870	1,450	D	
GARDEN VALLEY ROAD																	
	1. SR 193 to Marshall Rd	W20	D	2	120	B				70	160	540	1,110	1,370	170	C	
GOLD HILL ROAD																	
	1. Lotus Rd to Cold Springs Rd	W22	C	2	120	B				80	180	610	1,250	1,550	150	B	
	2. Cold Springs Rd to SR 49	W22	C	2	30	A				80	180	610	1,250	1,550	30	A	
GREEN VALLEY ROAD																	
	1. County Line to Francisco Dr	2U	E	2*	2,110	F				120	290	790	1,600	2,050	3,400	F	YES
	2. Francisco Dr to Salmon Falls Rd	2U	E	2*	1,210	D				120	290	790	1,600	2,050	1,670	E	
	3. Salmon Falls Rd to Deer Valley Rd (W)	2U	C	2*	1,210	D				120	290	790	1,600	2,050	1,410	D	YES
	4. Deer Valley Rd (W) to Bass Lake Rd	2U	D	2*	910	D				120	290	790	1,600	2,050	1,300	D	
	5. Bass Lake Rd to Cameron Park Dr	2U	D	2*	990	D				120	290	790	1,600	2,050	1,320	D	
	6. Cameron Park Dr to Deer Valley Rd (E)	W22	D	2*	560	C				80	180	610	1,250	1,550	640	D	
	7. Deer Valley Rd (E) to Lotus Rd	W18	E	2	650	C				60	130	450	930	1,150	1,010	E	
	8. Lotus Rd to Greenstone Rd	W20	E	2	360	C				70	160	540	1,110	1,370	630	D	
	9. Greenstone Rd to Missouri Flat Rd	W20	C	2*	550	C				70	160	540	1,110	1,370	640	D	YES
	10. Missouri Flat Rd to Placerville City Limits	W18	E	2	440	C				60	130	450	930	1,150	720	D	

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ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	2015 CIP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2015 NPGP V1.0 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
GREENSTONE ROAD																	
	1. Mother Lode Dr to US 50	W18	D	2	110	B				60	130	450	930	1,150	370	C	
	2. US 50 Interchange	2A	D	2	230	C				0	0	970	1,760	1,870	380	C	
	3. US 50 to Green Valley Rd	2R	D	2	230	C				90	200	680	1,410	1,740	280	C	
HEADINGTON ROAD																	
	1. Missouri Flat Rd to El Dorado Rd	2A	E	2						0	0	970	1,760	1,870	#N/A	#N/A	#N/A
LATROBE ROAD																	
	1. County Line to S Shingle Rd	2U	C	2	220	B				120	290	790	1,600	2,050	310	C	
	2. S Shingle Rd to Wetsel Oviatt	2R	C	2	260	C				90	200	680	1,410	1,740	640	C	
	3. Wetsel Oviatt to Investment Blvd	2U	C	2*	330	C				120	290	790	1,600	2,050	820	D	YES
	4. Investment Blvd to Carson Creek	2U	C	2*	640	C				120	290	790	1,600	2,050	1,520	D	YES
	5. Carson Creek to White Rock Rd	4AD	C	4	1,390	C				0	0	1,920	3,540	3,740	2,650	D	YES
	6. White Rock Rd to US 50	4AD	C	4*	1,840	C				0	0	1,920	3,540	3,740	5,970	F	YES
LOTUS ROAD																	
	1. Green Valley Rd to Springvale Rd	2U	D	2	590	C				120	290	790	1,600	2,050	770	C	
	2. Springvale Rd to Thompson Hill Rd	2U	E	2	370	C				120	290	790	1,600	2,050	500	C	
	3. Thompson Hill Rd to SR 49	2R	D	2	350	C				90	200	680	1,410	1,740	560	C	
MARSHALL ROAD																	
	1. SR 49 to Mt Murphy Rd	2R	E	2	240	C				90	200	680	1,410	1,740	330	C	
	2. Mt Murphy Rd to Black Oak Mine Rd	2R	E	2	240	C				90	200	680	1,410	1,740	320	C	
MEDER ROAD																	
	1. Cameron Park Dr to Rosebud Dr	W22	C	2	330	C				80	180	610	1,250	1,550	420	C	
	2. Rosebud Dr to Ponderosa Rd	W22	E	2	330	C				80	180	610	1,250	1,550	440	C	
MISSOURI FLAT ROAD																	
	1. Green Valley Rd to El Dorado Rd	2U	D	2*	480	C				120	290	790	1,600	2,050	610	C	
	2. El Dorado Rd to Headington Rd	2U	E	2*	710	C				120	290	790	1,600	2,050	1,090	D	
	3. Headington Rd to US 50	2A	C	2*	1,670	D				0	0	970	1,760	1,870	2,330	F	YES
	4. US 50 to Mother Lode Dr	2A	E	3*	2,340	F				0	0	970	1,760	1,870	2,410	F	YES
	5. Mother Lode Dr to China Garden Rd	4AU	E	4*	2,340	D				0	0	1,750	2,740	2,890	2,340	D	
	6. China Garden Rd to SR 49	2A	C	2*	1,600	D				0	0	970	1,760	1,870	1,410	D	YES
MISSOURI FLAT ROAD CONNECTOR																	
	1. Missouri Flat Rd to SR-49		E												#N/A	#N/A	#N/A
MORMON EMIGRANT TRAIL																	
	1. Sly Park Rd to 2nd Dam	2U	C	2	60	A				120	290	790	1,600	2,050	180	B	
MOSQUITO ROAD																	
	1. Placerville City Limits to Union Ridge Rd	2R	D	2	290	C				90	200	680	1,410	1,740	290	C	
	2. Union Ridge Rd to Rock Creek Rd	W18	D	2	80	A				60	130	450	930	1,150	130	B	
MOTHER LODGE DRIVE																	
	1. S Shingle Rd to French Creek Rd	2U	E	2*	1,300	D				120	290	790	1,600	2,050	1,380	D	
	2. French Crk Rd to Greenstone Rd	2U	C	2	850	D				120	290	790	1,600	2,050	860	D	YES
	3. Greenstone Rd to Pleasant Valley Rd	2U	E	2	850	D				120	290	790	1,600	2,050	1,070	D	

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					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
	4. Pleasant Valley Rd to El Dorado Rd	2U	D	2	380	C				120	290	790	1,600	2,050	380	C	
	5. El Dorado Rd to Missouri Flat Rd	2U	E	2	400	C				120	290	790	1,600	2,050	430	C	
MT AUKUM ROAD																	
	1. County Line to Omo Ranch Rd	2R	C	2	160	B				90	200	680	1,410	1,740	270	C	
	2. Omo Ranch Rd to Grizzly Flat Rd	2R	C	2	300	C				90	200	680	1,410	1,740	480	C	
	3. Grizzly Flat Rd to Sly Park Rd	2R	C	2	300	C				90	200	680	1,410	1,740	370	C	
NEWTOWN ROAD																	
	1. Pleasant Valley Rd to Snows Rd	2R	E	2	250	C				90	200	680	1,410	1,740	370	C	
	2. Snows Rd to Weber Creek	2R	D	2	250	C				90	200	680	1,410	1,740	430	C	
	3. Weber Creek to Placerville City Limits	2R	D	2	350	C				90	200	680	1,410	1,740	420	C	
NORTH SHINGLE ROAD																	
	1. Ponderosa Rd to Tennessee Dr	2R	E	2	620	C				90	200	680	1,410	1,740	740	D	
	2. Tennessee Dr to Green Valley Rd	W22	E	2	440	C				80	180	610	1,250	1,550	660	D	
OMO RANCH ROAD																	
	1. Mt Aukum Rd to Fairplay Rd	2R	C	2	90	A				90	200	680	1,410	1,740	130	B	
PLEASANT VALLEY ROAD																	
	1. Mother Lode Dr to El Dorado Rd	2U	E	2*	650	C				120	290	790	1,600	2,050	710	C	
	2. El Dorado Rd to SR 49 (S)	2U	E	2	650	C				120	290	790	1,600	2,050	1,060	D	
	3. SR 49 (N) to Big Cut Rd	2U	E	2*	1,320	D				120	290	790	1,600	2,050	1,690	E	
	4. Big Cut Rd to Cedar Ravine Rd	2R	E	2	760	D				90	200	680	1,410	1,740	1,110	D	
	5. Cedar Ravine Rd to Bucks Bar Rd	2R	E	2*	760	D				90	200	680	1,410	1,740	1,050	D	
	6. Bucks Bar Rd to Newtown Rd	2R	E	2*	420	C				90	200	680	1,410	1,740	470	C	
	7. Newtown Rd to Mt Aukum Rd	2R	E	2*	480	C				90	200	680	1,410	1,740	640	C	
PONDEROSA ROAD																	
	1. US 50 to N Shingle Rd	2A	C	2*	1,480	D				0	0	970	1,760	1,870	1,760	D	YES
	2. N Shingle Rd to Meder Rd	2R	E	2*	550	D				90	200	680	1,410	1,740	1,140	D	
	3. Meder Rd to Green Valley Rd	W20	E	2*	120	B				70	160	540	1,110	1,370	200	C	
PONY EXPRESS TRAIL																	
	1. Carson Rd to Ridgeway Dr	2R	D	2	300	C				90	200	680	1,410	1,740	360	C	
	2. Ridgeway Dr to Sly Park Rd	2R	E	2	600	C				90	200	680	1,410	1,740	650	C	
SALMON FALLS ROAD																	
	1. Green Valley Rd to Lake Hills Dr	2U	E	2	470	C				120	290	790	1,600	2,050	950	D	
	2. Lake Hills Dr to Manzanita Ln	2U	C	2	160	B				120	290	790	1,600	2,050	500	C	
	3. Manzanita Ln to Rattlesnake Bar Rd	W22	E	2	110	B				80	180	610	1,250	1,550	400	C	
SARATOGA WAY EXTENSION																	
	1. County Line to EDH Blvd		E												#N/A	#N/A	#N/A
SERRANO PARKWAY																	
	1. EDH Blvd to Silva Valley Pkwy	2A	E	2*	470	C				0	0	970	1,760	1,870	810	C	
SERRANO PARKWAY EXTENSION																	
	1. Silva Valley Pkwy to Bass Lake Rd		E												#N/A	#N/A	#N/A

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					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
SHINGLE SPRINGS DRIVE																	
	1. Mother Lode Dr to US 50	2R	E	2	160	B				90	200	680	1,410	1,740	280	C	
	2. US 50 Interchange	2A	E	2	160	C				0	0	970	1,760	1,870	230	C	
SILVA VALLEY PARKWAY																	
	1. Serrano Pkwy to Harvard Way	4AD	E	4*	340	C				0	0	1,920	3,540	3,740	780	C	
	2. Harvard Way to Green Valley Rd	2A	E	2	340	C				0	0	970	1,760	1,870	850	C	
SILVA VALLEY PARKWAY EXTENSION																	
	1. US-50 to Serrano Pkwy		E												#N/A	#N/A	#N/A
SLY PARK ROAD																	
	1. Mt Aukum Rd to Clear Creek Rd	2R	E	2	270	C				90	200	680	1,410	1,740	420	C	
	2. Clear Creek Rd to Mormon Emigrant Tr	W18	E	2	180	B				60	130	450	930	1,150	250	C	
	3. Mormon Emigrant Tr to Park Creek Rd	2R	E	2	340	C				90	200	680	1,410	1,740	480	C	
	4. Park Creek Rd to US 50	2R	D	2	470	C				90	200	680	1,410	1,740	610	C	
	5. US 50 to Pony Express Trail	2R	E	2	630	C				90	200	680	1,410	1,740	630	C	
SNOWS ROAD																	
	1. Newtown Rd to Carson Rd	2R	C	2	190	B				90	200	680	1,410	1,740	190	B	
SOPHIA PARKWAY																	
	1. County Line to Green Valley Rd		E												#N/A	#N/A	#N/A
SOUTH SHINGLE ROAD																	
	1. Latrobe Rd to Brandon Rd	W18	C	2	70	A				60	130	450	930	1,150	630	D	YES
	2. Brandon Rd to Sunset Ln	W20	E	2	200	B				70	160	540	1,110	1,370	390	C	
	3. Sunset Ln to Durock Rd	2R	E	2*	500	C				90	200	680	1,410	1,740	600	C	
	4. Durock Rd to US 50	2A	C	2*	1,190	D				0	0	970	1,760	1,870	1,420	D	YES
SUNCAST LANE EXTENSION																	
	1. County Line to White Rock Rd		E												#N/A	#N/A	#N/A
	2. White Rock Rd to Latrobe Rd		E												#N/A	#N/A	#N/A
WHITE ROCK ROAD																	
	1. County Line to Manchester Dr.	W18	D	2	470	C				60	130	450	930	1,150	650	D	
	2. Manchester Dr. to Latrobe Rd.	W22	D	2	470	C				80	180	610	1,250	1,550	2,430	F	YES
	3. Latrobe Rd to Silva Valley Pkwy	W18	C	2	270	B				60	130	450	930	1,150	2,840	F	YES
SR 49																	
	1. County Line to Sand Ridge Rd	2R	C	2	270	C				90	200	680	1,410	1,740	360	C	
	2. Sand Ridge Rd to Crystal Blvd	2R	E	2	340	C				90	200	680	1,410	1,740	410	C	
	3. Crystal Blvd to China Hill Rd	2R	C	2	340	C				90	200	680	1,410	1,740	660	C	
	4. China Hill Rd to Pleasant Valley Rd	W22	E	2	470	C				80	180	610	1,250	1,550	660	D	
	5. Pleasant Valley Rd to Missouri Flat Rd	W22	E	2	1,160	D				80	180	610	1,250	1,550	1,160	D	
	6. Missouri Flat Rd to Pleasant Valley Rd (DS)	2A	D	2	1,280	D				0	0	970	1,760	1,870	1,190	D	
	7. Pleasant Valley to Placerville City Limits	2R	C	2	540	C				90	200	680	1,410	1,740	740	D	YES
	8. Placerville City Limits to Gold Hill Rd	2R	D	2	300	C				90	200	680	1,410	1,740	310	C	
	9. Gold Hill Rd to SR 153	W22	D	2	180	B				80	180	610	1,250	1,550	500	C	
	10. SR 153 to Marshall Rd	2R	E	2	410	C				90	200	680	1,410	1,740	720	D	

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool

Version: M99

Model Year: 2015

NPGP v1.0 PM Deficiencies

ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	2015 CIP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2015 NPGP V1.0 PM PEAK HOUR			
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY	
					COUNT	LOS												
	11. Marshall Rd to Rattlesnake Bar Rd	2U	C	2	290	B				120	290	790	1,600	2,050	850	D	YES	
	12. Rattlesnake Bar Rd to SR 193	W22	C	2	360	C				80	180	610	1,250	1,550	880	D	YES	
	13. SR 193 to County Line	2R	E	2	970	D				90	200	680	1,410	1,740	1,030	D		
SR 193																		
	1. SR 49 to Greenwood Rd	2U	C	2	630	C				120	290	790	1,600	2,050	840	D	YES	
	2. Greenwood Rd to Main St (Georgetown)	2R	D	2	430	C				90	200	680	1,410	1,740	430	C		
	3. Main St (Georgetown) to Shoo Fly Rd	2R	C	2	170	B				90	200	680	1,410	1,740	300	C		
	4. Shoo Fly Rd to Placerville City Limits	2R	E	2	210	C				90	200	680	1,410	1,740	360	C		
US HIGHWAY 50																		
WB	1. County Line to EDH Blvd/Latrobe Rd	2F	E	2	1,730	B				1,110	2,010	2,880	3,570	4,010	2,960	D		
EB		2F	E	2	3,900	F*				1,110	2,010	2,880	3,570	4,010	4,690	F	YES	
WB	2. EDH Blvd/Latrobe Rd to Bass Lake Rd	2F	E	2	1,460	B				1,110	2,010	2,880	3,570	4,010	3,350	D		
EB		2F	E	2	3,760	E				1,110	2,010	2,880	3,570	4,010	4,650	F	YES	
WB	3. Bass Lake Rd to Cambridge Rd	2F	E	2	2,350	C				1,110	2,010	2,880	3,570	4,010	2,970	D		
EB		2F	E	2	3,320	D				1,110	2,010	2,880	3,570	4,010	3,930	E		
WB	4. Cambridge Rd to Cameron Park Dr	2F	E	2	2,330	C				1,110	2,010	2,880	3,570	4,010	2,740	C		
EB		2F	E	2	3,140	D				1,110	2,010	2,880	3,570	4,010	3,370	D		
WB	5. Cameron Park Dr to Ponderosa Rd	2F	E	2	1,970	B				1,110	2,010	2,880	3,570	4,010	2,670	C		
EB		2F	E	2	2,930	D				1,110	2,010	2,880	3,570	4,010	2,960	D		
WB	6. Ponderosa Rd to Shingle Springs Dr	2F	D	2	1,020	A				1,110	2,010	2,880	3,570	4,010	2,440	C		
EB		2F	D	2	2,550	C				1,110	2,010	2,880	3,570	4,010	2,570	C		
WB	7. Shingle Springs Dr to Greenstone Rd	2F	D	2	1,190	B				1,110	2,010	2,880	3,570	4,010	2,060	C		
EB		2F	D	2	2,470	C				1,110	2,010	2,880	3,570	4,010	2,570	C		
WB	8. Greenstone Rd to El Dorado Rd	2F	D	2	1,590	B				1,110	2,010	2,880	3,570	4,010	2,440	C		
EB		2F	D	2	2,320	C				1,110	2,010	2,880	3,570	4,010	2,520	C		
WB	9. El Dorado Rd to Missouri Flat Rd	2F	E	2	1,740	B				1,110	2,010	2,880	3,570	4,010	2,170	C		
EB		2F	E	2	2,160	C				1,110	2,010	2,880	3,570	4,010	2,470	C		
WB	10. Missouri Flat Rd to Placerville City Limits	2F	D	2	2,200	C				1,110	2,010	2,880	3,570	4,010	2,440	C		
EB		2F	D	2	2,380	C				1,110	2,010	2,880	3,570	4,010	2,390	C		
EB	11. Placerville City Limits to Newtown Rd	2F	D	2	1,330	B				1,110	2,010	2,880	3,570	4,010	1,380	B		
	12. Newtown Rd to Carson Rd. (W)	4M	D	4	2,580	D				1,070	1,760	2,530	3,280	3,650	2,880	D		
	13. Carson Rd (W) to Carson Rd (E)	4M	D	4	2,120	C				1,070	1,760	2,530	3,280	3,650	2,550	D		
EB	14. Carson Rd (E) to Sawmill Rd	2F	D	2	1,220	B				1,110	2,010	2,880	3,570	4,010	1,220	B		
EB	15. Sawmill Rd to Sly Park Rd	2F	C	2	1,010	A				1,110	2,010	2,880	3,570	4,010	1,200	B		
	16. Sly Park Rd to Fresh Pond	2U	C	3	970	D				120	290	790	1,600	2,050	1,400	D	YES	
	17. Fresh Pond to Ice House Rd	4M	C	4	1,140	B				1,070	1,760	2,530	3,280	3,650	1,320	B		
	18. Ice House Rd to Echo Lake	2U	E	2	1,340	D				120	290	790	1,600	2,050	1,750	E		

F* = According to Caltrans District 3, these segments operate with LOS F conditions since the prevailing speed is less than 35 mph for at least 30 minutes during the peak period.

2* = Directional count exist.

** The observed LOS is worse than reported for the base year conditions.

ATTACHMENT C

Peak Hour Traffic Volumes and LOS – 2015 Roadway Segment Improvements

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool
 Version: M99 Model Year: 2015
 04GP v2.4 AM With US 50 Auxiliary Lanes

ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2015 04GP V2.4 AM PEAK HOUR		
					WKDY AM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
US HIGHWAY 50																	
WB	1. County Line to EDH Blvd/Latrobe Rd	2F	E	2	3,950	E	2-Lane Freeway + Auxil	2FA	10%	1,410	2,550	3,640	4,490	5,035	4,300	D	
EB		2F	E	2	1,620	F*	2-Lane Freeway + Auxil	2FA	9%	1,410	2,550	3,640	4,490	5,035	2,220	B	
WB	2. EDH Blvd/Latrobe Rd to Bass Lake Rd	2F	E	2	3,830	E	2-Lane Freeway + Auxil	2FA	9%	1,410	2,550	3,640	4,490	5,035	4,120	D	
EB		2F	E	2	1,300	B	2-Lane Freeway + Auxil	2FA	10%	1,410	2,550	3,640	4,490	5,035	2,630	C	
WB	3. Bass Lake Rd to Cambridge Rd	2F	E	2	3,120	D	2-Lane Freeway + Auxil	2FA	9%	1,410	2,550	3,640	4,490	5,035	3,940	D	
EB		2F	E	2	1,990	B	2-Lane Freeway + Auxil	2FA	9%	1,410	2,550	3,640	4,490	5,035	3,110	C	
WB	4. Cambridge Rd to Cameron Park Dr	2F	E	2	2,940	D			9%	1,110	2,010	2,880	3,570	4,010	3,450	D	
EB		2F	E	2	1,980	B			9%	1,110	2,010	2,880	3,570	4,010	2,820	C	
WB	5. Cameron Park Dr to Ponderosa Rd	2F	E	2	2,930	D				1,110	2,010	2,880	3,570	4,010	3,010	D	
EB		2F	E	2	1,600	B				1,110	2,010	2,880	3,570	4,010	2,870	C	
WB	6. Ponderosa Rd to Shingle Springs Dr	2F	E	2	2,010	B				1,110	2,010	2,880	3,570	4,010	2,500	C	
EB		2F	E	2	1,190	B				1,110	2,010	2,880	3,570	4,010	2,760	C	
WB	7. Shingle Springs Dr to Greenstone Rd	2F	D	2	1,960	B				1,110	2,010	2,880	3,570	4,010	2,540	C	
EB		2F	D	2	1,300	B				1,110	2,010	2,880	3,570	4,010	2,320	C	
WB	8. Greenstone Rd to El Dorado Rd	2F	E	2	2,010	B				1,110	2,010	2,880	3,570	4,010	2,290	C	
EB		2F	E	2	1,420	B				1,110	2,010	2,880	3,570	4,010	2,610	C	
WB	9. El Dorado Rd to Missouri Flat Rd	2F	E	2	1,910	B				1,110	2,010	2,880	3,570	4,010	2,370	C	
EB		2F	E	2	1,680	B				1,110	2,010	2,880	3,570	4,010	2,000	B	
WB	10. Missouri Flat Rd to Placerville City Limits	2F	E	2	2,080	C				1,110	2,010	2,880	3,570	4,010	2,150	C	
EB		2F	E	2	2,000	B				1,110	2,010	2,880	3,570	4,010	2,490	C	

F* = According to Caltrans District 3, these segments operate with LOS F conditions since the prevailing speed is less than 35 mph for at least 30 minutes during the peak period.

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool
 Version: M99 Model Year: 2015
 04GP v2.4 PM With US 50 Auxiliary Lanes

ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2015 04GP V2.4 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
BASS LAKE ROAD																	
	1. US 50 to Country Club Dr	W22	D	2	430	C	2-Lane Arterial	2A		0	0	970	1,760	1,870	1,340	D	
	2. Country Club Dr to Bass Lake	W22	D	2	430	C				80	180	610	1,250	1,550	720	D	
	3. Bass Lake to Green Valley Rd	W22	E	2	300	C				80	180	610	1,250	1,550	420	C	
BASS LAKE ROAD, NEW																	
	1. Bass Lake Rd to Green Valley Rd		D				2-Lane Arterial	2A		0	0	970	1,760	1,870	110	C	
BIG CUT ROAD																	
	1. Pleasant Valley Rd to Placerville City Limits	W18	D	2	80	A				60	130	450	930	1,150	80	B	
BUCKS BAR ROAD																	
	1. Mt Aukum to Cattle Cr Ln	W18	D	2	340	C				60	130	450	930	1,150	490	D	
	2. Cattle Cr Ln to Pleasant Valley Rd	W20	D	2	400	C				70	160	540	1,110	1,370	540	C	
CAMBRIDGE ROAD																	
	1. US 50 EB ramps to Country Club Dr	2A	E	2*	700	C				0	0	970	1,760	1,870	1,150	D	
	2. Country Club Dr to Oxford Rd	2A	F	2*	630	C				0	0	970	1,760	1,870	980	D	
	3. Oxford Rd to Green Valley Rd	2U	E	2*	390	C				120	290	790	1,600	2,050	440	C	
CAMERON PARK DRIVE																	
	1. Durock Rd to Coach Ln	4AU	F	4*	880	C	4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	2,500	D	
	2. Coach Ln to Palmer Dr	4AU	E	4*	1,970	D	4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	2,690	D	
	3. Palmer Dr to Oxford Rd	2U	E	2*	1,690	E	4-Lane Arterial, Undivid	4AU		0	0	1,750	2,740	2,890	2,420	D	
	4. Oxford Rd to Green Valley Rd	2U	E	2*	840	D				120	290	790	1,600	2,050	840	D	
CARSON ROAD																	
	1. Placerville City Limits to Union Ridge Rd	2R	D	2	190	B				90	200	680	1,410	1,740	280	C	
	2. Union Ridge Rd to US 50	2R	D	2	200	B				90	200	680	1,410	1,740	230	C	
	3. US 50 to Barkley Rd	2R	D	2	350	C				90	200	680	1,410	1,740	360	C	
	4. Barkley Rd to Pony Express Tr	2R	E	2	270	C				90	200	680	1,410	1,740	270	C	
CEDAR RAVINE ROAD																	
	1. Pleasant Valley Rd to Quarry Rd	W20	D	2	140	B				70	160	540	1,110	1,370	170	C	
	2. Quarry Rd to Placerville City Limits	2R	D	2	220	C				90	200	680	1,410	1,740	300	C	
COLD SPRINGS ROAD																	
	1. Placerville City Limits to Cool Water Cr	2R	E	2	390	C				90	200	680	1,410	1,740	650	C	
	2. Cool Water Cr to Gold Hill Rd	2R	D	2	220	C				90	200	680	1,410	1,740	440	C	
	3. Gold Hill Rd to SR 49	W22	D	2	170	B				80	180	610	1,250	1,550	240	C	
COUNTRY CLUB DRIVE																	
	1. Bass Lake Rd to Merrychase Dr	2R	D	2*	230	C				90	200	680	1,410	1,740	560	C	
	2. Merrychase Dr to Cambridge Rd	2R	E	2*	240	C				90	200	680	1,410	1,740	600	C	
	3. Cambridge Rd to Royal Dr (W)	2R	E	2*	300	C				90	200	680	1,410	1,740	830	D	
	4. Royal Dr (W) to Cameron Park Dr	2R	E	2*	430	C				90	200	680	1,410	1,740	460	C	
COUNTRY CLUB DRIVE EXTENSION																	
	1. Silva Valley Pkwy to Bass Lake Rd		D												#/N/A	#/N/A	#/N/A

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool
 Version: M99 Model Year: 2015
 04GP v2.4 PM With US 50 Auxiliary Lanes

ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2015 04GP V2.4 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
DUROCK ROAD																	
	1. Cameron Park Dr to Heinz Rd	2U	E	2	340	C				120	290	790	1,600	2,050	1,220	D	
	2. Heinz Rd to S Shingle Rd	2U	E	2	470	C				120	290	790	1,600	2,050	1,140	D	
EL DORADO HILLS BLVD																	
	1. US 50 to Lassen Ln	4AD	E	5*	2,250	D	6-Lane Arterial, Divided	6A		0	0	2,710	5,320	5,600	3,820	D	
	2. Lassen Ln to Olson Ln	4AD	E	4*	1,660	C				0	0	1,920	3,540	3,740	1,660	C	
	3. Olson Ln to St Andrews Dr	4AD	E	4*	1,410	C				0	0	1,920	3,540	3,740	1,410	C	
	4. St Andrews Dr to Francisco Dr	2A	E	2*	1,220	D				0	0	970	1,760	1,870	1,220	D	
	5. Francisco Dr to Green Valley Rd	2A	E	2*	390	C				0	0	970	1,760	1,870	450	C	
EL DORADO ROAD																	
	1. Pleasant Valley Rd to Mother Lode Dr	W22	E	2	200	B				80	180	610	1,250	1,550	310	C	
	2. Mother Lode Dr to US 50	W22	E	2	380	C				80	180	610	1,250	1,550	600	C	
	3. US 50 Interchange	2A	D	2	380	C				0	0	970	1,760	1,870	710	C	
	4. US 50 to Missouri Flat Rd	W22	E	2	220	C				80	180	610	1,250	1,550	690	D	
	5. Missouri Flat Rd to Green Valley Rd	W22	E	2	290	C				80	180	610	1,250	1,550	490	C	
FAIRPLAY ROAD																	
	1. Mt Aukum to Omo Ranch Rd	W20	D	2	170	B				70	160	540	1,110	1,370	180	C	
FORNI ROAD																	
	1. SR49 to Enterprise Dr	2R	E	2	220	C				90	200	680	1,410	1,740	220	C	
	2. Enterprise Dr to Missouri Flat Rd	2R	E	2	360	C				90	200	680	1,410	1,740	610	C	
	3. Missouri Flat Rd to Warnego Rd	2R	E	2	170	B				90	200	680	1,410	1,740	230	C	
	4. Warnego Rd to Placerville City Limits	W20	D	2	120	B				70	160	540	1,110	1,370	230	C	
FRANCISCO DRIVE																	
	1. EDH Blvd to Green Valley Rd	2A	E	2*	950	C				0	0	970	1,760	1,870	950	C	
GARDEN VALLEY ROAD																	
	1. SR 193 to Marshall Rd	W20	D	2	120	B				70	160	540	1,110	1,370	170	C	
GOLD HILL ROAD																	
	1. Lotus Rd to Cold Springs Rd	W22	D	2	120	B				80	180	610	1,250	1,550	160	B	
	2. Cold Springs Rd to SR 49	W22	D	2	30	A				80	180	610	1,250	1,550	30	A	
GREEN VALLEY ROAD																	
	1. County Line to Francisco Dr	2U	E	2*	2,110	F	4-Lane Arterial, Undivd	4AU		0	0	1,750	2,740	2,890	2,110	D	
	2. Francisco Dr to Salmon Falls Rd	2U	E	2*	1,210	D				120	290	790	1,600	2,050	1,210	D	
	3. Salmon Falls Rd to Deer Valley Rd (W)	2U	E	2*	1,210	D				120	290	790	1,600	2,050	1,210	D	
	4. Deer Valley Rd (W) to Bass Lake Rd	2U	D	2*	910	D				120	290	790	1,600	2,050	910	D	
	5. Bass Lake Rd to Cameron Park Dr	2U	E	2*	990	D				120	290	790	1,600	2,050	990	D	
	6. Cameron Park Dr to Deer Valley Rd (E)	W22	E	2*	560	C				80	180	610	1,250	1,550	650	D	
	7. Deer Valley Rd (E) to Lotus Rd	W18	D	2	650	C	Minor 2-Lane Highway	2R		90	200	680	1,410	1,740	960	D	
	8. Lotus Rd to Greenstone Rd	W20	D	2	360	C				70	160	540	1,110	1,370	780	D	
	9. Greenstone Rd to Missouri Flat Rd	W20	D	2*	550	C				70	160	540	1,110	1,370	710	D	
	10. Missouri Flat Rd to Placerville City Limits	W18	D	2	440	C				60	130	450	930	1,150	750	D	

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool
 Version: M99 Model Year: 2015
 04GP v2.4 PM With US 50 Auxiliary Lanes

ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2015 04GP V2.4 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
GREENSTONE ROAD																	
	1. Mother Lode Dr to US 50	W18	D	2	110	B				60	130	450	930	1,150	250	C	
	2. US 50 Interchange	2A	D	2	230	C				0	0	970	1,760	1,870	330	C	
	3. US 50 to Green Valley Rd	2R	D	2	230	C				90	200	680	1,410	1,740	300	C	
HEADINGTON ROAD																	
	1. Missouri Flat Rd to El Dorado Rd	2A	E	2						0	0	970	1,760	1,870	470	C	
LATROBE ROAD																	
	1. County Line to S Shingle Rd	2U	D	2	220	B				120	290	790	1,600	2,050	320	C	
	2. S Shingle Rd to Wetsel Oviatt	2R	D	2	260	C				90	200	680	1,410	1,740	310	C	
	3. Wetsel Oviatt to Investment Blvd	2U	D	2*	330	C				120	290	790	1,600	2,050	650	C	
	4. Investment Blvd to Carson Creek	2U	D	2*	640	C	4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	2,570	D	
	5. Carson Creek to White Rock Rd	4AD	E	4	1,390	C	6-Lane Arterial, Divided	6A		0	0	2,710	5,320	5,600	4,390	D	
	6. White Rock Rd to US 50	4AD	E	4*	1,840	C	6-Lane Arterial, Divided	6A		0	0	2,710	5,320	5,600	4,610	D	
LOTUS ROAD																	
	1. Green Valley Rd to Springvale Rd	2U	D	2	590	C				120	290	790	1,600	2,050	810	D	
	2. Springvale Rd to Thompson Hill Rd	2U	D	2	370	C				120	290	790	1,600	2,050	490	C	
	3. Thompson Hill Rd to SR 49	2R	D	2	350	C				90	200	680	1,410	1,740	510	C	
MARSHALL ROAD																	
	1. SR 49 to Mt Murphy Rd	2R	D	2	240	C				90	200	680	1,410	1,740	330	C	
	2. Mt Murphy Rd to Black Oak Mine Rd	2R	D	2	240	C				90	200	680	1,410	1,740	310	C	
MEDER ROAD																	
	1. Cameron Park Dr to Rosebud Dr	W22	E	2	330	C				80	180	610	1,250	1,550	510	C	
	2. Rosebud Dr to Ponderosa Rd	W22	E	2	330	C				80	180	610	1,250	1,550	330	C	
MISSOURI FLAT ROAD																	
	1. Green Valley Rd to El Dorado Rd	2U	E	2*	480	C				120	290	790	1,600	2,050	710	C	
	2. El Dorado Rd to Headington Rd	2U	E	2*	710	C				120	290	790	1,600	2,050	1,010	D	
	3. Headington Rd to US 50	2A	E	2*	1,670	D	4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	2,350	D	
	4. US 50 to Mother Lode Dr	2A	F	3*	2,340	F	4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	3,010	D	
	5. Mother Lode Dr to China Garden Rd	4AU	F	4*	2,340	D				0	0	1,750	2,740	2,890	2,370	D	
	6. China Garden Rd to SR 49	2A	E	2*	1,600	D				0	0	970	1,760	1,870	1,230	D	
MISSOURI FLAT ROAD CONNECTOR																	
	1. Missouri Flat Rd to SR-49		E				2-Lane Arterial	2A		0	0	970	1,760	1,870	1,260	D	
MORMON EMIGRANT TRAIL																	
	1. Sly Park Rd to 2nd Dam	2U	D	2	60	A				120	290	790	1,600	2,050	180	B	
MOSQUITO ROAD																	
	1. Placerville City Limits to Union Ridge Rd	2R	E	2	290	C				90	200	680	1,410	1,740	290	C	
	2. Union Ridge Rd to Rock Creek Rd	W18	D	2	80	A				60	130	450	930	1,150	150	C	
MOTHER LODGE DRIVE																	
	1. S Shingle Rd to French Creek Rd	2U	E	2*	1,300	D				120	290	790	1,600	2,050	1,430	D	
	2. French Crk Rd to Greenstone Rd	2U	D	2	850	D				120	290	790	1,600	2,050	920	D	
	3. Greenstone Rd to Pleasant Valley Rd	2U	E	2	850	D				120	290	790	1,600	2,050	1,090	D	

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ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2015 04GP V2.4 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
	4. Pleasant Valley Rd to El Dorado Rd	2U	E	2	380	C				120	290	790	1,600	2,050	380	C	
	5. El Dorado Rd to Missouri Flat Rd	2U	E	2	400	C				120	290	790	1,600	2,050	540	C	
MT AUKUM ROAD																	
	1. County Line to Omo Ranch Rd	2R	D	2	160	B				90	200	680	1,410	1,740	280	C	
	2. Omo Ranch Rd to Grizzly Flat Rd	2R	D	2	300	C				90	200	680	1,410	1,740	440	C	
	3. Grizzly Flat Rd to Sly Park Rd	2R	D	2	300	C				90	200	680	1,410	1,740	340	C	
NEWTOWN ROAD																	
	1. Pleasant Valley Rd to Snows Rd	2R	D	2	250	C				90	200	680	1,410	1,740	340	C	
	2. Snows Rd to Weber Creek	2R	D	2	250	C				90	200	680	1,410	1,740	400	C	
	3. Weber Creek to Placerville City Limits	2R	E	2	350	C				90	200	680	1,410	1,740	400	C	
NORTH SHINGLE ROAD																	
	1. Ponderosa Rd to Tennessee Dr	2R	D	2	620	C				90	200	680	1,410	1,740	770	D	
	2. Tennessee Dr to Green Valley Rd	W22	D	2	440	C				80	180	610	1,250	1,550	660	D	
OMO RANCH ROAD																	
	1. Mt Aukum Rd to Fairplay Rd	2R	D	2	90	A				90	200	680	1,410	1,740	110	B	
PLEASANT VALLEY ROAD																	
	1. Mother Lode Dr to El Dorado Rd	2U	E	2*	650	C				120	290	790	1,600	2,050	740	C	
	2. El Dorado Rd to SR 49 (S)	2U	F	2	650	C				120	290	790	1,600	2,050	1,010	D	
	3. SR 49 (N) to Big Cut Rd	2U	E	2*	1,320	D				120	290	790	1,600	2,050	1,710	E	
	4. Big Cut Rd to Cedar Ravine Rd	2R	E	2	760	D				90	200	680	1,410	1,740	1,120	D	
	5. Cedar Ravine Rd to Bucks Bar Rd	2R	D	2*	760	D				90	200	680	1,410	1,740	1,040	D	
	6. Bucks Bar Rd to Newtown Rd	2R	D	2*	420	C				90	200	680	1,410	1,740	480	C	
	7. Newtown Rd to Mt Aukum Rd	2R	D	2*	480	C				90	200	680	1,410	1,740	630	C	
PONDEROSA ROAD																	
	1. US 50 to N Shingle Rd	2A	E	2*	1,480	D	4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	1,760	C	
	2. N Shingle Rd to Meder Rd	2R	E	2*	550	D				90	200	680	1,410	1,740	1,110	D	
	3. Meder Rd to Green Valley Rd	W20	D	2*	120	B				70	160	540	1,110	1,370	190	C	
PONY EXPRESS TRAIL																	
	1. Carson Rd to Ridgeway Dr	2R	E	2	300	C				90	200	680	1,410	1,740	360	C	
	2. Ridgeway Dr to Sly Park Rd	2R	E	2	600	C				90	200	680	1,410	1,740	650	C	
SALMON FALLS ROAD																	
	1. Green Valley Rd to Lake Hills Dr	2U	E	2	470	C				120	290	790	1,600	2,050	490	C	
	2. Lake Hills Dr to Manzanita Ln	2U	E	2	160	B				120	290	790	1,600	2,050	370	C	
	3. Manzanita Ln to Rattlesnake Bar Rd	W22	D	2	110	B				80	180	610	1,250	1,550	280	C	
SARATOGA WAY EXTENSION																	
	1. County Line to EDH Blvd		E				4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	1,700	C	
SERRANO PARKWAY																	
	1. EDH Blvd to Silva Valley Pkwy	2A	E	2*	470	C				0	0	970	1,760	1,870	470	C	
SERRANO PARKWAY EXTENSION																	
	1. Silva Valley Pkwy to Bass Lake Rd		E				2-Lane Arterial	2A		0	0	970	1,760	1,870	200	C	

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ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2015 04GP V2.4 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
SHINGLE SPRINGS DRIVE																	
	1. Mother Lode Dr to US 50	2R	D	2	160	B				90	200	680	1,410	1,740	320	C	
	2. US 50 Interchange	2A	D	2	160	C				0	0	970	1,760	1,870	180	C	
SILVA VALLEY PARKWAY																	
	1. Serrano Pkwy to Harvard Way	4AD	E	4*	340	C				0	0	1,920	3,540	3,740	1,310	C	
	2. Harvard Way to Green Valley Rd	2A	E	2	340	C				0	0	970	1,760	1,870	980	D	
SILVA VALLEY PARKWAY EXTENSION																	
	1. US-50 to Serrano Pkwy		E				4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	2,020	D	
SLY PARK ROAD																	
	1. Mt Aukum Rd to Clear Creek Rd	2R	D	2	270	C				90	200	680	1,410	1,740	410	C	
	2. Clear Creek Rd to Mormon Emigrant Tr	W18	D	2	180	B				60	130	450	930	1,150	230	C	
	3. Mormon Emigrant Tr to Park Creek Rd	2R	E	2	340	C				90	200	680	1,410	1,740	470	C	
	4. Park Creek Rd to US 50	2R	E	2	470	C				90	200	680	1,410	1,740	610	C	
	5. US 50 to Pony Express Trail	2R	E	2	630	C				90	200	680	1,410	1,740	630	C	
SNOWS ROAD																	
	1. Newtown Rd to Carson Rd	2R	E	2	190	B				90	200	680	1,410	1,740	190	B	
SOPHIA PARKWAY																	
	1. County Line to Green Valley Rd		D				4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	800	C	
SOUTH SHINGLE ROAD																	
	1. Latrobe Rd to Brandon Rd	W18	D	2	70	A				60	130	450	930	1,150	170	C	
	2. Brandon Rd to Sunset Ln	W20	D	2	200	B				70	160	540	1,110	1,370	230	C	
	3. Sunset Ln to Durock Rd	2R	E	2*	500	C				90	200	680	1,410	1,740	500	C	
	4. Durock Rd to US 50	2A	E	2*	1,190	D				0	0	970	1,760	1,870	1,380	D	
SUNCAST LANE EXTENSION																	
	1. County Line to White Rock Rd		E												#N/A	#N/A	#N/A
	2. White Rock Rd to Latrobe Rd		E												#N/A	#N/A	#N/A
WHITE ROCK ROAD																	
	1. County Line to Manchester Dr.	W18	E	2	470	C				60	130	450	930	1,150	680	D	
	2. Manchester Dr. to Latrobe Rd.	W22	E	2	470	C	Major 2-Lane Highway	2U		120	290	790	1,600	2,050	1,760	E	
	3. Latrobe Rd to Silva Valley Pkwy	W18	E	2	270	B	4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	3,120	D	
SR 49																	
	1. County Line to Sand Ridge Rd	2R	D	2	270	C				90	200	680	1,410	1,740	390	C	
	2. Sand Ridge Rd to Crystal Blvd	2R	D	2	340	C				90	200	680	1,410	1,740	420	C	
	3. Crystal Blvd to China Hill Rd	2R	E	2	340	C				90	200	680	1,410	1,740	670	C	
	4. China Hill Rd to Pleasant Valley Rd	W22	E	2	470	C				80	180	610	1,250	1,550	670	D	
	5. Pleasant Valley Rd to Missouri Flat Rd	W22	E	2	1,160	D				80	180	610	1,250	1,550	1,170	D	
	6. Missouri Flat Rd to Pleasant Valley Rd (DS)	2A	E	2	1,280	D				0	0	970	1,760	1,870	850	C	
	7. Pleasant Valley to Placerville City Limits	2R	E	2	540	C				90	200	680	1,410	1,740	960	D	
	8. Placerville City Limits to Gold Hill Rd	2R	D	2	300	C				90	200	680	1,410	1,740	300	C	
	9. Gold Hill Rd to SR 153	W22	D	2	180	B				80	180	610	1,250	1,550	440	C	
	10. SR 153 to Marshall Rd	2R	D	2	410	C				90	200	680	1,410	1,740	620	C	

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ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2015 04GP V2.4 PM PEAK HOUR			
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY	
					COUNT	LOS												
	11. Marshall Rd to Rattlesnake Bar Rd	2U	D	2	290	B					120	290	790	1,600	2,050	660	C	
	12. Rattlesnake Bar Rd to SR 193	W22	D	2	360	C					80	180	610	1,250	1,550	890	D	
	13. SR 193 to County Line	2R	F	2	970	D					90	200	680	1,410	1,740	1,040	D	
SR 193																		
	1. SR 49 to Greenwood Rd	2U	D	2	630	C					120	290	790	1,600	2,050	810	D	
	2. Greenwood Rd to Main St (Georgetown)	2R	D	2	430	C					90	200	680	1,410	1,740	430	C	
	3. Main St (Georgetown) to Shoo Fly Rd	2R	D	2	170	B					90	200	680	1,410	1,740	260	C	
	4. Shoo Fly Rd to Placerville City Limits	2R	D	2	210	C					90	200	680	1,410	1,740	320	C	
US HIGHWAY 50																		
WB	1. County Line to EDH Blvd/Latrobe Rd	2F	E	2	1,730	B	2-Lane Freeway + Auxil	2FA	10%	1,410	2,550	3,640	4,490	5,035	2,540	B		
EB					3,900	F*												
WB	2. EDH Blvd/Latrobe Rd to Bass Lake Rd	2F	E	2	1,460	B	2-Lane Freeway + Auxil	2FA	10%	1,410	2,550	3,640	4,490	5,035	2,820	C		
EB					3,760	E												
WB	3. Bass Lake Rd to Cambridge Rd	2F	E	2	2,350	C	2-Lane Freeway + Auxil	2FA	9%	1,410	2,550	3,640	4,490	5,035	3,340	C		
EB					3,320	D												
WB	4. Cambridge Rd to Cameron Park Dr	2F	E	2	2,330	C				9%	1,110	2,010	2,880	3,570	4,010	2,940	D	
EB					3,140	D												
WB	5. Cameron Park Dr to Ponderosa Rd	2F	E	2	1,970	B					1,110	2,010	2,880	3,570	4,010	3,000	D	
EB					2,930	D												
WB	6. Ponderosa Rd to Shingle Springs Dr	2F	E	2	1,020	A					1,110	2,010	2,880	3,570	4,010	2,880	C	
EB					2,550	C												
WB	7. Shingle Springs Dr to Greenstone Rd	2F	D	2	1,190	B					1,110	2,010	2,880	3,570	4,010	2,510	C	
EB					2,470	C												
WB	8. Greenstone Rd to El Dorado Rd	2F	E	2	1,590	B					1,110	2,010	2,880	3,570	4,010	2,720	C	
EB					2,320	C												
WB	9. El Dorado Rd to Missouri Flat Rd	2F	E	2	1,740	B					1,110	2,010	2,880	3,570	4,010	2,170	C	
EB					2,160	C												
WB	10. Missouri Flat Rd to Placerville City Limits	2F	E	2	2,200	C					1,110	2,010	2,880	3,570	4,010	2,820	C	
EB					2,380	C												
EB	11. Placerville City Limits to Newtown Rd	2F	E	2	1,330	B					1,110	2,010	2,880	3,570	4,010	1,400	B	
	12. Newtown Rd to Carson Rd. (W)	4M	D	4	2,580	D					1,070	1,760	2,530	3,280	3,650	2,940	D	
	13. Carson Rd (W) to Carson Rd (E)	4M	D	4	2,120	C					1,070	1,760	2,530	3,280	3,650	2,650	D	
EB	14. Carson Rd (E) to Sawmill Rd	2F	D	2	1,220	B					1,110	2,010	2,880	3,570	4,010	1,240	B	
EB	15. Sawmill Rd to Sly Park Rd	2F	D	2	1,010	A					1,110	2,010	2,880	3,570	4,010	1,230	B	
	16. Sly Park Rd to Fresh Pond	2U	D	3	970	D					120	290	790	1,600	2,050	1,400	D	
	17. Fresh Pond to Ice House Rd	4M	D	4	1,140	B					1,070	1,760	2,530	3,280	3,650	1,320	B	
	18. Ice House Rd to Echo Lake	2U	F	2	1,340	D					120	290	790	1,600	2,050	1,750	E	

F* = According to Caltrans District 3, these segments operate with LOS F conditions since the prevailing speed is less than 35 mph for at least 30 minutes during the peak period.
 2* = Directional count exist.
 ** The observed LOS is worse than reported for the base year conditions.

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ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	2015 CIP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2015 NPGP V2.4 AM PEAK HOUR		
					WKDY AM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
US HIGHWAY 50																	
WB	1. County Line to EDH Blvd/Latrobe Rd	2F	E	2	3,950	E	2-Lane Freeway + Auxil	2FA	10%	1,410	2,550	3,640	4,490	5,035	4,140	D	
EB		2F	E	2	1,620	F*	2-Lane Freeway + Auxil	2FA	9%	1,410	2,550	3,640	4,490	5,035	2,130	B	
WB	2. EDH Blvd/Latrobe Rd to Bass Lake Rd	2F	E	2	3,830	E	2-Lane Freeway + Auxil	2FA	9%	1,410	2,550	3,640	4,490	5,035	3,920	D	
EB		2F	E	2	1,300	B	2-Lane Freeway + Auxil	2FA	10%	1,410	2,550	3,640	4,490	5,035	2,630	C	
WB	3. Bass Lake Rd to Cambridge Rd	2F	E	2	3,120	D	2-Lane Freeway + Auxil	2FA	9%	1,410	2,550	3,640	4,490	5,035	4,130	D	
EB		2F	E	2	1,990	B	2-Lane Freeway + Auxil	2FA	9%	1,410	2,550	3,640	4,490	5,035	3,040	C	
WB	4. Cambridge Rd to Cameron Park Dr	2F	E	2	2,940	D			9%	1,110	2,010	2,880	3,570	4,010	3,450	D	
EB		2F	E	2	1,980	B			9%	1,110	2,010	2,880	3,570	4,010	2,700	C	
WB	5. Cameron Park Dr to Ponderosa Rd	2F	E	2	2,930	D				1,110	2,010	2,880	3,570	4,010	3,000	D	
EB		2F	E	2	1,600	B				1,110	2,010	2,880	3,570	4,010	2,630	C	
WB	6. Ponderosa Rd to Shingle Springs Dr	2F	D	2	2,010	B				1,110	2,010	2,880	3,570	4,010	2,500	C	
EB		2F	D	2	1,190	B				1,110	2,010	2,880	3,570	4,010	2,480	C	
WB	7. Shingle Springs Dr to Greenstone Rd	2F	D	2	1,960	B				1,110	2,010	2,880	3,570	4,010	2,550	C	
EB		2F	D	2	1,300	B				1,110	2,010	2,880	3,570	4,010	2,080	C	
WB	8. Greenstone Rd to El Dorado Rd	2F	D	2	2,010	B				1,110	2,010	2,880	3,570	4,010	2,310	C	
EB		2F	D	2	1,420	B				1,110	2,010	2,880	3,570	4,010	2,420	C	
WB	9. El Dorado Rd to Missouri Flat Rd	2F	E	2	1,910	B				1,110	2,010	2,880	3,570	4,010	2,340	C	
EB		2F	E	2	1,680	B				1,110	2,010	2,880	3,570	4,010	1,890	B	
WB	10. Missouri Flat Rd to Placerville City Limits	2F	D	2	2,080	C				1,110	2,010	2,880	3,570	4,010	2,190	C	
EB		2F	D	2	2,000	B				1,110	2,010	2,880	3,570	4,010	2,300	C	

F* = According to Caltrans District 3, these segments operate with LOS F conditions since the prevailing speed is less than 35 mph for at least 30 minutes during the peak period.

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ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	2015 CIP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2015 NPGP V2.4 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
BASS LAKE ROAD																	
	1. US 50 to Country Club Dr	W22	A	2	430	C	4-Lane Arterial, Undivid	4AU		0	0	1,750	2,740	2,890	1,410	C	
	2. Country Club Dr to Bass Lake	W22	A	2	430	C	Minor 2-Lane Highway	2R		90	200	680	1,410	1,740	600	C	
	3. Bass Lake to Green Valley Rd	W22	D	2	300	C				80	180	610	1,250	1,550	350	C	
BASS LAKE ROAD, NEW																	
	1. Bass Lake Rd to Green Valley Rd		E				2-Lane Arterial	2A		0	0	970	1,760	1,870	60	C	
BIG CUT ROAD																	
	1. Pleasant Valley Rd to Placerville City Limits	W18	E	2	80	A				60	130	450	930	1,150	80	B	
BUCKS BAR ROAD																	
	1. Mt Aukum to Cattle Cr Ln	W18	D	2	340	C				60	130	450	930	1,150	520	D	
	2. Cattle Cr Ln to Pleasant Valley Rd	W20	C	2	400	C	Minor 2-Lane Highway	2R		90	200	680	1,410	1,740	550	C	
CAMBRIDGE ROAD																	
	1. US 50 EB ramps to Country Club Dr	2A	D	2*	700	C				0	0	970	1,760	1,870	960	C	
	2. Country Club Dr to Oxford Rd	2A	E	2*	630	C				0	0	970	1,760	1,870	950	C	
	3. Oxford Rd to Green Valley Rd	2U	E	2*	390	C				120	290	790	1,600	2,050	400	C	
CAMERON PARK DRIVE																	
	1. Durock Rd to Coach Ln	4AU	E	4*	880	C	4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	2,880	D	
	2. Coach Ln to Palmer Dr	4AU	E	4*	1,970	D	4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	2,680	D	
	3. Palmer Dr to Oxford Rd	2U	E	2*	1,690	E	4-Lane Arterial, Undivid	4AU		0	0	1,750	2,740	2,890	2,350	D	
	4. Oxford Rd to Green Valley Rd	2U	A	2*	840	D	2-Lane Arterial	2A		0	0	970	1,760	1,870	840	C	
CARSON ROAD																	
	1. Placerville City Limits to Union Ridge Rd	2R	C	2	190	B				90	200	680	1,410	1,740	240	C	
	2. Union Ridge Rd to US 50	2R	B	2	200	B				90	200	680	1,410	1,740	200	B	
	3. US 50 to Barkley Rd	2R	B	2	350	C				90	200	680	1,410	1,740	350	C	
	4. Barkley Rd to Pony Express Tr	2R	D	2	270	C				90	200	680	1,410	1,740	270	C	
CEDAR RAVINE ROAD																	
	1. Pleasant Valley Rd to Quarry Rd	W20	C	2	140	B				70	160	540	1,110	1,370	180	C	
	2. Quarry Rd to Placerville City Limits	2R	C	2	220	C				90	200	680	1,410	1,740	310	C	
COLD SPRINGS ROAD																	
	1. Placerville City Limits to Cool Water Cr	2R	D	2	390	C				90	200	680	1,410	1,740	580	C	
	2. Cool Water Cr to Gold Hill Rd	2R	E	2	220	C				90	200	680	1,410	1,740	410	C	
	3. Gold Hill Rd to SR 49	W22	E	2	170	B				80	180	610	1,250	1,550	240	C	
COUNTRY CLUB DRIVE																	
	1. Bass Lake Rd to Merrychase Dr	2R	D	2*	230	C				90	200	680	1,410	1,740	750	D	
	2. Merrychase Dr to Cambridge Rd	2R	B	2*	240	C	2-Lane Arterial	2A		0	0	970	1,760	1,870	710	C	
	3. Cambridge Rd to Royal Dr (W)	2R	E	2*	300	C				90	200	680	1,410	1,740	860	D	
	4. Royal Dr (W) to Cameron Park Dr	2R	E	2*	430	C				90	200	680	1,410	1,740	470	C	
COUNTRY CLUB DRIVE EXTENSION																	
	1. Silva Valley Pkwy to Bass Lake Rd		E												#/N/A	#/N/A	#/N/A

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ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	2015 CIP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2015 NPGP V2.4 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
DUROCK ROAD																	
	1. Cameron Park Dr to Heinz Rd	2U	D	2	340	C				120	290	790	1,600	2,050	1,380	D	
	2. Heinz Rd to S Shingle Rd	2U	E	2	470	C				120	290	790	1,600	2,050	1,250	D	
EL DORADO HILLS BLVD																	
	1. US 50 to Lassen Ln	4AD	C	5*	2,250	D	6-Lane Arterial, Divided	6A		0	0	2,710	5,320	5,600	3,770	D	YES
	2. Lassen Ln to Olson Ln	4AD	E	4*	1,660	C				0	0	1,920	3,540	3,740	1,660	C	
	3. Olson Ln to St Andrews Dr	4AD	D	4*	1,410	C				0	0	1,920	3,540	3,740	1,410	C	
	4. St Andrews Dr to Francisco Dr	2A	A	2*	1,220	D	4-Lane Arterial, Undivid	4AU		0	0	1,750	2,740	2,890	1,220	C	
	5. Francisco Dr to Green Valley Rd	2A	E	2*	390	C				0	0	970	1,760	1,870	450	C	
EL DORADO ROAD																	
	1. Pleasant Valley Rd to Mother Lode Dr	W22	E	2	200	B				80	180	610	1,250	1,550	260	C	
	2. Mother Lode Dr to US 50	W22	E	2	380	C				80	180	610	1,250	1,550	550	C	
	3. US 50 Interchange	2A	E	2	380	C				0	0	970	1,760	1,870	580	C	
	4. US 50 to Missouri Flat Rd	W22	E	2	220	C				80	180	610	1,250	1,550	540	C	
	5. Missouri Flat Rd to Green Valley Rd	W22	D	2	290	C				80	180	610	1,250	1,550	380	C	
FAIRPLAY ROAD																	
	1. Mt Aukum to Omo Ranch Rd	W20	C	2	170	B				70	160	540	1,110	1,370	180	C	
FORNI ROAD																	
	1. SR49 to Enterprise Dr	2R	E	2	220	C				90	200	680	1,410	1,740	220	C	
	2. Enterprise Dr to Missouri Flat Rd	2R	E	2	360	C				90	200	680	1,410	1,740	560	C	
	3. Missouri Flat Rd to Warnego Rd	2R	E	2	170	B				90	200	680	1,410	1,740	170	B	
	4. Warnego Rd to Placerville City Limits	W20	E	2	120	B				70	160	540	1,110	1,370	150	B	
FRANCISCO DRIVE																	
	1. EDH Blvd to Green Valley Rd	2A	E	2*	950	C				0	0	970	1,760	1,870	970	C	
GARDEN VALLEY ROAD																	
	1. SR 193 to Marshall Rd	W20	D	2	120	B				70	160	540	1,110	1,370	180	C	
GOLD HILL ROAD																	
	1. Lotus Rd to Cold Springs Rd	W22	B	2	120	B				80	180	610	1,250	1,550	150	B	
	2. Cold Springs Rd to SR 49	W22	A	2	30	A				80	180	610	1,250	1,550	30	A	
GREEN VALLEY ROAD																	
	1. County Line to Francisco Dr	2U	E	2*	2,110	F	4-Lane Arterial, Undivid	4AU		0	0	1,750	2,740	2,890	2,110	D	
	2. Francisco Dr to Salmon Falls Rd	2U	E	2*	1,210	D				120	290	790	1,600	2,050	1,210	D	
	3. Salmon Falls Rd to Deer Valley Rd (W)	2U	C	2*	1,210	D	4-Lane Arterial, Undivid	4AU		0	0	1,750	2,740	2,890	1,210	C	
	4. Deer Valley Rd (W) to Bass Lake Rd	2U	D	2*	910	D				120	290	790	1,600	2,050	910	D	
	5. Bass Lake Rd to Cameron Park Dr	2U	D	2*	990	D				120	290	790	1,600	2,050	990	D	
	6. Cameron Park Dr to Deer Valley Rd (E)	W22	D	2*	560	C				80	180	610	1,250	1,550	620	D	
	7. Deer Valley Rd (E) to Lotus Rd	W18	E	2	650	C				60	130	450	930	1,150	920	D	
	8. Lotus Rd to Greenstone Rd	W20	E	2	360	C				70	160	540	1,110	1,370	490	C	
	9. Greenstone Rd to Missouri Flat Rd	W20	C	2*	550	C	Minor 2-Lane Highway	2R		90	200	680	1,410	1,740	580	C	
	10. Missouri Flat Rd to Placerville City Limits	W18	E	2	440	C				60	130	450	930	1,150	550	D	

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ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	2015 CIP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2015 NPGP V2.4 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
GREENSTONE ROAD																	
	1. Mother Lode Dr to US 50	W18	D	2	110	B				60	130	450	930	1,150	180	C	
	2. US 50 Interchange	2A	D	2	230	C				0	0	970	1,760	1,870	250	C	
	3. US 50 to Green Valley Rd	2R	D	2	230	C				90	200	680	1,410	1,740	240	C	
HEADINGTON ROAD																	
	1. Missouri Flat Rd to El Dorado Rd	2A	E	2						0	0	970	1,760	1,870	430	C	
LATROBE ROAD																	
	1. County Line to S Shingle Rd	2U	B	2	220	B				120	290	790	1,600	2,050	300	C	
	2. S Shingle Rd to Wetsel Oviatt	2R	C	2	260	C				90	200	680	1,410	1,740	290	C	
	3. Wetsel Oviatt to Investment Blvd	2U	B	2*	330	C				120	290	790	1,600	2,050	570	C	
	4. Investment Blvd to Carson Creek	2U	B	2*	640	C	6-Lane Arterial, Divided	6A		0	0	2,710	5,320	5,600	2,090	C	
	5. Carson Creek to White Rock Rd	4AD	A	4	1,390	C	6-Lane Arterial, Divided	6A		0	0	2,710	5,320	5,600	3,510	D	YES
	6. White Rock Rd to US 50	4AD	A	4*	1,840	C	6-Lane Arterial, Divided	6A		0	0	2,710	5,320	5,600	4,280	D	YES
LOTUS ROAD																	
	1. Green Valley Rd to Springvale Rd	2U	D	2	590	C				120	290	790	1,600	2,050	820	D	
	2. Springvale Rd to Thompson Hill Rd	2U	E	2	370	C				120	290	790	1,600	2,050	520	C	
	3. Thompson Hill Rd to SR 49	2R	D	2	350	C				90	200	680	1,410	1,740	510	C	
MARSHALL ROAD																	
	1. SR 49 to Mt Murphy Rd	2R	E	2	240	C				90	200	680	1,410	1,740	320	C	
	2. Mt Murphy Rd to Black Oak Mine Rd	2R	E	2	240	C				90	200	680	1,410	1,740	330	C	
MEDER ROAD																	
	1. Cameron Park Dr to Rosebud Dr	W22	C	2	330	C				80	180	610	1,250	1,550	470	C	
	2. Rosebud Dr to Ponderosa Rd	W22	E	2	330	C				80	180	610	1,250	1,550	330	C	
MISSOURI FLAT ROAD																	
	1. Green Valley Rd to El Dorado Rd	2U	D	2*	480	C				120	290	790	1,600	2,050	630	C	
	2. El Dorado Rd to Headington Rd	2U	E	2*	710	C				120	290	790	1,600	2,050	900	D	
	3. Headington Rd to US 50	2A	C	2*	1,670	D	6-Lane Arterial, Divided	6A		0	0	2,710	5,320	5,600	2,430	C	
	4. US 50 to Mother Lode Dr	2A	E	3*	2,340	F	4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	2,910	D	
	5. Mother Lode Dr to China Garden Rd	4AU	E	4*	2,340	D				0	0	1,750	2,740	2,890	2,340	D	
	6. China Garden Rd to SR 49	2A	C	2*	1,600	D	4-Lane Arterial, Undivid	4AU		0	0	1,750	2,740	2,890	1,300	C	
MISSOURI FLAT ROAD CONNECTOR																	
	1. Missouri Flat Rd to SR-49		E				2-Lane Arterial	2A		0	0	970	1,760	1,870	1,200	D	
MORMON EMIGRANT TRAIL																	
	1. Sly Park Rd to 2nd Dam	2U	B	2	60	A				120	290	790	1,600	2,050	180	B	
MOSQUITO ROAD																	
	1. Placerville City Limits to Union Ridge Rd	2R	D	2	290	C				90	200	680	1,410	1,740	290	C	
	2. Union Ridge Rd to Rock Creek Rd	W18	D	2	80	A				60	130	450	930	1,150	130	B	
MOTHER LODGE DRIVE																	
	1. S Shingle Rd to French Creek Rd	2U	E	2*	1,300	D				120	290	790	1,600	2,050	1,320	D	
	2. French Crk Rd to Greenstone Rd	2U	C	2	850	D	2-Lane Arterial	2A		0	0	970	1,760	1,870	850	C	
	3. Greenstone Rd to Pleasant Valley Rd	2U	E	2	850	D				120	290	790	1,600	2,050	980	D	

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ROAD NAME	SEGMENT	EXISTING FUNCTIONAL CLASS	2015 CIP LOS CRITERIA	LANES	BASE YEAR (2001)		IMPROVEMENT			LOS CAPACITY THRESHOLDS					2015 NPGP V2.4 PM PEAK HOUR		
					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
					COUNT	LOS											
	4. Pleasant Valley Rd to El Dorado Rd	2U	D	2	380	C				120	290	790	1,600	2,050	380	C	
	5. El Dorado Rd to Missouri Flat Rd	2U	E	2	400	C				120	290	790	1,600	2,050	500	C	
MT AUKUM ROAD																	
	1. County Line to Omo Ranch Rd	2R	B	2	160	B				90	200	680	1,410	1,740	280	C	
	2. Omo Ranch Rd to Grizzly Flat Rd	2R	C	2	300	C				90	200	680	1,410	1,740	470	C	
	3. Grizzly Flat Rd to Sly Park Rd	2R	C	2	300	C				90	200	680	1,410	1,740	350	C	
NEWTOWN ROAD																	
	1. Pleasant Valley Rd to Snows Rd	2R	E	2	250	C				90	200	680	1,410	1,740	350	C	
	2. Snows Rd to Weber Creek	2R	D	2	250	C				90	200	680	1,410	1,740	420	C	
	3. Weber Creek to Placerville City Limits	2R	D	2	350	C				90	200	680	1,410	1,740	390	C	
NORTH SHINGLE ROAD																	
	1. Ponderosa Rd to Tennessee Dr	2R	E	2	620	C				90	200	680	1,410	1,740	810	D	
	2. Tennessee Dr to Green Valley Rd	W22	E	2	440	C				80	180	610	1,250	1,550	700	D	
OMO RANCH ROAD																	
	1. Mt Aukum Rd to Fairplay Rd	2R	B	2	90	A				90	200	680	1,410	1,740	130	B	
PLEASANT VALLEY ROAD																	
	1. Mother Lode Dr to El Dorado Rd	2U	E	2*	650	C				120	290	790	1,600	2,050	650	C	
	2. El Dorado Rd to SR 49 (S)	2U	E	2	650	C				120	290	790	1,600	2,050	950	D	
	3. SR 49 (N) to Big Cut Rd	2U	E	2*	1,320	D				120	290	790	1,600	2,050	1,720	E	
	4. Big Cut Rd to Cedar Ravine Rd	2R	E	2	760	D				90	200	680	1,410	1,740	1,160	D	
	5. Cedar Ravine Rd to Bucks Bar Rd	2R	E	2*	760	D				90	200	680	1,410	1,740	1,070	D	
	6. Bucks Bar Rd to Newtown Rd	2R	E	2*	420	C				90	200	680	1,410	1,740	490	C	
	7. Newtown Rd to Mt Aukum Rd	2R	E	2*	480	C				90	200	680	1,410	1,740	650	C	
PONDEROSA ROAD																	
	1. US 50 to N Shingle Rd	2A	B	2*	1,480	D	4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	1,840	C	
	2. N Shingle Rd to Meder Rd	2R	E	2*	550	D				90	200	680	1,410	1,740	1,130	D	
	3. Meder Rd to Green Valley Rd	W20	E	2*	120	B				70	160	540	1,110	1,370	190	C	
PONY EXPRESS TRAIL																	
	1. Carson Rd to Ridgeway Dr	2R	D	2	300	C				90	200	680	1,410	1,740	360	C	
	2. Ridgeway Dr to Sly Park Rd	2R	E	2	600	C				90	200	680	1,410	1,740	650	C	
SALMON FALLS ROAD																	
	1. Green Valley Rd to Lake Hills Dr	2U	E	2	470	C				120	290	790	1,600	2,050	490	C	
	2. Lake Hills Dr to Manzanita Ln	2U	C	2	160	B				120	290	790	1,600	2,050	420	C	
	3. Manzanita Ln to Rattlesnake Bar Rd	W22	E	2	110	B				80	180	610	1,250	1,550	330	C	
SARATOGA WAY EXTENSION																	
	1. County Line to EDH Blvd		E				4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	1,670	C	
SERRANO PARKWAY																	
	1. EDH Blvd to Silva Valley Pkwy	2A	E	2*	470	C				0	0	970	1,760	1,870	470	C	
SERRANO PARKWAY EXTENSION																	
	1. Silva Valley Pkwy to Bass Lake Rd		E				2-Lane Arterial	2A		0	0	970	1,760	1,870	140	C	

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					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY	
					COUNT	LOS												
SHINGLE SPRINGS DRIVE																		
	1. Mother Lode Dr to US 50	2R	E	2	160	B				90	200	680	1,410	1,740	170	B		
	2. US 50 Interchange	2A	E	2	160	C				0	0	970	1,760	1,870	160	C		
SILVA VALLEY PARKWAY																		
	1. Serrano Pkwy to Harvard Way	4AD	E	4*	340	C				0	0	1,920	3,540	3,740	1,170	C		
	2. Harvard Way to Green Valley Rd	2A	E	2	340	C				0	0	970	1,760	1,870	810	C		
SILVA VALLEY PARKWAY EXTENSION																		
	1. US-50 to Serrano Pkwy		E					4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	1,650	C	
SLY PARK ROAD																		
	1. Mt Aukum Rd to Clear Creek Rd	2R	E	2	270	C				90	200	680	1,410	1,740	440	C		
	2. Clear Creek Rd to Mormon Emigrant Tr	W18	E	2	180	B				60	130	450	930	1,150	230	C		
	3. Mormon Emigrant Tr to Park Creek Rd	2R	E	2	340	C				90	200	680	1,410	1,740	460	C		
	4. Park Creek Rd to US 50	2R	D	2	470	C				90	200	680	1,410	1,740	600	C		
	5. US 50 to Pony Express Trail	2R	E	2	630	C				90	200	680	1,410	1,740	630	C		
SNOWS ROAD																		
	1. Newtown Rd to Carson Rd	2R	C	2	190	B				90	200	680	1,410	1,740	200	B		
SOPHIA PARKWAY																		
	1. County Line to Green Valley Rd		E					4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	730	C	
SOUTH SHINGLE ROAD																		
	1. Latrobe Rd to Brandon Rd	W18	B	2	70	A				60	130	450	930	1,150	130	B		
	2. Brandon Rd to Sunset Ln	W20	E	2	200	B				70	160	540	1,110	1,370	210	C		
	3. Sunset Ln to Durock Rd	2R	E	2*	500	C				90	200	680	1,410	1,740	500	C		
	4. Durock Rd to US 50	2A	C	2*	1,190	D		4-Lane Arterial, Undivid	4AU		0	0	1,750	2,740	2,890	1,470	C	
SUNCAST LANE EXTENSION																		
	1. County Line to White Rock Rd		E												#N/A	#N/A	#N/A	
	2. White Rock Rd to Latrobe Rd		E												#N/A	#N/A	#N/A	
WHITE ROCK ROAD																		
	1. County Line to Manchester Dr.	W18	D	2	470	C				60	130	450	930	1,150	650	D		
	2. Manchester Dr. to Latrobe Rd.	W22	D	2	470	C		4-Lane Arterial, Undivid	4AU		0	0	1,750	2,740	2,890	2,130	D	
	3. Latrobe Rd to Silva Valley Pkwy	W18	C	2	270	B		6-Lane Arterial, Divided	6A		0	0	2,710	5,320	5,600	3,270	D	YES
SR 49																		
	1. County Line to Sand Ridge Rd	2R	C	2	270	C				90	200	680	1,410	1,740	370	C		
	2. Sand Ridge Rd to Crystal Blvd	2R	E	2	340	C				90	200	680	1,410	1,740	440	C		
	3. Crystal Blvd to China Hill Rd	2R	C	2	340	C		Major 2-Lane Highway	2U		120	290	790	1,600	2,050	680	C	
	4. China Hill Rd to Pleasant Valley Rd	W22	E	2	470	C				80	180	610	1,250	1,550	680	D		
	5. Pleasant Valley Rd to Missouri Flat Rd	W22	E	2	1,160	D				80	180	610	1,250	1,550	1,160	D		
	6. Missouri Flat Rd to Pleasant Valley Rd (DS)	2A	D	2	1,280	D				0	0	970	1,760	1,870	850	C		
	7. Pleasant Valley to Placerville City Limits	2R	B	2	540	C		2-Lane Arterial	2A		0	0	970	1,760	1,870	920	C	
	8. Placerville City Limits to Gold Hill Rd	2R	D	2	300	C				90	200	680	1,410	1,740	300	C		
	9. Gold Hill Rd to SR 153	W22	D	2	180	B				80	180	610	1,250	1,550	450	C		
	10. SR 153 to Marshall Rd	2R	E	2	410	C				90	200	680	1,410	1,740	630	C		

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					WKDY PM PEAK HOUR		TYPE	CODE	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY	
					COUNT	LOS												
	11. Marshall Rd to Rattlesnake Bar Rd	2U	C	2	290	B					120	290	790	1,600	2,050	620	C	
	12. Rattlesnake Bar Rd to SR 193	W22	C	2	360	C	4-Lane, Multilane Highw	4M			1,070	1,760	2,530	3,280	3,650	880	A	
	13. SR 193 to County Line	2R	E	2	970	D					90	200	680	1,410	1,740	1,020	D	
SR 193																		
	1. SR 49 to Greenwood Rd	2U	C	2	630	C	4-Lane, Multilane Highw	4M			1,070	1,760	2,530	3,280	3,650	840	A	
	2. Greenwood Rd to Main St (Georgetown)	2R	D	2	430	C					90	200	680	1,410	1,740	430	C	
	3. Main St (Georgetown) to Shoo Fly Rd	2R	B	2	170	B					90	200	680	1,410	1,740	300	C	
	4. Shoo Fly Rd to Placerville City Limits	2R	E	2	210	C					90	200	680	1,410	1,740	360	C	
US HIGHWAY 50																		
WB	1. County Line to EDH Blvd/Latrobe Rd	2F	E	2	1,730	B	2-Lane Freeway + Auxil	2FA	10%		1,410	2,550	3,640	4,490	5,035	2,460	B	
EB		2F	E	2	3,900	F*	2-Lane Freeway + Auxil	2FA	12%		1,410	2,550	3,640	4,490	5,035	3,780	D	
WB	2. EDH Blvd/Latrobe Rd to Bass Lake Rd	2F	E	2	1,460	B	2-Lane Freeway + Auxil	2FA	10%		1,410	2,550	3,640	4,490	5,035	2,690	C	
EB		2F	E	2	3,760	E	2-Lane Freeway + Auxil	2FA	10%		1,410	2,550	3,640	4,490	5,035	3,850	D	
WB	3. Bass Lake Rd to Cambridge Rd	2F	E	2	2,350	C	2-Lane Freeway + Auxil	2FA	9%		1,410	2,550	3,640	4,490	5,035	3,240	C	
EB		2F	E	2	3,320	D	2-Lane Freeway + Auxil	2FA	10%		1,410	2,550	3,640	4,490	5,035	4,000	D	
WB	4. Cambridge Rd to Cameron Park Dr	2F	E	2	2,330	C			9%		1,110	2,010	2,880	3,570	4,010	2,830	C	
EB		2F	E	2	3,140	D			10%		1,110	2,010	2,880	3,570	4,010	3,560	D	
WB	5. Cameron Park Dr to Ponderosa Rd	2F	E	2	1,970	B					1,110	2,010	2,880	3,570	4,010	2,840	C	
EB		2F	E	2	2,930	D					1,110	2,010	2,880	3,570	4,010	3,230	D	
WB	6. Ponderosa Rd to Shingle Springs Dr	2F	D	2	1,020	A					1,110	2,010	2,880	3,570	4,010	2,640	C	
EB		2F	D	2	2,550	C					1,110	2,010	2,880	3,570	4,010	2,830	C	
WB	7. Shingle Springs Dr to Greenstone Rd	2F	D	2	1,190	B					1,110	2,010	2,880	3,570	4,010	2,300	C	
EB		2F	D	2	2,470	C					1,110	2,010	2,880	3,570	4,010	2,840	C	
WB	8. Greenstone Rd to El Dorado Rd	2F	D	2	1,590	B					1,110	2,010	2,880	3,570	4,010	2,550	C	
EB		2F	D	2	2,320	C					1,110	2,010	2,880	3,570	4,010	2,680	C	
WB	9. El Dorado Rd to Missouri Flat Rd	2F	E	2	1,740	B					1,110	2,010	2,880	3,570	4,010	1,980	B	
EB		2F	E	2	2,160	C					1,110	2,010	2,880	3,570	4,010	2,610	C	
WB	10. Missouri Flat Rd to Placerville City Limits	2F	D	2	2,200	C					1,110	2,010	2,880	3,570	4,010	2,710	C	
EB		2F	D	2	2,380	C					1,110	2,010	2,880	3,570	4,010	2,380	C	
EB	11. Placerville City Limits to Newtown Rd	2F	D	2	1,330	B					1,110	2,010	2,880	3,570	4,010	1,390	B	
	12. Newtown Rd to Carson Rd. (W)	4M	D	4	2,580	D					1,070	1,760	2,530	3,280	3,650	2,900	D	
	13. Carson Rd (W) to Carson Rd (E)	4M	D	4	2,120	C					1,070	1,760	2,530	3,280	3,650	2,580	D	
EB	14. Carson Rd (E) to Sawmill Rd	2F	D	2	1,220	B					1,110	2,010	2,880	3,570	4,010	1,220	B	
EB	15. Sawmill Rd to Sly Park Rd	2F	C	2	1,010	A					1,110	2,010	2,880	3,570	4,010	1,190	B	
	16. Sly Park Rd to Fresh Pond	2U	C	3	970	D	4-Lane, Multilane Highw	4M			1,070	1,760	2,530	3,280	3,650	1,400	B	
	17. Fresh Pond to Ice House Rd	4M	C	4	1,140	B					1,070	1,760	2,530	3,280	3,650	1,330	B	
	18. Ice House Rd to Echo Lake	2U	E	2	1,340	D					120	290	790	1,600	2,050	1,760	E	

F* = According to Caltrans District 3, these segments operate with LOS F conditions since the prevailing speed is less than 35 mph for at least 30 minutes during the peak period.
 2* = Directional count exist.
 ** The observed LOS is worse than reported for the base year conditions.