

Existing Versus 2025 PM Peak Hour Level of Service Impacts For Roads Allowed to Operate at Level of Service "F" for All Alternatives							
Roadway	Segment	Max allowed V/C Ratio - All Alts	2001 Base All Alternatives	2025 No Project	2025 96 General Plan	2025 Env. Constrained	2025 Roadway Constrained 6+
Cambridge Road	Country Club Drive to Oxford Road	1.07	.34	.51	.57	.61	.53
Cameron Park Dr	Robin Lane to Coach Lane	1.11	.30	.69	.86	.98	.75
Missouri Flat Road	U.S. 50 to Mother Lode Drive	1.12	.63	.89	.91	.88	.82
	Mother Lode Drive to China Garden Road	1.2	.81	.99	1.1	.99	.86
Pleasant Valley Rd	El Dorado Road to SR 49 (S)	1.28	.32	.50	.64	.57	.45
U.S. 50	Canal Street to junction of SR 49	1.25	NA	1.13	1.22	1.23	1.13
	Junction of SR 49 to Coloma Street	1.59	NA	0.91	0.97	0.96	0.92
	Coloma Street to Bedford Avenue	1.61	NA	0.92	0.98	0.98	0.93
	Bedford Avenue to Begin freeway	1.73	NA	1.04	1.12	1.13	1.06
	Begin freeway to Washington Overhead	1.16	NA	1.07	1.12	1.13	1.06
	Ice House Road to Echo Lake	1.16	.65	.97	1.03	1.03	.97
SR 49	Pacific/Sacramento Streets to new 4-lane section in Diamond Springs	1.31	0.31	0.68	0.81	0.74	0.53
	U.S. 50 to SR 193 (N)	1.32	NA	0.67	0.73	0.76	0.70
	SR 193 to Placer County line	1.51	.56	.72	.80	.83	.71

Notes:
2025 V/C ratios for U.S. 50 and SR 49 are based on raw model volume forecasts.