

TECHNICAL MEMORANDUM**DATE:** July 7, 2004**TO:** Heidi Tschudin, Tschudin Consulting
Randy Pesses, El Dorado County DOT
Craig McKibbin, El Dorado County DOT**FROM:** Ronald T. Milam, Fehr & Peers**SUBJECT:** *Modified 1996 General Plan Alternative Modeling***1032-1832**

Fehr & Peers has completed the travel demand modeling for the modified 1996 General Plan Alternative resulting from the Board of Supervisors' (BOS) action to combine the 1996 General Plan Alternative land use element with the Planning Commission alternative circulation element. The modeling involved an iterative process beginning with a change in the LOS thresholds consistent with Policy TC-Xd of the Planning Commission alternative circulation element and followed by roadway improvement testing to develop a final recommended set of improvements for the circulation diagram.

Table 1 on the following page lists the roadway segments where the circulation diagram improvements would be different based solely on the LOS results between the DEIR version of 1996 General Plan Alternative and the modified 1996 General Plan Alternative resulting from the BOS action. Please note that we do not recommend that all of these changes be made to the modified 1996 General Plan Alternative circulation diagram. The specific segment exceptions are listed below.

- US 50 - Bass Lake Rd. to Cameron Park Dr. (westbound)
- US 50 - Bass Lake Rd. to Cameron Park Dr. (eastbound)
- US 50 - Cameron Park Dr. to Ponderosa Rd. (westbound)
- US 50 - Cameron Park Dr. to Ponderosa Rd. (eastbound)
- US 50 - Ponderosa Rd. to Shingle Springs Dr. (westbound)

Table 1 shows that future HOV lanes on US 50 between Bass Lake Road and Ponderosa Road (both directions) and the future auxiliary lane on US 50 between Ponderosa Road and Shingle Springs Drive (westbound) are not required by 2025 under the modified 1996 General Plan Alternative. The exclusion of the HOV lanes may not be feasible. These lanes are included in the current MTP and air quality conformity regulations would likely require the construction of these lanes first. In addition, some of the segments listed above have 2025 peak hour traffic volumes that are either at or very close (less than 100 peak hour vehicles) to the LOS volume threshold that would trigger the need for the improvement. Given the current regulatory conditions and the uncertainty associated with any forecast for 20+ years into the future, we would recommend that the circulation diagram continue to include the potential improvements identified in the DEIR version of the 1996 General Plan Alternative circulation diagram.

Table 1 1996 General Plan Alternative Circulation Diagram Roadway Improvement Differences Summary		
Roadway Segment	Number of Lanes Required by 2025	
	1996 General Plan Alternative (DEIR Version)	Modified 1996 General Plan Alternative (BOS Version)
Bass Lake Road – US 50 to Country Club Drive	6	4
Bass Lake Road – Country Club Drive to Bass Lake	4	4 (A)
Cameron Park Drive – Oxford Road to Green Valley Road	4	2
Green Valley Road – Salmon Falls Road to Deer Valley Road	6	4
Green Valley Road - Greenstone Rd. to Missouri Flat Rd.	4	2
Latrobe Road - Wetsel Oviatt to Investment Blvd.	4	2
Latrobe Road – Investment Boulevard to Carson Creek	6	4
Missouri Flat Road – Headington Road to US 50	6	4
Missouri Flat Road - China Garden Rd. to SR 49	4	2
Mother Lode Drive - French Crk Rd. to Greenstone Rd.	4	2
Ponderosa Road – US 50 to N. Shingle Road	6	4
South Shingle Road - Durock Rd. to U.S. 50	4	2
SR 49 - Pleasant Valley Rd. to Placerville City Limits	4	2
SR 49 - Marshall Rd. to Rattlesnake Bar Rd.	4	2
SR 49 - Rattlesnake Bar Rd. to SR 193	4	2
SR 193 - SR 49 to Greenwood Rd.	4	2
US 50 - Bass Lake Rd. to Cameron Park Dr. (westbound)	3 mixed flow + 1 HOV	3 mixed flow (B)
US 50 - Bass Lake Rd. to Cameron Park Dr. (eastbound)	3 mixed flow + 1 HOV	3 mixed flow (B)
US 50 - Cameron Park Dr. to Ponderosa Rd. (westbound)	2 mixed flow + 1 HOV	2 mixed flow (C)
US 50 - Cameron Park Dr. to Ponderosa Rd. (eastbound)	2 mixed flow + 1 HOV	2 mixed flow (C)
US 50 - Ponderosa Rd. to Shingle Springs Dr. (westbound)	2 mixed flow + 1 Auxiliary	2 mixed flow (C)
Notes: (A) Roadway changes from four-lane divided to four-lane undivided. (B) Only three mixed-flow lanes required to provide acceptable LOS. HOV lanes are assumed to be constructed first based on current MTP and air quality conformity requirements. If a mixed-flow lane can be constructed instead of the HOV lane, no additional widening would be required. Given the uncertainty of this action, the 1996 General Plan Alternative (DEIR version) circulation diagram improvements are recommended. (C) Bold Italic text highlights improvement changes that are not recommended. For these segments, the 1996 General Plan Alternative (DEIR version) circulation diagram improvements are recommended.		

The complete comparison of roadway segment improvements between the two versions of the General Plan are contained in Attachment A while Attachment B contains the complete set of LOS results for the Modified 1996 General Plan Alternative.

We have also prepared a comparison of the LOS impacts consistent with Table 5.4-7 of the DEIR. Table 2 below compares the roadway segments where the existing LOS would deteriorate from A, B, or C to LOS D, E, or F or where any measurable traffic increase (10 or more peak hour trips) would occur on roadway segments with an existing LOS D, E, or F under 2025 conditions for the DEIR version and BOS version of 1996 General Plan Alternative. The DEIR version has 67 roadway segments projected to operate unacceptably according to this criteria and the BOS version has 74.

Table 2 2025 LOS Deficiencies Comparison Based on Impact Significance Criteria						
Roadway	Segment	LOS Threshold	LOS Deficiencies			
			1996 General Plan Alternative (DEIR Version)		1996 General Plan Alternative (BOS Version)	
			AM	PM	AM	PM
Bass Lake Rd.	U.S. 50 to Country Club Dr.	C	--	--	--	D
Bass Lake Rd.	Bass Lake to Green Valley Rd.	C	--	--	--	--
Bass Lake Rd.	Country Club Dr. to Bass Lake	C	--	--	--	--
Cambridge Rd.	U.S. 50 EB ramps to Country Club Dr.	C	--	D	--	D
Cambridge Rd.	Country Club Dr. to Oxford Rd.	C	--	D	--	D
Cameron Park Dr.	Durock Rd. to Coach Ln.	C	--	D	--	D
Cameron Park Dr.	Coach Ln. to Palmer Dr.	C	--	D*	--	D*
Cameron Park Dr.	Oxford Rd. to Green Valley Rd.	C	--	--	--	D*
Cold Springs Rd.	Placerville City Limits to Cool Water Cr.	C	--	D	--	D
Country Club Dr.	Bass Lake Rd. to Merrychase Dr.	C	--	D	--	D
Country Club Dr.	Merrychase Dr. to Cambridge Rd.	C	--	--	--	--
Country Club Dr.	Cambridge Rd. to Royal Dr. (W)	C	--	D	--	D
Country Club Dr. Extension	Silva Valley Pkwy. to Bass Lake Rd.	C	--	--	--	--
Durock Rd.	Cameron Park Dr. to Heinz Rd.	C	--	D	--	D
Durock Rd.	Heinz Rd. to S. Shingle Rd.	C	--	D	--	D
El Dorado Hills Blvd.	U.S. 50 to Lassen Ln.	C	--	D*	--	D*
El Dorado Hills Blvd.	Lassen Ln. to Olson Ln.	C	--	D	--	--
El Dorado Rd.	Mother Lode Dr. to US 50	C	--	--	--	D
Green Valley Rd.	Francisco Dr. to Salmon Falls Rd.	C	--	D*	--	--
Green Valley Rd.	Salmon Falls Rd. to Deer Valley Rd. (W)	C	--	--	--	D*
Green Valley Rd.	Deer Valley Rd. (W) to Bass Lake Rd.	C	--	D*	--	D*
Green Valley Rd.	Bass Lake Rd. to Cameron Park Dr.	C	--	D*	--	D*
Green Valley Rd.	Cameron Park Dr. to Deer Valley Rd. (E)	C	--	D	--	D
Green Valley Rd.	Deer Valley Rd. (E) to Lotus Rd.	C	--	D	--	D
Green Valley Rd.	Lotus Rd. to Greenstone Rd.	C	--	D	--	D
Green Valley Rd.	Greenstone Rd. to Missouri Flat Rd.	C	--	--	--	D

**Table 2
2025 LOS Deficiencies Comparison Based on Impact Significance Criteria**

Roadway	Segment	LOS Threshold	LOS Deficiencies			
			1996 General Plan Alternative (DEIR Version)		1996 General Plan Alternative (BOS Version)	
			AM	PM	AM	PM
Green Valley Rd.	Missouri Flat Rd. to Placerville City	C	--	D	--	D
Latrobe Rd.	Wetsel Oviatt to Investment Blvd.	C	--	--	--	D
Latrobe Rd.	Investment Blvd. to Carson Creek	C	--	D	--	D
Latrobe Rd.	Carson Creek to White Rock Rd.	C	--	F	--	D
Latrobe Rd.	White Rock Rd. to U.S. 50	C	--	F	--	D
Lotus Rd.	Green Valley Rd. to Springvale Rd.	C	--	D	--	D
Missouri Flat Rd.	Green Valley Rd. to El Dorado Rd.	C	--	D	--	D
Missouri Flat Rd.	El Dorado Rd. to Headington Rd.	C	--	D	--	D
Missouri Flat Rd.	Headington Rd. to U.S. 50	C	--	--	--	D*
Missouri Flat Rd.	Mother Lode Dr. to China Garden Rd.	C	--	F	--	D
Missouri Flat Rd. Connector	Missouri Flat Rd. to SR-49	C	--	D*	--	D*
Mother Lode Dr.	S. Shingle Rd. to French Creek Rd.	C	--	E	--	E
Mother Lode Dr.	French Crk. Rd. to Greenstone Rd.	C	--	--	--	D*
Mother Lode Dr.	Greenstone Rd. to Pleasant Valley Rd.	C	--	D*	--	D*
North Shingle Rd.	Ponderosa Rd. to Tennessee Dr.	C	--	D	--	D
North Shingle Rd.	Tennessee Dr. to Green Valley Rd.	C	--	D	--	D
Pleasant Valley Rd.	Mother Lode Dr. to El Dorado Rd.	C	--	D	--	D
Pleasant Valley Rd.	El Dorado Rd. to SR 49 (S)	C	--	D	--	D
Pleasant Valley Rd.	SR 49 (N) to Big Cut Rd.	C	--	D*	--	D*
Pleasant Valley Rd.	Big Cut Rd. to Cedar Ravine Rd.	C	--	D*	--	D*
Pleasant Valley Rd.	Cedar Ravine Rd. to Bucks Bar Rd.	C	--	D*	--	D*
Pleasant Valley Rd.	Newton Rd. to Mt. Aukum Rd.	C	--	D	--	D
Ponderosa Rd.	U.S. 50 to N. Shingle Rd.	C	--	--	--	D*
Ponderosa Rd.	N. Shingle Rd. to Meder Rd.	C	--	D*	--	D*
Pony Express Trail	Ridgeway Dr. to Sly Park Rd.	C	--	--	--	--
Salmon Falls Rd.	Green Valley Rd. to Lake Hills Dr.	C	--	D	--	D
Saratoga Way Extension	County Line to El Dorado Hills Blvd.	C	--	D*	--	D*
Silva Valley Pkwy.	Serrano Pkwy. to Harvard Way	C	--	D	--	--
Silva Valley Pkwy. Extension	U.S. 50 to Serrano Pkwy.	C	--	D*	--	D*
S. Shingle Rd.	Durock Rd. to U.S. 50	C	--	--	--	D*
White Rock Rd.	County Line to Manchester Dr.	C	--	D	--	D
White Rock Rd.	Manchester Dr. to Latrobe Rd.	C	--	F	--	D
White Rock Rd.	Latrobe Rd. to Silva Valley Pkwy.	C	--	E	--	D

**Table 2
2025 LOS Deficiencies Comparison Based on Impact Significance Criteria**

Roadway	Segment	LOS Threshold	LOS Deficiencies			
			1996 General Plan Alternative (DEIR Version)		1996 General Plan Alternative (BOS Version)	
			AM	PM	AM	PM
SR 49	Crystal Blvd. to China Hill Rd.	C	--	--	--	D
SR 49	Pleasant Valley Rd. to Missouri Flat Rd.	C	--	D*	--	D*
SR 49	Pleasant Valley Rd. to Placerville City	C	--	--	--	E
SR 49	SR 153 to Marshall Rd.	C	--	D	--	D
SR 49	Marshall Rd. to Rattlesnake Bar Rd.	C	--	--	--	D
SR 49	Rattlesnake Bar Rd. to SR 193	C	--	--	--	D
SR 49	SR 193 to County Line	C	--	D*	--	D*
SR 193	SR 49 to Greenwood Rd.	C	--	--	--	D
U.S. 50 (westbound)	County Line to El Dorado Hills Blvd.	C	--	E	--	F
U.S. 50 (eastbound)		C	D	--	F	--
U.S. 50 (westbound)	El Dorado Hills Blvd. to Bass Lake Rd.	C	--	--	--	--
U.S. 50 (eastbound)		C	E	--	F	--
U.S. 50 (westbound)	Bass Lake Rd. to Cambridge Rd.	C	D*	--	D*	--
U.S. 50 (eastbound)		C	--	D*	--	D*
U.S. 50 (westbound)	Cambridge Rd. to Cameron Park Dr.	C	--	E	--	F
U.S. 50 (eastbound)		C	--	--	--	D*
U.S. 50 (westbound)	Cameron Park Dr. to Ponderosa Rd.	C	D*	--	F	--
U.S. 50 (eastbound)		C	E	E	F	F
U.S. 50 (westbound)	Ponderosa Rd. to Shingle Springs Dr.	C	D	D	D	D
U.S. 50 (eastbound)		C	D	D	D	D
U.S. 50 (westbound)	Shingle Springs Dr. to Greenstone Rd.	C	D	D	F	D
U.S. 50 (eastbound)		C	--	D	D	D
U.S. 50 (westbound)	Greenstone Rd. to El Dorado Rd.	C	--	D	--	D
U.S. 50 (eastbound)		C	D	D	D	D
U.S. 50 (eastbound)	El Dorado Rd. to Missouri Flat Rd.	C	--	D	--	D
U.S. 50 (westbound)	Missouri Flat Rd. to Placerville City Limits	C	--	D	--	D
U.S. 50 (eastbound)		C	D	--	D	--
U.S. 50	Newton Rd. to Carson Rd. (W)	C	--	D*	--	D*
U.S. 50	Carson Rd. (W) to Cameron Rd. (E)	C	--	D	--	D
U.S. 50	Sly Park Rd. to Fresh Pond	C	--	--	--	--
U.S. 50	Ice House Rd. to Echo Lake	C	--	F	--	F

Notes:
 * Denotes an exacerbation of unacceptable LOS under existing conditions or unacceptable LOS for a new roadway.
 -- Denotes that no deficiency occurs.
 Bold italic text with shading denotes a change from the 1996 General Plan Alternative (DEIR version).

FINAL



ATTACHMENT A

EL DORADO COUNTY GENERAL PLAN CIRCULATION ELEMENT ROADWAY IMPROVEMENT COMPARISON - 1996 GENERAL PLAN ALTERNATIVE (DEIR version) VERSUS THE MODIFIED 1996 GENERAL PLAN ALTERNATIVE (Board of Supervisors' version)					
ROADWAY	SEGMENT	EXISTING LANES	LANES REQUIRED BY 2025		IMPROVEMENT CHANGE
			96GP LANES REQUIRED BY 2025	BOS LANES REQUIRED BY 2025	
COUNTY ROADWAYS					
Bass Lake Road	U.S. 50 to Country Club Dr.	2	6	4	Reduce from 6 to 4 lanes (undivided)
	Country Club Dr. to Bass Lake	2	4	4 (undivided)	Widen to a 4-lane undivided road instead of a 4-lane divided
New Bass Lake Road	Bass Lake to Green Valley Road	0	2	2	
Cameron Park Drive	Coach Ln. to Palmer Dr.	4	4	4	
	Palmer Dr. to Oxford Rd.	2	4	4	
	Oxford Rd. to Green Valley Rd.	2	4	2	Reduce from 4 to 2 lanes
Country Club Drive Extension	Silva Valley Pkwy. to Bass Lake Rd.	0	2	2	
El Dorado Hills Boulevard	U.S. 50 to Lassen Ln.	5	6	6	
	St Andrews Dr. to Francisco Dr.	2	4	4	
Francisco Drive	El Dorado Hills Blvd. to Green Valley Rd.	2	4	4	
Green Valley Road	County Line to Francisco Dr.	2	4	4	
	Francisco Dr. to Salmon Falls Rd.	2	4	4	
	Salmon Falls Rd. to Deer Valley Rd. (west)	2	6	4	Reduce from 6 to 4 lanes (undivided)
	Greenstone Rd. to Missouri Flat Rd.	2	4	2	Reduce from 4 to 2 lanes
Latrobe Road	Wetzel Oviatt to Investment Blvd.	2	4	2	Reduce from 4 to 2 lanes
	Investment Blvd to Carson Creek	2	6	4	Reduce from 6 to 4 lanes
	Carson Creek to White Rock Rd.	2	6	6	
	White Rock Rd. to U.S. 50	4	6	6	
Missouri Flat Road	Headington Rd. to U.S. 50	2	6	4	Reduce from 6 to 4 lanes
	U.S. 50 to Mother Lode Dr.	3	4	4	
	China Garden Rd. to SR 49	2	4	2	Reduce from 4 to 2 lanes
Missouri Flat - Pleasant Valley Connector	Missouri Flat Road to Pleasant Valley Road	0	4	4	
Mother Lode Drive	French Crk Rd. to Greenstone Rd.	2	4	2	Reduce from 4 to 2 lanes
Ponderosa Road	U.S. 50 to N Shingle Rd.	2	6	4	Reduce from 6 to 4 lanes (undivided)
Saratoga Way	El Dorado Hills Blvd. to County line	2	4	4	
Serrano Parkway	Current terminous to Bass Lake Road	0	2	2	
Silva Valley Parkway	Harvard Way to Green Valley Rd.	2	4	4	
	Serrano Parkway to U.S. 50	0	4	4	
Sophia Parkway	Green Valley Road to County line	0	4	4	
South Shingle Road	Durock Rd. to U.S. 50	2	4	2	Reduce from 4 to 2 lanes
White Rock Road	Latrobe Rd. to Silva Valley Pkwy.	2	6	6	
	Manchester Dr. to Latrobe Rd.	2	4	4	
STATE HIGHWAYS					
SR 49	Crystal Blvd. to China Hill Rd.	2	2	2	
	Pleasant Valley Rd. to Placerville City Limits	2	4	2	Reduce from 4 to 2 lanes
	Marshall Rd. to Rattlesnake Bar Rd.	2	4	2	Reduce from 4 to 2 lanes
	Rattlesnake Bar Rd. to SR 193	2	4	2	Reduce from 4 to 2 lanes
SR 193	SR 49 to Greenwood Rd.	2	4	2	Reduce from 4 to 2 lanes
U.S. 50	County Line to Bass Lake Rd. - westbound	2	4	4	
	County Line to Bass Lake Rd. - eastbound	2	4	4	
	Bass Lake Rd. to Cameron Park Dr. - westbound	2	4	3/4	(1)
	Bass Lake Rd. to Cameron Park Dr. - eastbound	2	4	3/4	(1)
	Cameron Park Dr. to Ponderosa Rd. - westbound	2	3	2/3	Potential opportunity to postpone HOV lane to beyond 2025
	Cameron Park Dr. to Ponderosa Rd. - eastbound	2	3	2/3	Potential opportunity to postpone HOV lane to beyond 2025
	Ponderosa Rd. to Shingle Springs Dr. - westbound	2	3	2/3	Potential opportunity to postpone auxiliary lane to beyond 2025
	Newtown Rd. to Carson Rd. (west)	4	4	4	
	Sly Park Rd. to Fresh Pond	3	4	4	
	El Dorado Hills Blvd. Interchange				
	Silva Valley Parkway Interchange				
	Bass Lake Road Interchange				
	Cambridge Road Interchange				
	Cameron Park Drive Interchange				
	Ponderosa Road Interchange				
Shingle Springs Rancheria Interchange					
Missouri Flat Road Interchange					
Camino Interchange					
Notes:					
(1) Only three mixed-flow lanes required to provide acceptable LOS. HOV lanes are assumed to be constructed first based on current MTP and air quality conformity requirements. If a mixed-flow lane can be constructed instead of HOV lane, no additional widening would be required.					
Shading denotes that roadway improvement is not required by 2025 based on LOS analysis, but the 2025 projected traffic volume is very close to the threshold that would trigger the improvement.					
Source: Fehr & Peers, 2004					

FINAL



ATTACHMENT B

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool

Version: M99 Model Year: 2025

BOS

ROAD NAME	SEGMENT	LINK	MILEPOST	EXISTING FUNCTIONAL CLASS	BOS GP	No. of Lanes	BASE YEAR (2001)		IMPROVEMENT			LOS Capacity Thresholds					2025 BOS			
							LOS CRITERIA	COUNT	LOS	Type	Code	HOV	A	B	C	D	E	AM PEAK HOUR		
																		VOLUME	LOS	DEFICIENCY
US HIGHWAY 50																				
WB	1. County Line to EDH Blvd/Latrobe Rd	154	0.00 - 0.86	2F	E	2	3,950	F*	3-Lane Freeway	3F	15%	1,700	3,080	4,400	5,410	6,060	5,600	E		
EB		155	0.00 - 0.86	2F	E	2	1,620	B	3-Lane Freeway	3F	8%	1,700	3,080	4,400	5,410	6,060	3,450	C		
WB	2. EDH Blvd/Latrobe Rd to Bass Lake Rd	156	0.86 - 3.23	2F	E	2	3,830	F*	3-Lane Freeway	3F	15%	1,700	3,080	4,400	5,410	6,060	5,260	D		
EB		157	0.86 - 3.23	2F	E	2	1,300	B	3-Lane Freeway	3F	8%	1,700	3,080	4,400	5,410	6,060	3,790	C	(1)	
WB	3. Bass Lake Rd to Cambridge Rd	158	3.23 - 4.96	2F	E	2	3,120	D	3-Lane Freeway	3F	12%	1,700	3,080	4,400	5,410	6,060	4,710	D	(1)	
EB		159	3.23 - 4.96	2F	E	2	1,990	B	3-Lane Freeway	3F	8%	1,700	3,080	4,400	5,410	6,060	4,280	C	(1)	
WB	4. Cambridge Rd to Cameron Park Dr	160	4.96 - 6.57	2F	E	2	2,940	D	3-Lane Freeway	3F	12%	1,700	3,080	4,400	5,410	6,060	4,010	C	(1)	
EB		161	4.96 - 6.57	2F	E	2	1,980	B	3-Lane Freeway	3F	9%	1,700	3,080	4,400	5,410	6,060	3,930	C	(1)	
WB	5. Cameron Park Dr to Ponderosa Rd	162	6.57 - 8.56	2F	E	2	2,930	D	3-Lane Freeway	3F	8%	1,700	3,080	4,400	5,410	6,060	3,270	C	(2)	
EB		163	6.57 - 8.56	2F	E	2	1,600	B	3-Lane Freeway	3F	5%	1,700	3,080	4,400	5,410	6,060	3,730	C	(2)	
WB	6. Ponderosa Rd to Shingle Springs Dr	164	8.56 - 10.30	2F	E	2	2,010	B				1,110	2,010	2,880	3,570	4,010	3,010	D		
EB		165	8.56 - 10.30	2F	E	2	1,190	B	2-Lane Freeway + Auxili	2FA			1,410	2,550	3,640	4,490	5,035	3,810	D	(2)
WB	7. Shingle Springs Dr to Greenstone Rd	166	10.30 - 12.19	2F	D	2	1,960	B				1,110	2,010	2,880	3,570	4,010	2,880	C		
EB		167	10.30 - 12.19	2F	D	2	1,300	B					1,110	2,010	2,880	3,570	4,010	2,900	D	
WB	8. Greenstone Rd to El Dorado Rd	168	12.19 - 14.01	2F	E	2	2,010	B				1,110	2,010	2,880	3,570	4,010	2,580	C		
EB		169	12.19 - 14.01	2F	E	2	1,420	B					1,110	2,010	2,880	3,570	4,010	3,190	D	
WB	9. El Dorado Rd to Missouri Flat Rd	170	14.01 - 15.06	2F	E	2	1,910	B				1,110	2,010	2,880	3,570	4,010	2,750	C		
EB		171	14.01 - 15.06	2F	E	2	1,680	B					1,110	2,010	2,880	3,570	4,010	2,770	C	
WB	10. Missouri Flat Rd to Placerville City Limits	172		2F	E	2	2,080	C				1,110	2,010	2,880	3,570	4,010	2,250	C		
EB		173		2F	E	2	2,000	B					1,110	2,010	2,880	3,570	4,010	2,960	D	

* 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.

(1) Only three mixed-flow lanes required to provide acceptable LOS. HOV lanes are assumed to be constructed first based on current MTP and air quality conformity requirements. If a mixed-flow lane can be constructed instead of the HOV lane, no additional widening would be required.

(2) Inclusion of mixed-flow lane improvement is recommended due to projected volume being at or near LOS E capacity without the improvement.

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool

Version: M99 Model Year: 2025

BOS

ROAD NAME	SEGMENT	MILEPOST	EXISTING FUNCTIONAL CLASS	BASE YEAR (2001)		IMPROVEMENT			LOS Capacity Thresholds					2025 BOS				
				BOS GP	No. of	WPKY PM PEAK HOUR	Type	Code	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY	
				LOS CRITERIA	Lanes	COUNT	LOS											
BASS LAKE ROAD																		
	1. US 50 to Country Club Dr		2A	D	2	430	C	4-Lane Arterial, Undivided	4AU			0	0	1,750	2,740	2,890	2,200	D
	2. Country Club Dr to Bass Lake	-1.608	2R	D	2	430	C	4-Lane Arterial, Undivided	4AU			0	0	1,750	2,740	2,890	1,290	C
	3. Bass Lake to Green Valley Rd	1.608 - 3.885	2R	E	2	300	C					90	200	680	1,410	1,740	670	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	250	C
BIG CUT ROAD																		
	1. Pleasant Valley Rd to Placerville City Limits		2R	D	2	80	A					90	200	680	1,410	1,740	80	A
BUCKS BAR ROAD																		
	1. Mt Aukum to Cattle Cr Ln	0.00 - 2.371	2R	D	2	340	C					90	200	680	1,410	1,740	560	C
	2. Cattle Cr Ln to Pleasant Valley Rd	2.371 - 4.821	2R	D	2	400	C					90	200	680	1,410	1,740	580	C
CAMBRIDGE ROAD																		
	1. US 50 EB ramps to Country Club Dr	0.00 - 0.36	2A	E	2*	700	C					0	0	970	1,760	1,870	1,250	D
	2. Country Club Dr to Oxford Rd	0.36 - 1.67	2A	F	2*	630	C					0	0	970	1,760	1,870	1,090	D
	3. Oxford Rd to Green Valley Rd	1.67 - 3.38	2U	E	2*	390	C					120	290	790	1,600	2,050	580	C
CAMERON PARK DRIVE																		
	1. Durock Rd to Coach Ln	0.00 - 0.134	4AU	F	4*	880	C					0	0	1,750	2,740	2,890	2,560	D
	2. Coach Ln to Palmer Dr	0.134 - 0.386	4AU	E	4*	1,970	D	4-Lane Arterial, Divided	4AD			0	0	1,920	3,540	3,740	3,310	D
	3. Palmer Dr to Oxford Rd	0.386 - 1.696	2A	E	2*	1,690	E	4-Lane Arterial, Divided	4AD			0	0	1,920	3,540	3,740	2,930	D
	4. Oxford Rd to Green Valley Rd	1.696 - 3.463	2U	E	2*	840	D					120	290	790	1,600	2,050	1,070	D
CARSON ROAD																		
	1. Placerville City Limits to Union Ridge Rd	0.00 - 2.079	2R	D	2	190	B					90	200	680	1,410	1,740	400	C
	2. Union Ridge Rd to US 50	2.079 - 4.359	2R	D	2	200	B					90	200	680	1,410	1,740	300	C
	3. US 50 to Barkley Rd	4.359 - 5.117	2R	D	2	350	C					90	200	680	1,410	1,740	540	C
	4. Barkley Rd to Pony Express Tr	5.117 - 6.801	2R	E	2	270	C					90	200	680	1,410	1,740	310	C
CEDAR RAVINE ROAD																		
	1. Pleasant Valley Rd to Quarry Rd	0.00 - 1.390	2R	D	2	140	B					90	200	680	1,410	1,740	190	B
	2. Quarry Rd to Placerville City Limits	1.390 - 4.976	2R	D	2	220	C					90	200	680	1,410	1,740	340	C
COLD SPRINGS ROAD																		
	1. Placerville City Limits to Cool Water Cr	0.00 - 1.362	2R	E	2	390	C					90	200	680	1,410	1,740	760	D
	2. Cool Water Cr to Gold Hill Rd	1.362 - 4.614	2R	D	2	220	C					90	200	680	1,410	1,740	470	C
	3. Gold Hill Rd to SR 49	4.614 - 7.337	2R	D	2	170	B					90	200	680	1,410	1,740	250	C
COUNTRY CLUB DRIVE																		
	1. Bass Lake Rd to Merrychase Dr		2R	D	2*	230	C					90	200	680	1,410	1,740	840	D
	2. Merrychase Dr to Cambridge Rd		2R	E	2*	240	C					90	200	680	1,410	1,740	670	C
	3. Cambridge Rd to Royal Dr (W)		2R	E	2*	300	C					90	200	680	1,410	1,740	970	D
	4. Royal Dr (W) to Cameron Park Dr		2R	E	2*	430	C					90	200	680	1,410	1,740	600	C
COUNTRY CLUB DRIVE EXTENSION																		
	1. Silva Valley Pkwy to Bass Lake Rd			D				2-Lane Arterial	2A			0	0	970	1,760	1,870	800	C
DUROCK ROAD																		
	1. Cameron Park Dr to Heinz Rd	0.00 - 0.13	2U	E	2	340	C					120	290	790	1,600	2,050	1,420	D
	2. Hines Rd to S Shingle Rd	0.13 - 2.05	2U	E	2	470	C					120	290	790	1,600	2,050	1,290	D

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BOS

ROAD NAME	SEGMENT	MILEPOST	EXISTING FUNCTIONAL CLASS	BASE YEAR (2001)		LOS Capacity Thresholds			2025 BOS									
				BOS GP	No. of	WKDY PM PEAK HOUR	IMPROVEMENT			PM PEAK HOUR								
				LOS CRITERIA	Lanes	COUNT	LOS	Type	Code	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
EL DORADO HILLS BLVD																		
	1. US 50 to Lassen Ln	0.00 - 0.521	4AD	E	5*	2,250	D	6-Lane Arterial, Divided	6A		0	0	2,710	5,320	5,600	4,720	D	
	2. Lassen Ln to Olson Ln	0.521 - 1.636	4AD	E	4*	1,660	C				0	0	1,920	3,540	3,740	1,770	C	
	3. Olson Ln to St Andrews Dr	1.636 - 2.505	4AD	E	4*	1,410	C				0	0	1,920	3,540	3,740	1,410	C	
	4. St Andrews Dr to Francisco Dr	2.505 - 3.640	2A	E	2*	1,220	D	4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	1,220	C	(1)
	5. Francisco Dr to Green Valley Rd	3.640 - 4.219	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	0.00 - 0.806	2R	E	2	200	B				90	200	680	1,410	1,740	510	C	
	2. Mother Lode Dr to US 50	0.808 -	2R	E	2	380	C				90	200	680	1,410	1,740	730	D	
	3. US 50 Interchange		2A	D	2	380	C				0	0	970	1,760	1,870	690	C	
	4. US 50 to Missouri Flat Rd	-2.907	2R	E	2	220	C				90	200	680	1,410	1,740	580	C	
	5. Missouri Flat Rd to Green Valley Rd	2.907 - 3.382	2R	E	2	290	C				90	200	680	1,410	1,740	520	C	
FAIRPLAY ROAD																		
	1. Mt Aukum to Omo Ranch Rd	0.00 - 3.021	2R	D	2	170	B				90	200	680	1,410	1,740	190	B	
FORNI ROAD																		
	1. SR49 to Enterprise Dr		2R	E	2	220	C				90	200	680	1,410	1,740	390	C	
	2. Enterprise Dr to Missouri Flat Rd		2R	E	2	360	C				90	200	680	1,410	1,740	640	C	
	3. Missouri Flat Rd to Wamego Rd		2R	E	2	170	B				90	200	680	1,410	1,740	550	C	
	4. Wamego Rd to Placerville City Limits		2R	D	2	120	B				90	200	680	1,410	1,740	550	C	
FRANCISCO DRIVE																		
	1. EDH Blvd to Green Valley Rd		2A	E	2*	950	C	4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	950	C	(1)
GARDEN VALLEY ROAD																		
	1. SR 193 to Marshall Rd	0.00 - 3.550	2R	D	2	120	B				90	200	680	1,410	1,740	170	B	
GOLD HILL ROAD																		
	1. Lotus Rd to Cold Springs Rd	0.00 - 2.753	2R	D	2	120	B				90	200	680	1,410	1,740	210	C	
	2. Cold Springs Rd to SR 49	2.2753 - 4.449	2R	D	2	30	A				90	200	680	1,410	1,740	30	A	
GREEN VALLEY ROAD																		
	1. County Line to Francisco Dr	0.00 - 1.551	2U	E	2*	2,110	F	4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	2,540	D	
	2. Francisco Dr to Salmon Falls Rd	1.551 - 1.916	2U	E	2*	1,210	D	4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	1,910	C	(1)
	3. Salmon Falls Rd to Deer Valley Rd (W)	1.916 - 4.777	2U	E	2*	1,210	D	4-Lane Arterial, Undivid	4AU		0	0	1,750	2,740	2,890	2,150	D	
	4. Deer Valley Rd (W) to Bass Lake Rd	4.777 - 6.199	2U	D	2*	910	D				120	290	790	1,600	2,050	1,000	D	
	5. Bass Lake Rd to Cameron Park Dr	6.199 - 6.871	2U	E	2*	990	D				120	290	790	1,600	2,050	1,370	D	
	6. Cameron Park Dr to Deer Valley Rd (E)	6.871 - 9.482	2R	E	2*	560	C				90	200	680	1,410	1,740	800	D	
	7. Deer Valley Rd (E) to Lotus Rd	9.482 - 11.008	2R	D	2	650	C				90	200	680	1,410	1,740	1,270	D	
	8. Lotus Rd to Greenstone Rd	11.008 - 15.499	2R	D	2	360	C				90	200	680	1,410	1,740	830	D	
	9. Greenstone Rd to Missouri Flat Rd	15.449 - 16.385	2R	D	2*	550	C				90	200	680	1,410	1,740	850	D	
	10. Missouri Flat Rd to Placerville City Limits	16.385 - 17.435	2R	D	2	440	C				90	200	680	1,410	1,740	870	D	
GREENSTONE ROAD																		
	1. Mother Lode Dr to US 50	0.00 -	2R	D	2	110	B				90	200	680	1,410	1,740	480	C	
	2. US 50 Interchange		2A	D	2	230	C				0	0	970	1,760	1,870	440	C	
	3. US 50 to Green Valley Rd	-2.540	2R	D	2	230	C				90	200	680	1,410	1,740	260	C	
LATROBE ROAD																		

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BOS

ROAD NAME	SEGMENT	MILEPOST	EXISTING FUNCTIONAL CLASS	BOS GP	No. of Lanes	BASE YEAR (2001)		IMPROVEMENT			LOS Capacity Thresholds					2025 BOS			
						LOS CRITERIA	COUNT	LOS	Type	Code	HOV	A	B	C	D	E	PM PEAK HOUR		
																	VOLUME	LOS	DEFICIENCY
	1. County Line to S Shingle Rd	0.00 - 2.953	2U	D	2	220	B					120	290	790	1,600	2,050	440	C	
	2. S Shingle Rd to Wetzel Oviatt	2.953 - 7.836	2R	D	2	260	C					90	200	680	1,410	1,740	450	C	
	3. Wetzel Oviatt to Investment Blvd	7.836-8.901	2U	D	2*	330	C					120	290	790	1,600	2,050	940	D	
	4. Investment Blvd to Carson Creek	8.901-10.055	2U	D	2*	640	C	4-Lane Arterial, Divided	4AD			0	0	1,920	3,540	3,740	3,150	D	
	5. Carson Creek to White Rock Rd	10.055 - 10.925	4AD	E	4	1,390	C	6-Lane Arterial, Divided	6A			0	0	2,710	5,320	5,600	5,200	D	
	6. White Rock Rd to US 50	10.925 - 11.40	4AD	E	4*	1,840	C	6-Lane Arterial, Divided	6A			0	0	2,710	5,320	5,600	5,310	D	
LOTUS ROAD																			
	1. Green Valley Rd to Springvale Rd	0.00 - 1.952	2U	D	2	590	C					120	290	790	1,600	2,050	890	D	
	2. Springvale Rd to Thompson Hill Rd	1.952 - 3.656	2U	D	2	370	C					120	290	790	1,600	2,050	480	C	
	3. Thompson Hill Rd to SR 49	3.656 - 6.804	2R	D	2	350	C					90	200	680	1,410	1,740	510	C	
MARSHALL ROAD																			
	1. SR 49 to Mt Murphy Rd	0.00 - 3.736	2R	D	2	240	C					90	200	680	1,410	1,740	330	C	
	2. Mt Murphy Rd to Black Oak Mine Rd	3.736 -	2R	D	2	240	C					90	200	680	1,410	1,740	280	C	
MEDER ROAD																			
	1. Cameron Park Dr to Rosebud Dr	0.00 - 1.351	2R	E	2	330	C					90	200	680	1,410	1,740	650	C	
	2. Rosebud Dr to Ponderosa Rd	1.351 - 2.436	2R	E	2	330	C					90	200	680	1,410	1,740	490	C	
MISSOURI FLAT ROAD																			
	1. Green Valley Rd to El Dorado Rd	0.00 - 1.099	2U	E	2*	480	C					120	290	790	1,600	2,050	820	D	
	2. El Dorado Rd to Headington Rd	1.099 - 1.391	2U	E	2*	710	C					120	290	790	1,600	2,050	1,190	D	
	3. Headington Rd to US 50	1.391 - 1.716	2A	E	2*	1,670	D	4-Lane Arterial, Divided	4AD			0	0	1,920	3,540	3,740	2,340	D	
	4. US 50 to Mother Lode Dr	1.716 - 1.819	2A	F	3*	2,340	F	4-Lane Arterial, Divided	4AD			0	0	1,920	3,540	3,740	3,450	D	
	5. Mother Lode Dr to China Garden Rd	1.819 - 2.911	4AU	F	4*	2,340	D	4-Lane Arterial, Divided	4AD			0	0	1,920	3,540	3,740	3,280	D	
	6. China Garden Rd to SR 49	2.911 - 3.429	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				4-Lane Arterial, Divided	4AD			0	0	1,920	3,540	3,740	2,010	D	
	1. SR-49 to Pleasant Valley Rd			E				4-Lane Arterial, Divided	4AD			0	0	1,920	3,540	3,740	1,540	C	
MORMON EMIGRANT TRAIL																			
	1. Sly Park Rd to 2nd Dam	0.00 - 0.895	2U	D	2	60	A					120	290	790	1,600	2,050	310	C	
MOSQUITO ROAD																			
	1. Placerville City Limits to Union Ridge Rd	0.00 - 1.675	2R	E	2	290	C					90	200	680	1,410	1,740	290	C	
	2. Union Ridge Rd to Rock Creek Rd	1.675 - 8.238	2R	D	2	80	A					90	200	680	1,410	1,740	240	C	
MOTHER LODE DRIVE																			
	1. S Shingle Rd to French Creek Rd	0.00 - 0.462	2U	E	2*	1,300	D					120	290	790	1,600	2,050	1,720	E	
	2. French Crk Rd to Greenstone Rd	0.462 - 2.887	2U	D	2	850	D					120	290	790	1,600	2,050	1,400	D	
	3. Greenstone Rd to Pleasant Valley Rd	2.887 - 4.018	2U	E	2	850	D					120	290	790	1,600	2,050	1,430	D	
	4. Pleasant Valley Rd to El Dorado Rd	4.018 - 4.921	2U	E	2	380	C					120	290	790	1,600	2,050	380	C	
	5. El Dorado Rd to Missouri Flat Rd	4.921 - 6.749	2U	E	2	400	C					120	290	790	1,600	2,050	760	C	
MT AUKUM ROAD																			
	1. County Line to Omo Ranch Rd	0.00 - 1.370	2R	D	2	160	B					90	200	680	1,410	1,740	340	C	
	2.. Omo Ranch Rd to Grizzly Flat Rd	1.370 - 8.848	2R	D	2	300	C					90	200	680	1,410	1,740	520	C	
	3. Grizzly Flat Rd to Sly Park Rd	8.848 - 12.39	2R	D	2	300	C					90	200	680	1,410	1,740	400	C	
NEWTOWN ROAD																			

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BOS

ROAD NAME	SEGMENT	MILEPOST	EXISTING FUNCTIONAL CLASS	BASE YEAR (2001)		IMPROVEMENT			LOS Capacity Thresholds					2025 BOS					
				BOS GP	No. of Lanes	W KDY PM PEAK HOUR	Type	Code	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY		
				LOS CRITERIA		COUNT													
	1. Pleasant Valley Rd to Snows Rd	0.00 - 0.891	2R	D	2	250	C					90	200	680	1,410	1,740	400	C	
	2. Snows Rd to Weber Creek	0.891 - 5.613	2R	D	2	250	C					90	200	680	1,410	1,740	420	C	
	3. Weber Creek to Placerville City Limits	5.613 - 6.571	2R	E	2	350	C					90	200	680	1,410	1,740	400	C	
NORTH SHINGLE ROAD																			
	1. Ponderosa Rd to Tennessee Dr	0.10 - 2.112	2R	D	2	620	C					90	200	680	1,410	1,740	850	D	
	2. Tennessee Dr to Green Valley Rd	2.112 - 4.067	2R	D	2	440	C					90	200	680	1,410	1,740	730	D	
OMO RANCH ROAD																			
	1. Mt Aukum Rd to Fairplay Rd	0.00 - 8.857	2R	D	2	90	A					90	200	680	1,410	1,740	90	A	
PLEASANT VALLEY ROAD																			
	1. Mother Lode Dr to El Dorado Rd	0.00 - 0.864	2U	E	2*	650	C					120	290	790	1,600	2,050	1,000	D	
	2. El Dorado Rd to SR 49 (S)	0.864 - 1.281	2U	F	2	650	C					120	290	790	1,600	2,050	1,330	D	
	3. SR 49 (N) to Big Cut Rd	3.500 - 4.955	2U	E	2*	1,320	D					120	290	790	1,600	2,050	1,430	D	
	4. Big Cut Rd to Cedar Ravine Rd	4.955 - 7.914	2R	E	2	760	D					90	200	680	1,410	1,740	1,230	D	
	5. Cedar Ravine Rd to Bucks Bar Rd	7.914 - 8.119	2R	D	2*	760	D					90	200	680	1,410	1,740	1,150	D	
	6. Bucks Bar Rd to Newtown Rd	8.119 - 11.929	2R	D	2*	420	C					90	200	680	1,410	1,740	540	C	
	7. Newtown Rd to Mt Aukum Rd	11.929 - 12.986	2R	D	2*	480	C					90	200	680	1,410	1,740	730	D	
PONDEROSA ROAD																			
	1. US 50 to N Shingle Rd	0.00 - 0.10	2A	E	2*	1,480	D	4-Lane Arterial, Undivided	4AU			0	0	1,750	2,740	2,890	2,070	D	
	2. N Shingle Rd to Meder Rd		2R	E	2*	550	D					90	200	680	1,410	1,740	1,320	D	
	3. Meder Rd to Green Valley Rd		2R	D	2*	120	B					90	200	680	1,410	1,740	190	B	
PONY EXPRESS TRAIL																			
	1. Carson Rd to Ridgeway Dr	0.00 - 2.987	2R	E	2	300	C					90	200	680	1,410	1,740	390	C	
	2. Ridgeway Dr to Sly Park Rd	2.987 - 5.471	2R	E	2	600	C					90	200	680	1,410	1,740	680	C	
SALMON FALLS ROAD																			
	1. Green Valley Rd to Lake Hills Dr	0.00 - 0.294	2U	E	2	470	C					120	290	790	1,600	2,050	860	D	
	2. Lake Hills Dr to Manzanita Ln	0.294 - 2.472	2U	E	2	160	B					120	290	790	1,600	2,050	450	C	
	3. Manzanita Ln to Rattlesnake Bar Rd	2.472 - 11.572	2R	D	2	110	B					90	200	680	1,410	1,740	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	2,260	D	
SERRANO PARKWAY																			
	1. EDH Blvd to Silva Valley Pkwy	0.00 - 4.00	2A	E	2*	470	C					0	0	970	1,760	1,870	730	C	
SERRANO PARKWAY EXTENSION																			
	1. Silva Valley Pkwy to Bass Lake Rd			E				2-Lane Arterial	2A			0	0	970	1,760	1,870	440	C	
SHINGLE SPRINGS DRIVE																			
	1. Mother Lode Dr to US 50		2R	D	2	160	B					90	200	680	1,410	1,740	600	C	
	2. US 50 Interchange		2A	D	2	160	C					0	0	970	1,760	1,870	320	C	
SILVA VALLEY PARKWAY																			
	1. Serrano Pkwy to Harvard Way		4AD	E	4*	340	C					0	0	1,920	3,540	3,740	1,770	C	
	2. Harvard Way to Green Valley Rd		2A	E	2	340	C	4-Lane Arterial, Divided	4AD			0	0	1,920	3,540	3,740	1,380	C	(1)
SILVA VALLEY PARKWAY EXTENSION																			
	1. US-50 to Serrano Pkwy			E				4-Lane Arterial, Divided	4AD			0	0	1,920	3,540	3,740	3,110	D	
SLY PARK ROAD																			

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BOS

ROAD NAME	SEGMENT	MILEPOST	EXISTING FUNCTIONAL CLASS	BOS GP	No. of Lanes	BASE YEAR (2001)		IMPROVEMENT			LOS Capacity Thresholds					2025 BOS			
						LOS CRITERIA	COUNT	LOS	Type	Code	HOV	A	B	C	D	E	PM PEAK HOUR		
																	VOLUME	LOS	DEFICIENCY
	1. Mt Aukum Rd to Clear Creek Rd	0.00 - 1.087	2R	D	2	270	C					90	200	680	1,410	1,740	490	C	
	2. Clear Creek Rd to Mormon Emigrant Tr	1.087 - 6.693	2R	D	2	180	B					90	200	680	1,410	1,740	310	C	
	3. Mormon Emigrant Tr to Park Creek Rd	6.693 - 9.660	2R	E	2	340	C					90	200	680	1,410	1,740	500	C	
	4. Park Creek Rd to US 50	9.665 - 11.284	2R	E	2	470	C					90	200	680	1,410	1,740	620	C	
	5. US 50 to Pony Express Trail	11.284 - 11.461	2R	E	2	630	C					90	200	680	1,410	1,740	630	C	
SNOWS ROAD																			
	1. Newtown Rd to Carson Rd	0.00 - 3.180	2R	E	2	190	B					90	200	680	1,410	1,740	240	C	
SOPHIA PARKWAY																			
	1. County Line to Green Valley Rd			D				4-Lane Arterial, Divided	4AD			0	0	1,920	3,540	3,740	1,310	C	
SOUTH SHINGLE ROAD																			
	1. Latrobe Rd to Brandon Rd	3.385 - 5.562	2R	D	2	70	A					90	200	680	1,410	1,740	240	C	
	2. Brandon Rd to Sunset Ln	5.562 - 11.395	2R	D	2	200	B					90	200	680	1,410	1,740	250	C	
	3. Sunset Ln to Durock Rd	11.395 - 11.550	2R	E	2*	500	C					90	200	680	1,410	1,740	530	C	
	4. Durock Rd to US 50	11.550 - 11.662	2A	E	2*	1,190	D					0	0	970	1,760	1,870	1,460	D	
SUNCAST LANE EXTENSION																			
	1. County Line to White Rock Rd			E								#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
	2. White Rock Rd to Latrobe Rd			E								#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
WHITE ROCK ROAD																			
	1. County Line to Manchester Dr.	0.00 -	2U	E	2	470	C					120	290	790	1,600	2,050	870	D	
	2. Manchester Dr. to Latrobe Rd.	-1.128	2U	E	2	470	C	4-Lane Arterial, Divided	4AD			0	0	1,920	3,540	3,740	3,470	D	
	3. Latrobe Rd to Silva Valley Pkwy	1.128 - 2.079	2U	E	2	270	B	6-Lane Arterial, Divided	6A			0	0	2,710	5,320	5,600	4,460	D	
SR 49																			
	1. County Line to Sand Ridge Rd	0.00 - 2.82	2R	D	2	270	C					90	200	680	1,410	1,740	500	C	
	2. Sand Ridge Rd to Crystal Blvd	2.82 - 6.126	2R	D	2	340	C					90	200	680	1,410	1,740	540	C	
	3. Crystal Blvd to China Hill Rd	6.126 - 8.35	2R	E	2	340	C					90	200	680	1,410	1,740	870	D	
	4. China Hill Rd to Pleasant Valley Rd	8.35 - 9.64	2A	E	2	470	C					0	0	970	1,760	1,870	870	C	
	5. Pleasant Valley Rd to Missouri Flat Rd	9.64 - 11.24	2A	E	2	1,160	D					0	0	970	1,760	1,870	1,490	D	
	6. Missouri Flat Rd to Pleasant Valley Rd**	11.24 - 11.86	2A	E	2	1,280	D					0	0	970	1,760	1,870	850	C	
	7. Pleasant Valley Rd to Placerville City Limits	11.86 - 14.60	2R	E	2	540	C					90	200	680	1,410	1,740	1,540	E	
	8. Placerville City Limits to Gold Hill Rd	14.60 - 14.89	2R	D	2	300	C					90	200	680	1,410	1,740	310	C	
	9. Gold Hill Rd to SR 153	14.89 - 15.69	2R	D	2	180	B					90	200	680	1,410	1,740	500	C	
	10. SR 153 to Marshall Rd	15.69 - 19.42	2R	D	2	410	C					90	200	680	1,410	1,740	690	D	
	11. Marshall Rd to Rattlesnake Bar Rd	24.48 -	2U	D	2	290	B					120	290	790	1,600	2,050	810	D	
	12. Rattlesnake Bar Rd to SR 193	-34.460	2U	D	2	360	C					120	290	790	1,600	2,050	1,160	D	
	13. SR 193 to County Line	34.46 - 38.23	2R	F	2	970	D					90	200	680	1,410	1,740	1,360	D	
SR 193																			
	1. SR 49 to Greenwood Rd	0.00 - 6.995	2U	D	2	630	C					120	290	790	1,600	2,050	930	D	
	2. Greenwood Rd to Main St (Georgetown)	6.995 - 12.660	2R	D	2	430	C					90	200	680	1,410	1,740	430	C	
	3. Main St (Georgetown) to Shoo Fly Rd	12.660 - 21.437	2R	D	2	170	B					90	200	680	1,410	1,740	280	C	
	4. Shoo Fly Rd to Placerville City Limits	21.437 - 27.056	2R	D	2	210	C					90	200	680	1,410	1,740	340	C	
US HIGHWAY 50																			
WB	1. County Line to FDH Blvd/Latrobe Rd	0.00 - 0.86	2F	E	2	1,730	B	3-Lane Freeway	3F	12%		1,700	3,080	4,400	5,410	6,060	3,650	C	

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool

Version: M99 Model Year: 2025

BOS

ROAD NAME	SEGMENT	MILEPOST	EXISTING FUNCTIONAL CLASS	BOS GP	No. of Lanes	BASE YEAR (2001)		IMPROVEMENT			LOS Capacity Thresholds					2025 BOS			
						LOS CRITERIA	COUNT	LOS	Type	Code	HOV	A	B	C	D	E	PM PEAK HOUR		
																	VOLUME	LOS	DEFICIENCY
EB	1. County Line to EdH Blvd/Latrobe Rd	0.00 - 0.86	2F	E	2	3,900	F*	3-Lane Freeway	3F	14%	1,700	3,080	4,400	5,410	6,060	5,450	E	(2)	
WB	2. EDH Blvd/Latrobe Rd to Bass Lake Rd	0.86 - 3.23	2F	E	2	1,460	B	3-Lane Freeway	3F	13%	1,700	3,080	4,400	5,410	6,060	3,710	C	(2)	
EB		0.86 - 3.23	2F	E	2	3,760	E	3-Lane Freeway	3F	11%	1,700	3,080	4,400	5,410	6,060	5,350	D	(2)	
WB	3. Bass Lake Rd to Cambridge Rd	3.23 - 4.96	2F	E	2	2,350	C	3-Lane Freeway	3F	11%	1,700	3,080	4,400	5,410	6,060	4,340	C	(2)	
EB		3.23 - 4.96	2F	E	2	3,320	D	3-Lane Freeway	3F	11%	1,700	3,080	4,400	5,410	6,060	5,140	D	(2)	
WB	4. Cambridge Rd to Cameron Park Dr	4.96 - 6.57	2F	E	2	2,330	C	3-Lane Freeway	3F	11%	1,700	3,080	4,400	5,410	6,060	3,950	C	(2)	
EB		4.96 - 6.57	2F	E	2	3,140	D	3-Lane Freeway	3F	12%	1,700	3,080	4,400	5,410	6,060	4,430	D	(2)	
WB	5. Cameron Park Dr to Ponderosa Rd	6.57 - 8.56	2F	E	2	1,970	B	3-Lane Freeway	3F	9%	1,700	3,080	4,400	5,410	6,060	3,650	C	(3)	
EB		6.57 - 8.56	2F	E	2	2,930	D	3-Lane Freeway	3F	8%	1,700	3,080	4,400	5,410	6,060	3,650	C	(3)	
WB	6. Ponderosa Rd to Shingle Springs Dr	8.56 - 10.30	2F	E	2	1,020	A	2-Lane Freeway + Auxil	2FA		1,410	2,550	3,640	4,490	5,035	3,870	D	(3)	
EB		8.56 - 10.30	2F	E	2	2,550	C				1,110	2,010	2,880	3,570	4,010	3,530	D		
WB	7. Shingle Springs Dr to Greenstone Rd	10.30 - 12.19	2F	D	2	1,190	B				1,110	2,010	2,880	3,570	4,010	3,070	D		
EB		10.30 - 12.19	2F	D	2	2,470	C				1,110	2,010	2,880	3,570	4,010	3,270	D		
WB	8. Greenstone Rd to El Dorado Rd	12.19 - 14.01	2F	E	2	1,590	B				1,110	2,010	2,880	3,570	4,010	3,300	D		
EB		12.19 - 14.01	2F	E	2	2,320	C				1,110	2,010	2,880	3,570	4,010	3,110	D		
WB	9. El Dorado Rd to Missouri Flat Rd	14.01 - 15.06	2F	E	2	1,740	B				1,110	2,010	2,880	3,570	4,010	2,900	D		
EB		14.01 - 15.06	2F	E	2	2,160	C				1,110	2,010	2,880	3,570	4,010	3,230	D		
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	3,160	D		
EB			2F	E	2	2,380	C				1,110	2,010	2,880	3,570	4,010	2,640	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	1,560	B		
	12. Newtown Rd to Carson Rd. (W)	20.74 - 23.96	4M	D	4	2,580	D	2-Lane Freeway	2F		1,110	2,010	2,880	3,570	4,010	3,360	D		
	13. Carson Rd (W) to Carson Rd (E)	23.96 - 25.95	4M	D	4	2,120	C				1,070	1,760	2,530	3,280	3,650	3,110	D		
EB	14. Carson Rd (E) to Sawmill Rd	25.95 - 28.84	2F	D	2	1,220	B				1,110	2,010	2,880	3,570	4,010	2,360	C		
EB	15. Sawmill Rd to Sly Park Rd	28.84 - 31.30	2F	D	2	1,010	A				1,110	2,010	2,880	3,570	4,010	2,380	C		
	16. Sly Park Rd to Fresh Pond	31.30 - 33.82	2U	D	3	970	D	4-Lane, Multilane Highw	4M		1,070	1,760	2,530	3,280	3,650	1,630	B		
	17. Fresh Pond to Ice House Rd	33.82 - 39.75	4M	D	4	1,140	B				1,070	1,760	2,530	3,280	3,650	1,560	B		
	18. Ice House Rd to Echo Lake	39.75 - 65.62	2U	F	2	1,340	D				120	290	790	1,600	2,050	2,070	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.

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

- (1) Improvement not required due to LOS.
- (2) Only three mixed-flow lanes required to provide acceptable LOS. HOV lanes are assumed to be constructed first based on current MTP and air quality conformity requirements. If a mixed-flow lane can be constructed instead of the HOV lane, no additional widening would be required.
- (3) Inclusion of additional mixed-flow lane improvement is recommended due to projected volume being at or near LOS E capacity without the improvement.