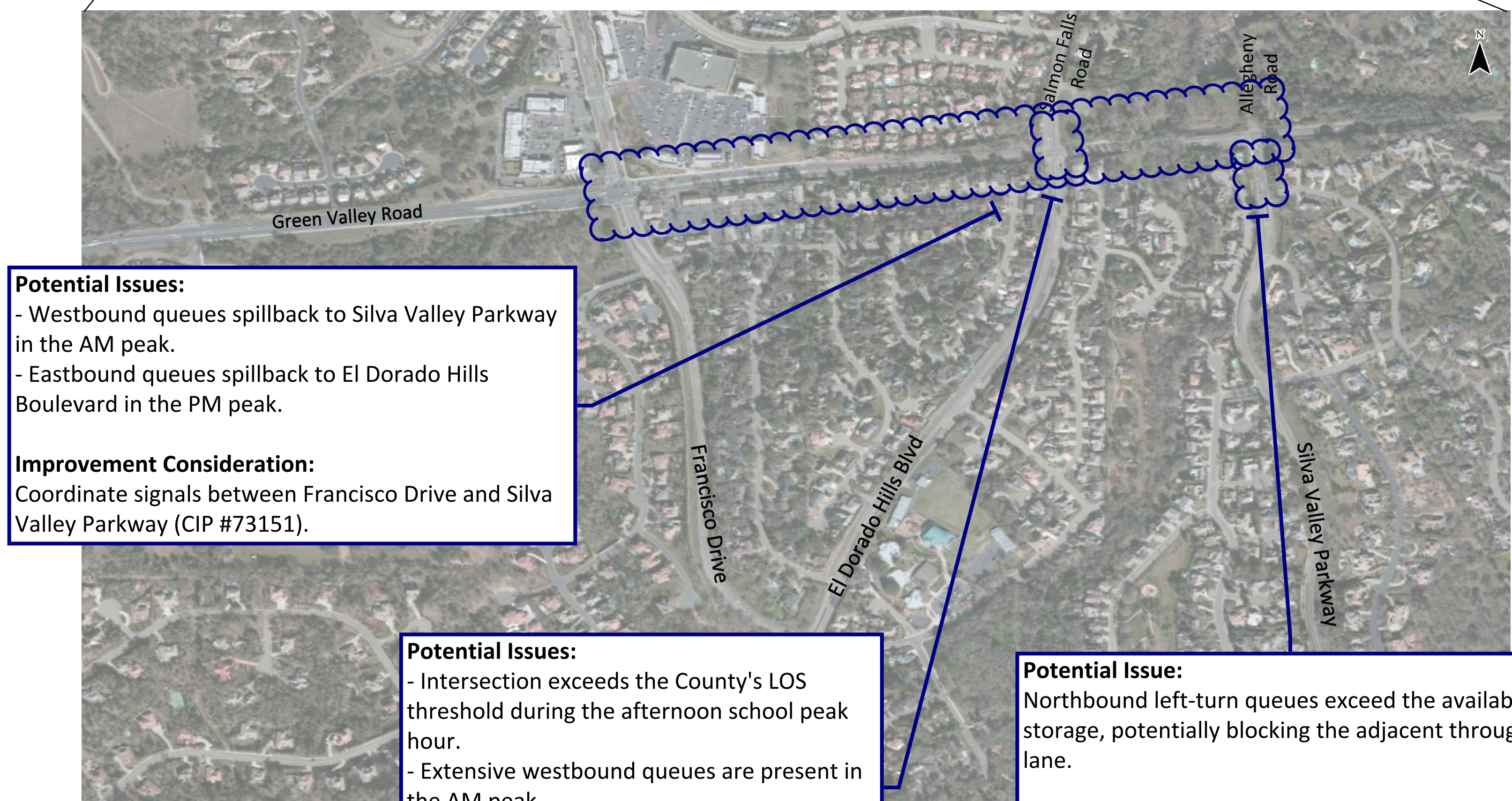


Green Valley Road: Traffic Conditions



Potential Issues:

- Intersection exceeds the County's LOS threshold during the afternoon school peak hour.
- Extensive westbound queues are present in the AM peak.

Improvement Consideration:

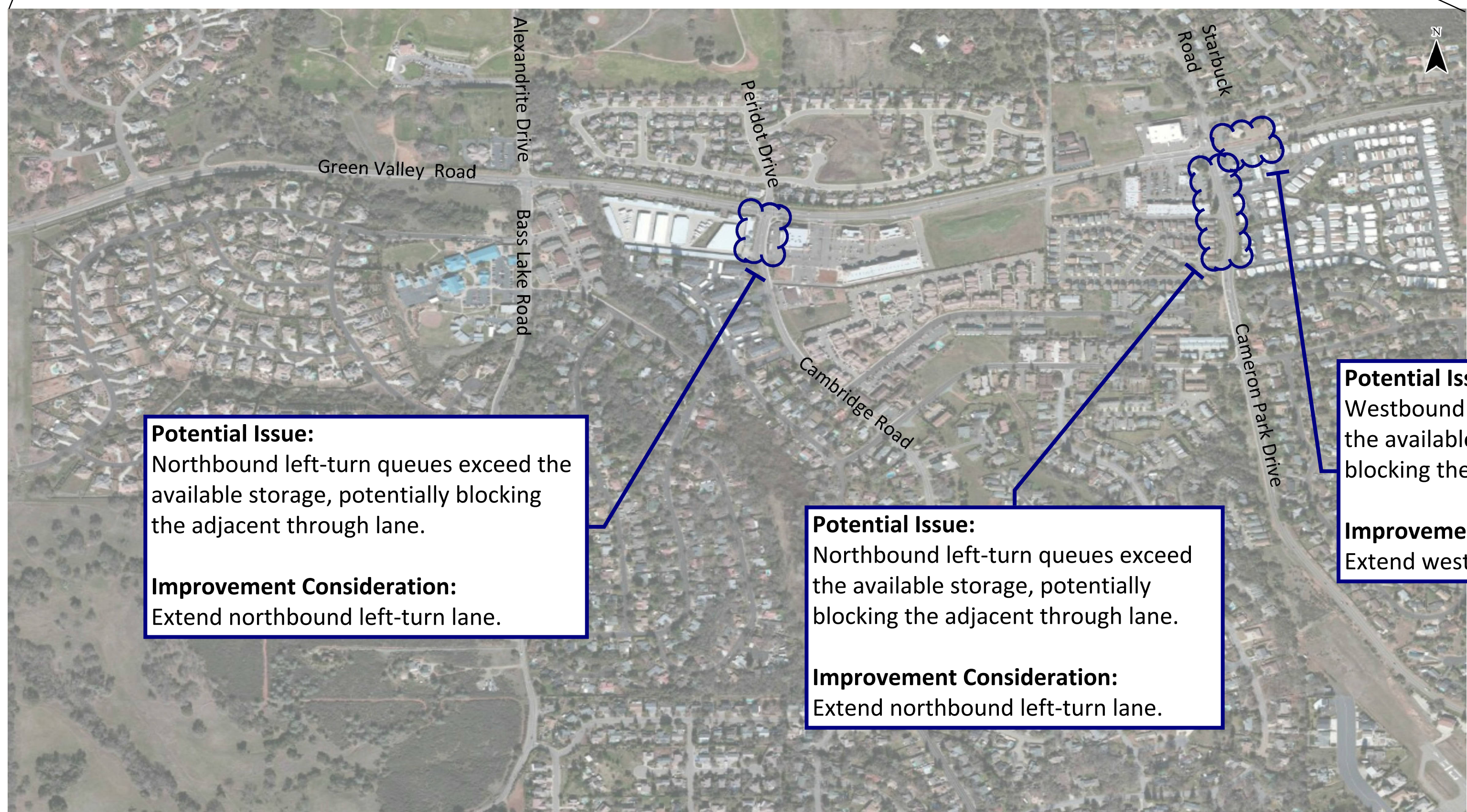
Adjust signal timing and remove split phasing (CIP #73151).

Potential Issue:

Northbound left-turn queues exceed the available storage, potentially blocking the adjacent through lane.

Improvement Consideration:

Extend northbound left-turn lane storage.



Potential Issue:

Northbound left-turn queues exceed the available storage, potentially blocking the adjacent through lane.

Improvement Consideration:

Extend northbound left-turn lane.

Potential Issue:

Northbound left-turn queues exceed the available storage, potentially blocking the adjacent through lane.

Improvement Consideration:

Extend northbound left-turn lane.

Potential Issue:

Westbound left-turn queues exceed the available storage, potentially blocking the adjacent through lane.

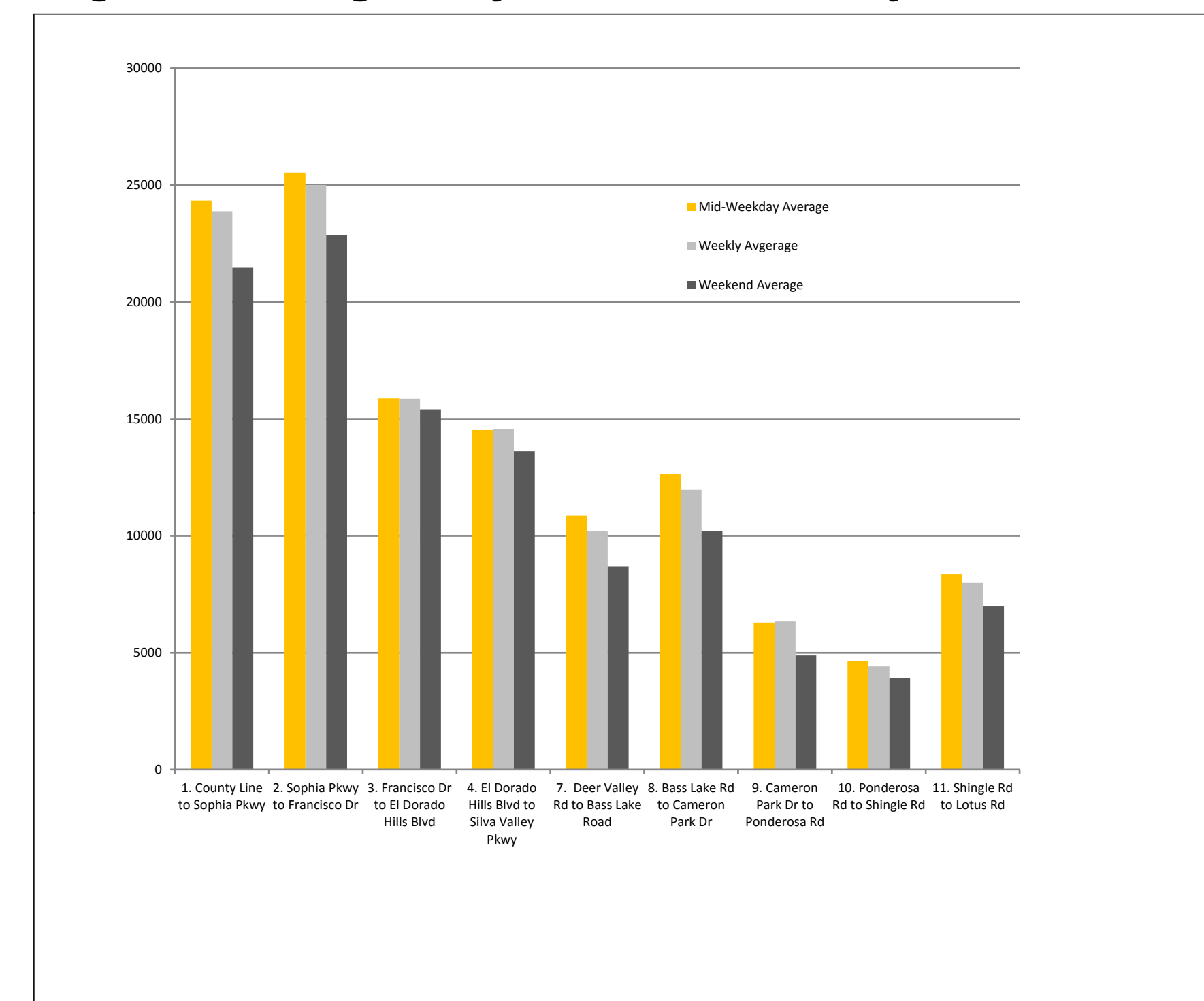
Improvement Consideration:

Extend westbound left-turn lane.

Segment Average Daily Traffic Volumes

#	Segment	Functional Classification	Mid-Week Average Daily Traffic
1	County Line to Sophia Parkway	Two-lane Arterial	24,350
2	Sophia Parkway to Francisco Drive	Four-lane Divided Arterial	25,540
3	Francisco Drive to El Dorado Hills Boulevard	Two-lane Arterial	15,890
4	El Dorado Hills Boulevard to Silva Valley Parkway	Two-lane Arterial	14,530
5	Silvia Valley Parkway to Malcom Dixon Road	Two-lane Arterial	11,700
6	Malcom Dixon Road to Deer Valley Road (West)	Two-lane Arterial	11,480
7	Deer Valley Road to Bass Lake Road	Two-lane Arterial	10,210
8	Bass Lake Road to Cameron Park Drive	Two-lane Arterial	12,660
9	Cameron Park Drive to Ponderosa Road	Two-lane Arterial	6,340
10	Ponderosa Road to North Shingle Road	Two-lane Arterial	4,650
11	North Shingle Road to Lotus Road	Two-lane Arterial	8,350

Segment Average Daily Traffic Volumes by Time Period



Level of Service

Level of Service (LOS) is a qualitative measure of driver satisfaction and is quantitatively expressed by the level of delay and congestion experienced by motorists using an intersection. LOS is designated by the letters A through F, with A being the best condition and F being the worst (high delay and congestion). The study locations were analyzed using the LOS standards outlined in the County's General Plan Policy TC-Xd.