

Draft TDM Results - Scenario 3 Summary

Historical Growth Rate with General Plan Distribution, RHNA (approximately 75% within the Community Regions and approximately 25% within the Rural Centers/Regions)

Summary of Potential Improvements Needed if Improvements identified in the 2013 Capital Improvements Program are not constructed

* Contains the same employment assumptions and data as Scenarios 1 and 3

ROAD NAME	SEGMENT	Gen. Plan Max LOS	Road Classification	Community Region (CR), Rural Center (RC), Rural Region (RR)	Year 2035	Year 2035	Potential Improvements Needed*	Rough Estimated Cost of Improvements (in millions) ⁵	Comment
					WKDY AM PK HR	WKDY PM PK HR			
					LOS (Using HCM2010)	LOS (Using HCM2010)			
LOCAL ROADS									
GREEN VALLEY ROAD	County Line to Francisco Dr to Francisco	E	2A	CR	F	F	4AD - 4 lane divided arterial	\$0.0	To be constructed by the City of Folsom
	Francisco Dr to Salmon Falls Rd	E	2A	CR	D	F	4AD - 4 lane divided arterial	\$2.8	
SILVA VALLEY PARKWAY	US Highway 50 to Serrano Pkwy	E	2A	CR	F	D	4AD - 4 lane divided arterial	\$0.0	To be constructed with Silva Valley Parkway Interchange
WHITE ROCK ROAD	County Line to Manchester Dr.	E	2A	CR	D	F	4AD - 4 lane divided	\$19.1	
	Latrobe Rd to Silva Valley Pkwy	E	2A	CR	D	F	4AD - 4 lane divided	\$3.3	
U.S. 50									
WB	EDH Blvd/Latrobe Rd to Bass Lake Rd (Silva Valley Parkway after 2015)	E	2F	CR	F	E	Interchange and Auxiliary Lanes	\$10.2	
WB	Silva Valley to Bass Lake Rd	D/E	2F	RR/CR	F	E	Addition of Auxiliary Lane with possible Interchange Work	\$10.2	Cost only includes the Auxiliary Lane, not potential interchange work. Cost includes segment from EDH Blvd/Latrobe Rd to Silva Valley to avoid double counting costs
WB	Bass Lake Rd to Cambridge Rd	D/E	2F	RR/CR	E	E	Interchange and Auxiliary Lanes	\$30.6	Cost only includes the Auxiliary Lane, not potential interchange work
EB		D/E	2F	RR/CR	E	F			
SR 49									
SR 49	Missouri Flat Rd to Pleasant Valley Rd	E	2A	CR	D	F	4AU - 4 lane undivided	\$5.3	New CIP Project, may not be needed when Diamond Springs Parkway is constructed

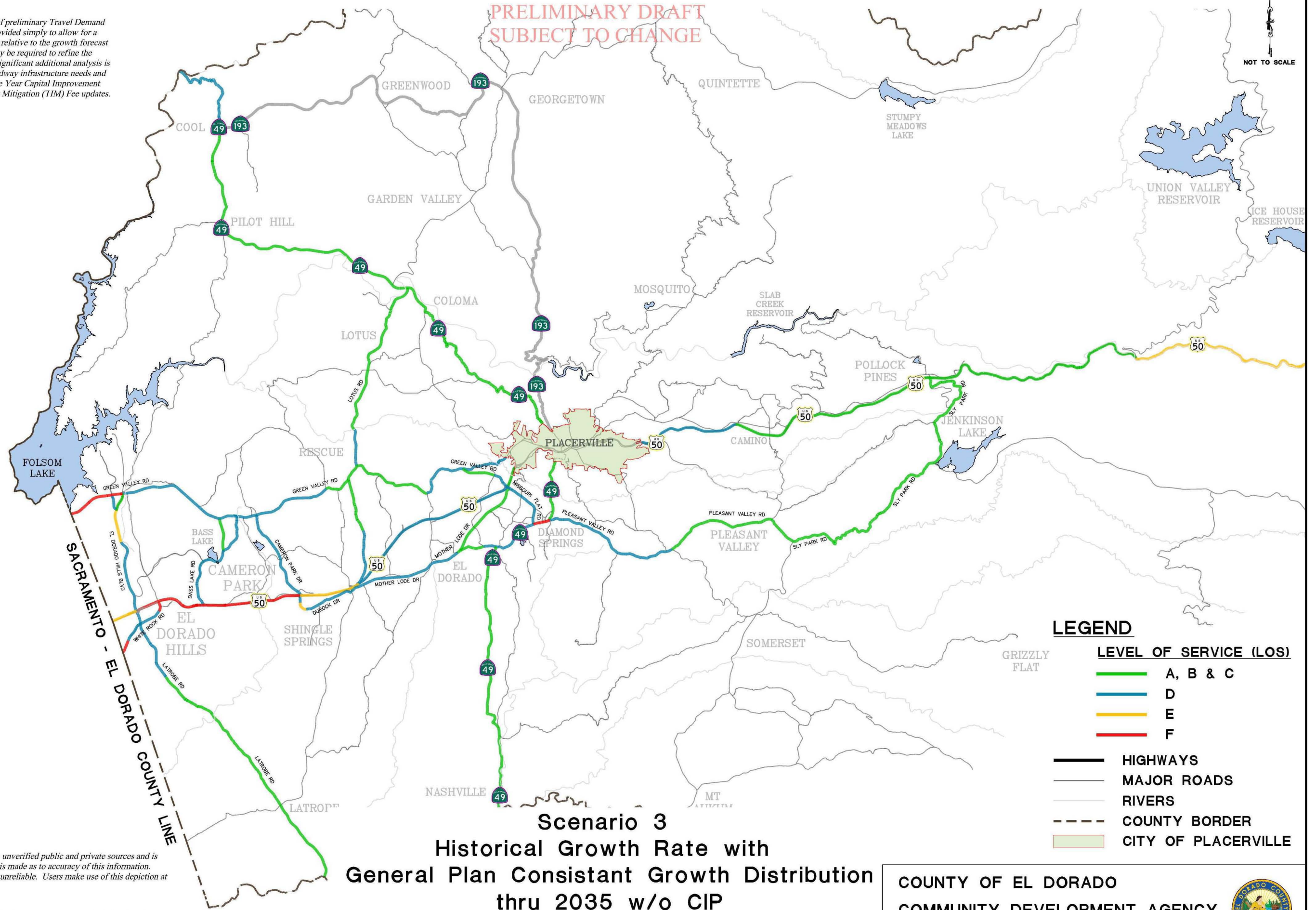
TOTAL \$81.5 M

- Notes:**
- Existing TIM Fee projects which have reimbursement agreements, in construction, completed is approximately \$325M. Some of the projects listed above, or portions thereof may be a part of the \$325M.
 - The Historical Growth Rate is 1.03% Based on BAE Urban Economics Report as shown in Attachment I.
 - Scenario 3 includes the Regional Housing Needs Allocation (RHNA)
 - This Draft information is a result of preliminary TDM runs; it is being provided simply to allow for a comparison of potential outcomes relative to the growth forecast scenarios. Significant additional analysis is required to determine detailed roadway infrastructure needs and associated costs for the Major Five Year Capital Improvement Program (CIP) and Traffic Impact Mitigation (TIM) Fee updates.
 - The draft estimated costs shown are very rough ballpark estimates. These estimates were created using the methodology used for the 2004 General Plan TIM Fee update, with lane-mile costs updated to reflect costs used in the County's 2013 CIP for projects in the 10- and 20-year CIP. These ballpark estimates do not take into account project-level details that are unknown at this time, including but not limited to: damages as a result of right-of-way acquisition (e.g. required purchase/displacement of homes, businesses, drainage or utility structures), the requirement of additional drainage facilities, retaining walls, etc. This draft information is being provided simply to allow for a comparison of potential outcomes relative to the growth forecast scenarios. Significant additional analysis is required to determine detailed roadway infrastructure needs and associated costs for the Major Five Year Capital Improvement Program (CIP) and Traffic Impact Mitigation (TIM) Fee updates.

DISCLAIMER:

This draft information is a result of preliminary Travel Demand Model (TDM) runs; it is being provided simply to allow for a comparison of potential outcomes relative to the growth forecast scenarios. Additional analysis may be required to refine the Level of Service (LOS) results. Significant additional analysis is required to determine detailed roadway infrastructure needs and associated costs for the Major Five Year Capital Improvement Program (CIP) and Traffic Impact Mitigation (TIM) Fee updates.

PRELIMINARY DRAFT
SUBJECT TO CHANGE



NOT TO SCALE

DISCLAIMER:

This depiction was compiled from unverified public and private sources and is illustrative only. No presentation is made as to accuracy of this information. Parcel boundaries are particularly unreliable. Users make use of this depiction at their own risk.

NOTES:

1. Layer information may cover additional areas outside of the displayed area.
2. This scenario includes Regional Housing Needs Allocation (RHNA).

**Scenario 3
Historical Growth Rate with
General Plan Consistant Growth Distribution
thru 2035 w/o CIP
APRIL 2014**

LEGEND

LEVEL OF SERVICE (LOS)

- A, B & C
- D
- E
- F

- HIGHWAYS
- MAJOR ROADS
- RIVERS
- COUNTY BORDER
- CITY OF PLACERVILLE

**COUNTY OF EL DORADO
COMMUNITY DEVELOPMENT AGENCY
LONG RANGE PLANNING DIVISION**



Historic Growth Rate with General Plan Consistent Growth Distribution (approximately 75% in the Community Region and approximately 25% in the Rural Centers/Regions)

EL DORADO COUNTY TDM - Roadway Capacity Analysis Tool									
KEY									
2004GP Model	Old County Macro Traffic Model								
2013GP Model	New County Macro Travel Demand Model (TDM)								
HCM2000	Highway Capacity Manual 2000, Transportation Research Board								
HCM2010	Highway Capacity Manual 2010, Transportation Research Board, December 2010								
LOS	Level of Service (LOS generalized definitions from the 2004 General Plan are listed below)								
LOS A, B or C	LOS A is free-flow speeds with freedom to maneuver; LOS B stable operating conditions; LOS C stable operating conditions with individual users affected by interactions with others.								
LOS D	LOS D represents high-density, but stable flow								
LOS E	LOS E represents operating conditions at or near capacity.								
LOS F	LOS F is used to define conditions where the volume of traffic exceeds the capacity of the roadway. Long queues can form behind bottleneck points.								
WKDY AM PK HR	Weekday PM Peak Hour								
WKDY PM PK HR	Weekday PM Peak Hour								
Year 2010	Baseline year for the New County Macro TDM								
Year 2025	20-year forecast date of the Old County Macro Traffic Model								
Year 2035	20-year forecast date for the New County Macro TDM								
BASS LAKE ROAD, NEW	Names in light blue indicate a future new road that has not been constructed.								
NOTES:									
1. Level of Service (LOS) is a general measure of traffic operating conditions of a roadway where a letter, from A (best) to F (over capacity), is assigned.									
2. General Plan Policy TC-Xd defines the maximum LOS as LOS E in the Community Regions or LOS D in the Rural Centers and Rural Regions, except for those specified in Table TC-2.									
3. LOS in this table uses the thresholds based on the Highway Capacity Manual 2010 (HCM2010)									
4. LOS is calculated for Weekday AM and PM Peak Hours									
5. LOS in this table assumes roads configurations are as of 2010 or are in construction by 2013.									
6. State Route Volumes are from Caltrans website and additional actual count data was provided by Caltrans staff, all other counts are collected by County staff.									
7. Volume Projections from the 2013GP Model in this table were rounded to two significant figures.									
8. All Scenarios include RHNA (Regional Housing Needs Allocation) as required by State Law and General Plan Housing Element									
HCM 2010 Planning Level Volumes¹									
	Code	Functional Class Codes (Updated to HCM 2010)	A	B	C	D	E		
	2A	Two-Lane Arterial	-	-	850	1,540	1,650		
	4AU	Four-Lane Arterial, Undivided	-	-	1,760	3,070	3,130		
	4AD	Four-Lane Arterial, Divided	-	-	1,850	3,220	3,290		
	6AD	Six-Lane Arterial, Divided	-	-	2,760	4,680	4,710		
	4M	Four-Lane Multi-Highway (Two Dir.)	-	2,240	3,230	4,250	4,970		
	2F	Two Freeway Lanes (One Dir.)	-	2,070	2,880	3,590	4,150		
	2FA	Two Freeway Lanes + Auxiliary Lane (One Dir.)	-	2,610	3,630	4,520	5,230		
	3F	Three Freeway Lanes (One Dir.)	-	3,100	4,320	5,380	6,230		
	3FA	Three Freeway Lanes + Auxiliary Lane (One Dir.)	-	3,640	5,070	6,320	7,310		
	4F	Four Freeway Lanes (One Dir.)	-	4,140	5,760	7,180	8,310		
		Freeway LOS based on HCM 2010, Exhibit 10-8, Urban Area, Rolling Terrain, K-factor of 0.09, and D-factor of 0.60							
		2-lane highway (and arterial 2-lane) LOS based on HCM 2010, Exhibit 15-30, Class II Rolling, .09 K-factor, and D-factor of 0.6							
		Arterial LOS based on HCM 2010, Exhibit 16-14, K-factor of 0.09, posted speed 45 mi/h							
		Volumes are for both directions unless noted							

Historic Growth Rate with General Plan Consistent Growth Distribution (approximately 75% in the Community Region and approximately 25% in the Rural Centers/Regions)

				2013GP MODEL (2010 Existing Network, Historic Growth Rate with G.P. Consistent Distribution)						
ROAD NAME	SEGMENT	A-B Node Pair	Gen. Plan Max LOS	Road Classification	Community Region (CR), Rural Center (RC), Rural Region (RR)	Year 2035 WKDY AM PK HR 2013 GP Model Two-Directional Volume	Year 2035 WKDY AM PK HR LOS (Using HCM2010)	Year 2035 WKDY PM PK HR 2013 GP Model Two-Directional Volume	Year 2035 WKDY PM PK HR LOS (Using HCM2010)	Improvement Required?
BASS LAKE ROAD	1. Country Club Dr to Bass Lake	21192021	D	2A	RR/CR	1,500	D	1,500	D	N
	2. Bass Lake to Green Valley Rd	22402221	E	2A	CR	870	D	780	C	N
BASS LAKE ROAD, NEW	1. Bass Lake Rd to Green Valley Rd	22192224	E	2A	CR	N/A	N/A	N/A	N/A	
BIG CUT ROAD	1. Pleasant Valley Rd to Placerville City Limits	25572511	D	2A	RR	190	C	260	C	N
BUCKS BAR ROAD	1. Mt Aukum to Cattle Cr Ln	28112805	D	2A	RR	340	C	360	C	N
	2. Cattle Cr Ln to Pleasant Valley Rd	27622452	D	2A	RR	460	C	470	C	N
CAMBRIDGE ROAD	1. US 50 EB ramps to Country Club Dr	21262125	E	2A	CR	970	D	1,000	D	N
	2. Country Club Dr to Oxford Rd	21392125	F	2A	CR	920	D	1,200	D	N
	3. Oxford Rd to Green Valley Rd	22422236	E	2A	CR	560	C	760	C	N
CAMERON PARK DRIVE	1. Durock Rd to Coach Ln	22822279	F	2A	CR	1,100	D	1,600	E	N
	2. Coach Ln to Palmer Dr	22731970	E	4AD	CR	2,100	D	3,000	D	N
	3. Palmer Dr to Oxford Rd	22771975	E	2A	CR	1,300	D	1,500	D	N
	4. Oxford Rd to Green Valley Rd	22462237	E	2A	CR	1,200	D	1,500	D	N
CARSON ROAD	1. Placerville City Limits to Union Ridge Rd	27762774	D	2A	RR	110	C	180	C	N
	2. Union Ridge Rd to US 50	28752870	D	2A	RR	90	C	150	C	N
	3. US 50 to Barkley Rd	28842856	D	2A	RR	290	C	380	C	N
	4. Barkley Rd to Pony Express Tr	28962892	E	2A	CR	180	C	220	C	N
CEDAR RAVINE ROAD	1. Pleasant Valley Rd to Quarry Rd	27522749	D	2A	RR	390	C	410	C	N
	2. Quarry Rd to Placerville City Limits	27592544	D	2A	RR	420	C	420	C	N
COLD SPRINGS ROAD	1. Placerville City Limits to Cool Water Cr	27312730	E	2A	CR	500	C	630	C	N
	2. Cool Water Cr to Gold Hill Rd	24412440	D	2A	CR/RR	390	C	550	C	N
	3. Gold Hill Rd to SR 49	24472445	D	2A	RR/RC	240	C	370	C	N
COUNTRY CLUB DRIVE	1. Bass Lake Rd to Merrychase Dr	21112021	D	2A	RR	730	C	820	C	N
	2. Merrychase Dr to Cambridge Rd	21282124	E	2A	CR	690	C	730	C	N
	3. Cambridge Rd to Royal Dr (W)	21362125	E	2A	CR	680	C	840	C	N
	4. Royal Dr (W) to Cameron Park Dr	22832278	E	2A	CR	500	C	800	C	N
COUNTRY CLUB DRIVE EXTENSION	1. Silva Valley Pkwy to Bass Lake Rd	20202021	D	2A	RR	N/A	N/A	N/A	N/A	

Historic Growth Rate with General Plan Consistent Growth Distribution (approximately 75% in the Community Region and approximately 25% in the Rural Centers/Regions)

				2013GP MODEL (2010 Existing Network, Historic Growth Rate with G.P. Consistent Distribution)						
ROAD NAME	SEGMENT	A-B Node Pair	Gen. Plan Max LOS	Road Classification	Community Region (CR), Rural Center (RC), Rural Region (RR)	Year 2035 WKDY AM PK HR 2013 GP Model Two-Directional Volume	Year 2035 WKDY AM PK HR LOS (Using HCM2010)	Year 2035 WKDY PM PK HR 2013 GP Model Two-Directional Volume	Year 2035 WKDY PM PK HR LOS (Using HCM2010)	Improvement Required?
DUROCK ROAD	1. Cameron Park Dr to Heinz Rd	22822276	E	2A	CR	770	C	970	D	N
	2. Heinz Rd to S Shingle Rd	22982297	E	2A	CR	700	C	890	D	N
EL DORADO HILLS BLVD	1. US 50 to Lassen Ln	20922089	E	6AD	CR	2,400	C	2,800	D	N
	2. Lassen Ln to Olson Ln	19891988	E	4AD	CR	2,100	D	2,100	D	N
	3. Olson Ln to St Andrews Dr	22022199	E	4AD	CR	2,100	D	1,800	C	N
	4. St Andrews Dr to Francisco Dr	21872159	E	2A	CR	1,200	D	1,600	E	N
	5. Francisco Dr to Green Valley Rd	21842161	E	2A	CR	300	C	350	C	N
EL DORADO ROAD	1. Pleasant Valley Rd to Mother Lode Dr	24042403	E	2A	CR	420	C	540	C	N
	2. Mother Lode Dr to US 50	24261910	E	2A	CR	720	C	900	D	N
	4. US 50 to Missouri Flat Rd	24282425	E	2A	CR	440	C	700	C	N
	5. Missouri Flat Rd to Green Valley Rd	19391927	E	2A	CR	400	C	780	C	N
	1. Mt Aukum to Omo Ranch Rd	28092477	D	2A	RR	170	C	190	C	N
FORNI ROAD	1. SR49 to Enterprise Dr	26002599	E	2A	CR	370	C	380	C	N
	2. Enterprise Dr to Missouri Flat Rd	26682667	E	2A	CR	670	C	1,100	D	N
	3. Missouri Flat Rd to Wamego Rd	26342625	E	2A	CR	180	C	310	C	N
	4. Wamego Rd to Placerville City Limits	27042588	D	2A	RR	500	C	750	C	N
FRANCISCO DRIVE	1. EDH Blvd to Green Valley Rd	21902185	E	2A	CR	1,200	D	1,500	D	N
GARDEN VALLEY ROAD	1. SR 193 to Marshall Rd	29922990	D	2A	RR/RC	80	C	90	C	N
GOLD HILL ROAD	1. Lotus Rd to Cold Springs Rd	24432440	D	2A	RR	330	C	270	C	N
	2. Cold Springs Rd to SR 49	24382437	D	2A	RR	100	C	100	C	N
GREEN VALLEY ROAD	1. County Line to Francisco Dr	21711046	E	2A	CR	1,900	F	2,200	F	Y
				4AD			D		D	N
	2. Francisco Dr to Salmon Falls Rd	21892185	E	4AD	CR	1,200	C	2,000	D	N
				2A			D		F	Y
	3. Salmon Falls Rd to Deer Valley Rd (W)	21622161	E	2A	CR/RR	1,100	D	1,400	D	N
	4. Deer Valley Rd (W) to Bass Lake Rd	22212214	D	2A	RR	1,400	D	1,300	D	N
	5. Bass Lake Rd to Cameron Park Dr	22212215	E	2A	CR	1,400	D	1,500	D	N
	6. Cameron Park Dr to Deer Valley Rd (E)	22502218	E	2A	CR/RR/RC	890	D	1,100	D	N
	7. Deer Valley Rd (E) to Lotus Rd	23412334	D	2A	RC	600	C	810	C	N
	8. Lotus Rd to Greenstone Rd	24012399	D	2A	RR	650	C	810	C	N
9. Greenstone Rd to Missouri Flat Rd	24232420	D	2A	RR	970	D	1,100	D	N	
10. Missouri Flat Rd to Placerville City Limits	19301929	D	2A	CR/RR/CR	600	C	970	D	N	

Historic Growth Rate with General Plan Consistent Growth Distribution (approximately 75% in the Community Region and approximately 25% in the Rural Centers/Regions)

				2013GP MODEL (2010 Existing Network, Historic Growth Rate with G.P. Consistent Distribution)						
ROAD NAME	SEGMENT	A-B Node Pair	Gen. Plan Max LOS	Road Classification	Community Region (CR), Rural Center (RC), Rural Region (RR)	Year 2035 WKDY AM PK HR 2013 GP Model Two-Directional Volume	Year 2035 WKDY AM PK HR LOS (Using HCM2010)	Year 2035 WKDY PM PK HR 2013 GP Model Two-Directional Volume	Year 2035 WKDY PM PK HR LOS (Using HCM2010)	Improvement Required?
GREENSTONE ROAD	1. Mother Lode Dr to US 50	23952383	D	2A	CR/RR	140	C	160	C	N
	2. US 50 to Green Valley Rd	23972368	D	2A	RR	360	C	410	C	N
LATROBE ROAD	1. County Line to S Shingle Rd	19631962	D	2A	RR	500	C	520	C	N
	2. S Shingle Rd to Wetsel Oviatt	21081980	D	2A	RC/RR	570	C	620	C	N
	3. Wetsel Oviatt to Investment Blvd	20722025	D	2A	CR	720	C	760	C	N
	4. Investment Blvd to Carson Creek	20732072	E	2A	CR	930	D	990	D	N
	5. Carson Creek to White Rock Rd	20422041	E	4AD	CR	2,500	D	2,500	D	N
	6. White Rock Rd to US 50	20852078	E	6AD	CR	3,400	D	4,000	D	N
LOTUS ROAD	1. Green Valley Rd to Springvale Rd	23572350	D	2A	RR	920	D	1,100	D	N
	2. Springvale Rd to Thompson Hill Rd	23602314	D	2A	RR	410	C	580	C	N
	3. Thompson Hill Rd to SR 49	29872984	D	2A	RR/RC	380	C	610	C	N
MARSHALL ROAD	1. SR 49 to Mt Murphy Rd	29852968	D	2A	RR	290	C	350	C	N
	2. Mt Murphy Rd to Black Oak Mine Rd	29942992	D	2A	RR	490	C	460	C	N
MEDER ROAD	1. Cameron Park Dr to Rosebud Dr	22382009	E	2A	CR	820	C	930	D	N
	2. Rosebud Dr to Ponderosa Rd	23462336	E	2A	CR	770	C	780	C	N
MISSOURI FLAT ROAD	1. Green Valley Rd to El Dorado Rd	19271926	E	2A	CR	780	C	790	C	N
	2. El Dorado Rd to Headington Rd	26271927	E	2A	CR	910	D	1,200	D	N
	3. Headington Rd to US 50	19492646	E	2A	CR	740	C	910	D	N
		26562655		4AD		C				
	4. US 50 to Forni Rd.	26562654	F	4AD	CR	1,500	C	2,200	D	N
	5. Forni Rd. to China Garden Rd	26702668	F	4AD	CR	1,700	C	2,100	D	N
6. China Garden Rd to SR 49	26722570	E	2A	CR	1,400	D	1,500	D	N	
MISSOURI FLAT ROAD CONNECTOR (Diamond Springs Parkway)										
	1. Missouri Flat Rd to SR-49	25892590	E	N/A	CR	N/A	N/A	N/A	N/A	
MORMON EMIGRANT TRAIL	1. Sly Park Rd to 2nd Dam	30773075	D	2A	RR	90	C	130	C	N
MOSQUITO ROAD	1. Placerville City Limits to Union Ridge Rd	27772773	E	2A	CR	330	C	350	C	N
	2. Union Ridge Rd to Rock Creek Rd	27672765	D	2A	RR	140	C	150	C	N
MOTHER LODE DRIVE	1. S Shingle Rd to French Creek Rd	23002287	E	2A	CR	1,200	D	1,400	D	N
	2. French Crk Rd to Greenstone Rd	20072381	D	2A	RR	780	C	1,000	D	N
	3. Greenstone Rd to Pleasant Valley Rd	24122408	E	2A	CR	840	C	1,100	D	N
	4. Pleasant Valley Rd to El Dorado Rd	24122409	E	2A	CR	340	C	450	C	N
	5. El Dorado Rd to Missouri Flat Rd	26472649	E	2A	CR	410	C	520	C	N

DRAFT TDM Results - Scenario 3

Historic Growth Rate with General Plan Consistent Growth Distribution (approximately 75% in the Community Region and approximately 25% in the Rural Centers/Regions)

				2013GP MODEL (2010 Existing Network, Historic Growth Rate with G.P. Consistent Distribution)						
ROAD NAME	SEGMENT	A-B Node Pair	Gen. Plan Max LOS	Road Classification	Community Region (CR), Rural Center (RC), Rural Region (RR)	Year 2035 WKDY AM PK HR 2013 GP Model Two-Directional Volume	Year 2035 WKDY AM PK HR LOS (Using HCM2010)	Year 2035 WKDY PM PK HR 2013 GP Model Two-Directional Volume	Year 2035 WKDY PM PK HR LOS (Using HCM2010)	Improvement Required?
MT AUKUM ROAD	1. County Line to Omo Ranch Rd	24602499	D	2A	RR/RC	130	C	170	C	N
	2. Omo Ranch Rd to Grizzly Flat Rd	28082805	D	2A	RR/RC	340	C	350	C	N
	3. Grizzly Flat Rd to Sly Park Rd	28472846	D	2A	RC/RR	220	C	310	C	N
NEWTOWN ROAD	1. Pleasant Valley Rd to Snows Rd	28432831	D	2A	RR	290	C	330	C	N
	2. Snows Rd to Weber Creek	24632455	D	2A	RR	260	C	310	C	N
	3. Weber Creek to Placerville City Limits	25472546	E	2A	RR/CR	350	C	410	C	N
NORTH SHINGLE ROAD	1. Ponderosa Rd to Tennessee Dr	19681965	D	2A	CR/RR	760	C	930	D	N
	2. Tennessee Dr to Green Valley Rd	23532352	D	2A	RR/RC	540	C	650	C	N
OMO RANCH ROAD	1. Mt Aukum Rd to Fairplay Rd	25002478	D	2A	RR	60	C	80	C	N
PLEASANT VALLEY ROAD	1. Mother Lode Dr to El Dorado Rd	24122405	E	2A	CR	600	C	820	C	N
	2. El Dorado Rd to SR 49 (S)	19332403	F	2A	CR	1,000	D	1,300	D	N
	3. SR 49 (N) to Big Cut Rd	25112565	E	2A	CR	1,200	D	1,400	D	N
	4. Big Cut Rd to Cedar Ravine Rd	27532506	E	2A	CR/RR/RC	840	C	970	D	N
	5. Cedar Ravine Rd to Bucks Bar Rd	27632749	D	2A	RC/RR	1,000	D	1,000	D	N
	6. Bucks Bar Rd to Newtown Rd	24612457	D	2A	RR/RC	670	C	580	C	N
	7. Newtown Rd to Mt Aukum Rd	28432839	D	2A	RR/RC	460	C	530	C	N
PONDEROSA ROAD	1. N Shingle Rd to Meder Rd	19841968	E	2A	CR/RR	1,200	D	1,000	D	N
	2. Meder Rd to Green Valley Rd	23562351	D	2A	RR	60	C	70	C	N
PONY EXPRESS TRAIL	1. Carson Rd to Ridgeway Dr	29042896	E	2A	CR	220	C	280	C	N
	2. Ridgeway Dr to Sly Park Rd	31043102	E	2A	CR	370	C	530	C	N
SALMON FALLS ROAD	1. Green Valley Rd to Lake Hills Dr	21632161	E	2A	CR	590	C	670	C	N
	2. Lake Hills Dr to Manzanita Ln	21502149	E	2A	CR/RR	170	C	200	C	N
	3. Manzanita Ln to Rattlesnake Bar Rd	29482943	D	2A	RR	110	C	160	C	N
SARATOGA WAY EXTENSION	1. County Line to EDH Blvd	20432044	E	N/A	CR	N/A	N/A	N/A	N/A	
SERRANO PARKWAY	1. EDH Blvd to Silva Valley Pkwy	20061972	E	2A	CR	760	C	630	C	N
	2. Silva Valley Pkwy to Bass Lake Rd	22292152	E	4AD	CR	900	C	930	C	N
SHINGLE SPRINGS DRIVE	1. Mother Lode Dr to US 50	23182317	D	2A	RR	650	C	800	C	N
SILVA VALLEY PARKWAY	1. Harvard Way to Green Valley Rd	22072162	E	2A	CR	700	C	740	C	N
	2. Serrano Pkwy to Harvard Way	22032197	E	4AD	CR	1,500	C	1,300	C	N
	3. US-50 to Serrano Pkwy	20052006	E	4AD	CR	1,800	C	1,400	C	N
		19782020		2A		F	D	Y		

Historic Growth Rate with General Plan Consistent Growth Distribution (approximately 75% in the Community Region and approximately 25% in the Rural Centers/Regions)

				2013GP MODEL (2010 Existing Network, Historic Growth Rate with G.P. Consistent Distribution)						
ROAD NAME	SEGMENT	A-B Node Pair	Gen. Plan Max LOS	Road Classification	Community Region (CR), Rural Center (RC), Rural Region (RR)	Year 2035 WKDY AM PK HR 2013 GP Model Two-Directional Volume	Year 2035 WKDY AM PK HR LOS (Using HCM2010)	Year 2035 WKDY PM PK HR 2013 GP Model Two-Directional Volume	Year 2035 WKDY PM PK HR LOS (Using HCM2010)	Improvement Required?
SLY PARK ROAD	1. Mt Aukum Rd to Clear Creek Rd	28462823	D	2A	RC	260	C	320	C	N
	2. Clear Creek Rd to Mormon Emigrant Tr	30783077	D	2A	RR/CR	180	C	220	C	N
	3. Mormon Emigrant Tr to Park Creek Rd	30773073	E	2A	CR	320	C	390	C	N
	4. Park Creek Rd to US 50	31073094	E	2A	CR	370	C	380	C	N
	5. US 50 to Pony Express Trail	31033101	E	2A	CR	620	C	740	C	N
SNOWS ROAD	1. Newtown Rd to Carson Rd	28502840	D	2A	RR	70	C	90	C	N
SOPHIA PARKWAY	1. County Line to Green Valley Rd	21722171	E	2A	CR	600	C	970	D	N
SOUTH SHINGLE ROAD	1. Latrobe Rd to Brandon Rd	21091980	D	2A	RC/RR	280	C	360	C	N
	2. Brandon Rd to Sunset Ln	22902288	D	2A	RR/CR	670	C	950	D	N
	3. Sunset Ln to Durock Rd	22982302	E	2A	CR	1,100	D	1,400	D	N
	4. Durock Rd to US 50	22982294	E	2A	CR	1,210	D	1,600	E	N
SUNCAST LANE EXTENSION (LATROBE CONNECTION)										
	1. White Rock Rd to Latrobe Rd	20483124	E	N/A	CR	N/A	N/A	N/A	N/A	
WHITE ROCK ROAD	1. County Line to Manchester Dr.	20382037	E	2A	CR	1,000	D	1,800	F	Y
	2. Manchester Dr. to Latrobe Rd.	20872086	E	4AD	CR	1,200	C	2,100	D	N
	3. Latrobe Rd to Silva Valley Pkwy	20882085	E	4AD 2A	CR	1,100	C D	1,900	D F	N Y

Historic Growth Rate with General Plan Consistent Growth Distribution (approximately 75% in the Community Region and approximately 25% in the Rural Centers/Regions)

				2013GP MODEL (2010 Existing Network, Historic Growth Rate with G.P. Consistent Distribution)						
ROAD NAME	SEGMENT	A-B Node Pair	Gen. Plan Max LOS	Road Classification	Community Region (CR), Rural Center (RC), Rural Region (RR)	Year 2035 WKDY AM PK HR 2013 GP Model Two-Directional Volume	Year 2035 WKDY AM PK HR LOS (Using HCM2010)	Year 2035 WKDY PM PK HR 2013 GP Model Two-Directional Volume	Year 2035 WKDY PM PK HR LOS (Using HCM2010)	Improvement Required?
STATE HIGHWAYS										
SR 49										
	1. County Line to Sand Ridge Rd	19211935	D	2A	RR/RC	350	C	380	C	N
	2. Sand Ridge Rd to Crystal Blvd	19421943	D	2A	RR	530	C	530	C	N
	3. Crystal Blvd to China Hill Rd	19141915	E	2A	CR	30	C	820	C	N
	4. China Hill Rd to Pleasant Valley Rd	19111934	E	2A	CR	740	C	850	C	N
	5. Pleasant Valley Rd to Missouri Flat Rd	26022619	E	2A	CR	1,500	D	1,500	D	N
	6. Missouri Flat Rd to Pleasant Valley Rd	25792580	E	2A	CR	1,400	D	1,700	F	Y
	7. Pleasant Valley Rd to Placerville City Limits	25642578	E	2A	CR	860	D	830	C	N
	8. Placerville City Limits to Gold Hill Rd	19162727	D	2A	CR/RR	530	C	450	C	N
	9. Gold Hill Rd to SR 153	10082436	D	2A	RR/RC	390	C	320	C	N
	10. SR 153 to Marshall Rd	29682986	D	2A	RC/RR	800	C	800	C	N
	11. Marshall Rd to Rattlesnake Bar Rd	29272932	D	2A	RR/RC	470	C	570	C	N
	12. Rattlesnake Bar Rd to SR 193	29502951	D	2A	RC/RR	500	C	460	C	N
	13. SR 193 to County Line	29532954	F	2A	RC/RR	800	C	930	D	N
SR 193										
	1. SR 49 to Greenwood Rd	29522955	D	2A	RC/RR	530	C	650	C	N
	2. Greenwood Rd to Main St (Georgetown)	29253033	D	2A	RC/RR	570	C	600	C	N
	3. Main St (Georgetown) to Shoo Fly Rd	10072721	D	2A	RC/RR	210	C	220	C	N
	4. Shoo Fly Rd to Placerville City Limits	27222724	D	2A	RR	210	C	220	C	N
US HIGHWAY 50										
	1. County Line to EDH Blvd/Latrobe Rd	20332034	E	2F	CR	2,600	C	3,400	D	N
WB	HOV	20512052			CR	860		990		
EB	HOV	20492050			CR	790		940		
EB		20352036	E	2FA	CR	2,000	B	3,600	E	N
	2. EDH Blvd/Latrobe Rd to Bass Lake Rd (Silva Valley Parkway after 2015)	20842091	E/D	2F	CR/RR	4,200	F	4,100	E	Y
WB	HOV	20962097			CR/RR					
EB	HOV	20982099			CR/RR					
EB		20902081	E/D	2FA	CR/RR	3,000	C	4,300	D	N
WB		154992930	D			N/A		N/A		
WB	HOV	31443132								
EB	HOV	31333151								
EB		293615498	D			N/A		N/A		
	3. Bass Lake Rd to Cambridge Rd	21152116 (31562116)	D/E	2F	RR/CR	3,800	E	3,900	E	Y
WB	HOV	32413242			RR/CR					
EB	HOV	31603161			RR/CR					
EB		(21133157)	D/E	2F	RR/CR	3,600	E	4,300	F	Y
	4. Cambridge Rd to Cameron Park Dr	19901991 (1552215521)	E	2F	CR	3,100	D	3,600	E	N
WB	HOV	32283229			CR					
EB	HOV	31733174			CR					
EB		19951996 (1551715523)	E	2F	CR	2,900	D	3,700	E	N

Historic Growth Rate with General Plan Consistent Growth Distribution (approximately 75% in the Community Region and approximately 25% in the Rural Centers/Regions)

				2013GP MODEL (2010 Existing Network, Historic Growth Rate with G.P. Consistent Distribution)						
ROAD NAME	SEGMENT	A-B	Gen. Plan	Road Classification	Community Region (CR), Rural Center (RC), Rural Region (RR)	Year 2035 WKDY AM PK HR 2013 GP Model Two-Directional Volume	Year 2035 WKDY AM PK HR LOS (Using HCM2010)	Year 2035 WKDY PM PK HR 2013 GP Model Two-Directional Volume	Year 2035 WKDY PM PK HR LOS (Using HCM2010)	Improvement Required?
		Node Pair	Max LOS							
WB WB EB	5. Cameron Park Dr to Ponderosa Rd HOV HOV	22662267 (226615525)	E	2F	CR	3,200	D	4,100	E	N
		22642265 (155242265)	E	2F	CR	3,200	D	3,600	E	N
WB WB EB	6. Ponderosa Rd to Shingle Springs Dr HOV HOV	19971998 (199715532)	E/D	2F	CR/RR	2,100	C	3,300	D	N
		19992000 (155312000)	E/D	2F	CR/RR	2,740	C	3,100	D	N
WB WB EB	7. Shingle Springs Dr to Greenstone Rd HOV HOV	23852386 (23853207)	D	2F	RR	2,100	C	3,100	D	N
		23872369 (32062369)	D	2F	RR	2,700	C	2,900	D	N
WB EB	8. Greenstone Rd to El Dorado Rd	23752376	D/E	2F	RR/CR	2,000	B	3,200	D	N
		23702371	D/E	2F	RR/CR	2,800	C	2,900	D	N
WB EB	9. El Dorado Rd to Missouri Flat Rd	19441945	E	2F	CR	1,900	B	3,000	D	N
		19461947	E	2F	CR	2,700	C	2,700	C	N
WB EB	10. Missouri Flat Rd to Placerville City Limits	26382639	E	2F	CR	1,600	B	2,300	C	N
		26422643	E	2F	CR	2,000	B	2,000	B	N
WB EB	11. Placerville City Limits to Newtown Rd	25262559	E	2F	CR	1,700	B	1,200	B	N
		25602529	E	2F	CR	1,100	B	1,800	B	N
WB EB	12. Newtown Rd to Carson Rd. (W)	24712783	D	4M	RR	1,800	D	1,200	C	N
		25042466	D			1,100	C	1,800	D	N
WB EB	13. Carson Rd (W) to Carson Rd (E)	28682869	D/E	4M	RR/CR	1,600	C	1,100	B	N
		28202866	D/E			970	B	1,600	C	N
WB EB	14. Carson Rd (E) to Sawmill Rd	28272828	E	2F	CR	1,700	B	1,100	B	N
		28292830	E	2F	CR	1,100	B	1,700	B	N
WB EB	15. Sawmill Rd to Sly Park Rd	10201021	D/E	2F	RR/CR	1,400	B	940	B	N
		10181019	D/E	2F	RR/CR	900	B	1,400	B	N
WB EB	16. Sly Park Rd to Fresh Pond	30703071	E/D	4M	CR/RR	920	B	620	B	N
		30693065	E/D		CR/RR	600	B	900	B	N
WB EB	17. Fresh Pond to Ice House Rd	30623063	D	4M	RR	910	B	620	B	N
		30653064	D			610	B	910	B	N
WB EB	18. Ice House Rd to Echo Lake	31123122	F F	2A	RR/RC	1,600	E	1,600	E	N

Note: Links in parenthesis are the 2035 network links