# TUOLUMNE COUNTY GENERAL PLAN AND REGIONAL TRANSPORTATION PLAN UPDATE
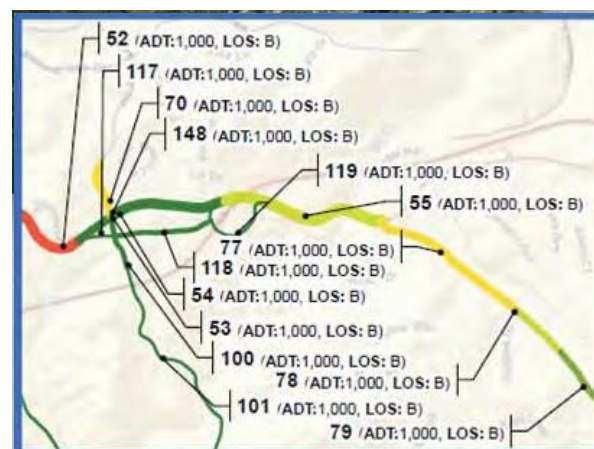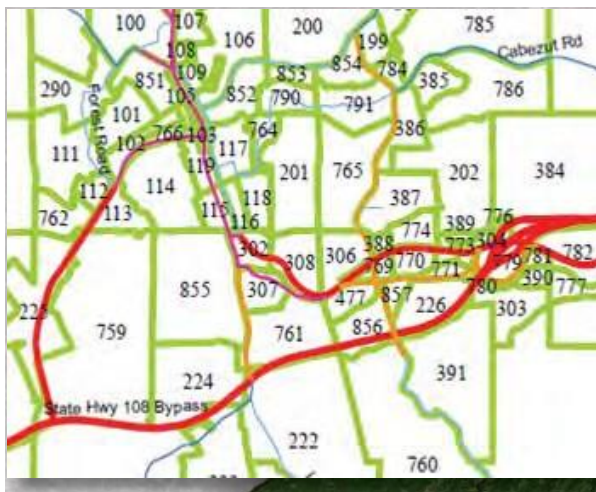
*Draft EIR Traffic Study*







**DRAFT**

*June 2015*

WOOD RODGERS

DEVELOPING INNOVATIVE DESIGN SOLUTIONS

# Tuolumne County General Plan and Regional Transportation Plan Update

# Environmental Impact Report Traffic Study

Prepared For:

# Tuolumne County Transportation Council

Draft Report

June 2015

Prepared By:

# TUOLUMNE COUNTY GENERAL PLAN AND REGIONAL TRANSPORTATION PLAN UPDATE

# ENVIRONMENTAL IMPACT REPORT TRAFFIC STUDY

## DRAFT REPORT

**Prepared For:**
**Tuolumne County Transportation Council**

**Prepared By**

**WOOD RODGERS**
DEVELOPING INNOVATIVE DESIGN SOLUTIONS

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**June 2015**

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# EXECUTIVE SUMMARY

This technical report has been prepared in order to present the results of an Environmental Impact Report (EIR) Traffic Study completed by Wood Rodgers, Inc. in support of the proposed Tuolumne County General Plan (GP) and Regional Transportation Plan (RTP) update EIR documents. The analyses contained in this traffic study essentially focus on quantifying traffic operating conditions at study intersections and roadway segments under various scenarios/alternatives, including existing conditions, year 2030 alternative growth scenarios, and year 2040 alternative growth scenarios. Additionally, parts of the Tuolumne County Transportation Council's (TCTC's) Roadway Average Daily Traffic (ADT) Level of Service (LOS) Lookup Table was updated as a part of this EIR traffic study effort.

Based on collaboration with TCTC, 41 intersections and 150 roadway segments throughout the County were selected for analysis. These critical locations include both County and Caltrans facilities throughout the County's transportation network. TCTC and Wood Rodgers recently completed new AM and PM peak hour turning movement and Average Daily Traffic (ADT) count data collection at several study intersections and roadways. The new traffic counts were supplemented with traffic counts collected as part of prior studies prepared for Tuolumne County as well Caltrans traffic volumes published on the Caltrans website. The minimum acceptable LOS standard, for roadways and intersections, used in this study was LOS "D".

**Existing Conditions:**

11 of the 41 study intersections are currently operating below acceptable peak hour LOS standards. The remaining unsignalized and signalized study intersections are currently operating at acceptable LOS criteria under the existing AM and PM peak hour conditions.

Eight (8) of the 150 study roadway segments are currently operating below acceptable LOS conditions. The remaining roadway segments are currently operating at acceptable LOS criteria under the existing ADT conditions.

**Alternative Growth Scenarios:**

Future year conditions were analyzed under four alternative growth scenarios that represent different ways growth can be concentrated and distributed in Tuolumne County:

<u>**Distinctive Communities (Proposed)**</u>**:** *Within the Distinctive Communities Alternative Growth Scenario, each community contains a well-defined, cohesive, and compact community built around an appropriately-scaled urban core and community gathering places. By having compact communities, auto dependency is greatly reduced and walking, bicycling, and transit use becomes an increasing form of transportation.*

<u>**Public Services (Proposed)**</u>**:** *In the Public Services Alternative Growth Scenario, growth is located where multiple services, such as major transportation corridors, transit lines, and public water and sewer, are located. Development will continue to grow within defined communities, however development will radiate outward along a select number of arterials, major collectors, and transit corridors where public water and sewer exist, creating linear communities containing a mix of multi-family housing, townhouses, neighborhood commercial and traditional neighborhoods.*

<u>**Recent Trends (Existing)**</u>**:** *The Recent Trends Scenario is based on the <u>existing</u> City's and County's General Plan land use designations and assumes no change in market demand for housing types. This scenario continues the existing pattern of development, in which Residential Medium (Single-Family Residential, R-1, District) is the primary demand choice for residential development.*

**Recent Trends (Proposed):** *The Recent Trends Scenario is based on the <u>proposed</u> City's and County's General Plan land use designations and assumes no change in market demand for housing types. This scenario continues the existing pattern of development, in which Residential Medium (Single-Family Residential, R-1, District) is the primary demand choice for residential development.*

**Year 2030 Conditions:**

A number of Tier 1b and capital improvement projects are assumed to be constructed by year 2030 conditions.

A total of six (6) intersections are projected to operate below acceptable peak hour LOS standards under year 2030 AM and/or PM peak hour conditions under at least three alternative growth scenarios. All alternative growth scenarios are projected to have similar intersection operations. 14 total intersections are projected to meet California MUTCD based traffic signal Peak Hour Warrant 3 under year 2030 AM and/or PM peak hour conditions under all alternative growth scenarios (with one exception). All other study intersections are projected to operate at acceptable year 2030 AM peak hour LOS "D" or better conditions under all four alternative growth scenarios.

The segment of SR 49 between Washington Street and Dodge Street is projected to operate at Year 2030 LOS "E" conditions on an ADT basis under all four alternative growth scenarios. The segment of Mono Way west of Sanguinetti Road is projected to operate at Year 2030 LOS "E" conditions on an ADT basis under the Distinctive Communities (Proposed) and Public Services (Proposed) scenarios; under the Recent Trend (Existing) and (Proposed), this roadway segment operates at the cusp of LOS "D/E"). The remaining roadway segments are projected to operate at acceptable LOS "D" or better criteria under year 2030 ADT conditions under all four alternative growth scenarios.

**Year 2040 Conditions:**

A number of long-term capital improvement projects are assumed to be complete by year 2040 conditions in addition to those improvements assumed complete by year 2030.

A total of four (4) intersections are projected to operate below acceptable peak hour LOS standards under year 2040 AM and/or PM peak hour conditions under at least three alternative growth scenarios. All alternative growth scenarios are projected to have similar intersection operations. 13 total intersections are projected to meet California MUTCD based traffic signal Peak Hour Warrant 3 under year 2040 AM and/or PM peak hour conditions under all alternative growth scenarios. All other study intersections are projected to operate at acceptable year 2040 AM peak hour LOS "D" or better conditions under all four alternative growth scenarios.

The segment of SR 49 between Washington Street and Dodge Street and the segment of Mono Way West of Sanguinetti Road are projected to operate at Year 2040 LOS "E" conditions on AADT basis under all four alternative growth scenarios. The segment of SR 49 north of Dodge Street is projected to operate at Year 2030 LOS "E" conditions on an AADT basis under the Recent Trends (Existing) scenario; under the remaining growth scenarios, this roadway segment operates at the cusp of LOS "D/E"). The remaining roadway segments are projected to operate at acceptable LOS "D" or better criteria under year 2040 ADT conditions under all four alternative growth scenarios.

**Impacts and Mitigation Measures:**

This report summarizes future year traffic impacts, their significance on critical study area transportation facilities, and recommended improvements and mitigation measures to alleviate those impacts to acceptable levels under year 2030 and 2040 conditions. With the recommended intersection and roadway improvements described in this report, all study facilities are projected to operate at acceptable year 2030 or 2040 AM and PM peak hour LOS "D" or better conditions under all alternative growth scenarios.

**Vehicle Miles Traveled (VMT):** The Distinctive Communities (Proposed) scenario is projected to produce the least VMT overall, while the Recent Trends (Existing) and Public Services (Proposed) scenarios are projected to produce slightly higher VMT under year 2030 and 2040 conditions, respectively.

# CHAPTER 1 – INTRODUCTION

## STUDY AREA

Tuolumne County (County) is located along the western slope of the Sierra Nevada mountain range and is bordered on the north by Calaveras County, on the south by Mariposa County, on the west by Stanislaus County, and on the east by Mono and Alpine Counties. The County is largely rural with a population of approximately 54,000 and includes several census-designated places and unincorporated communities. The only incorporated city in the County is the City of Sonora. State Routes 49, 108, and 120 are the main highways that serve Tuolumne County. The Tuolumne County regional vicinity map is illustrated in **Figure 1**.

## BACKGROUND

The Tuolumne County General Plan (GP) and Regional Transportation Plan (RTP) outline the long-term growth and development of Tuolumne County. Tuolumne County Transportation Council (TCTC) is currently in the process of updating their Regional Transportation Plan and Tuolumne County Community Resources Agency (CRA) is concurrently preparing a Countywide General Plan Update. The current Tuolumne County General Plan was adopted in 1996 and projected a population of 97,100 residents by the year 2020. The Tuolumne County RTP was last updated in 2005. The proposed updates to the General Plan and RTP will be based on a population projection of 63,243 residents by the year 2040. Subsequent to these updates, TCTC also anticipates completion of a comprehensive update to their Regional Transportation Impact Fee (RTIF) program.

At the present time, Tuolumne County and TCTC have initiated the preparation of two Environmental Impact Reports (EIRs), one for the General Plan update and one for the RTP update. The two EIR documents require the preparation of CEQA-compliant technical Traffic Studies in support of their corresponding Transportation/Circulation chapters. While separate EIR documents are being prepared for the updated General Plan and RTP, the supporting Traffic Studies would contain mostly identical/overlapping content and therefore it was decided that a single traffic study should be prepared in support of both EIRs. This technical report has been prepared in order to present the results of an EIR Traffic Study completed by Wood Rodgers in support of the proposed General Plan and RTP update EIR documents.

## REPORT ORGANIZATION

This traffic study has been prepared consistent with CEQA requirements for the General Plan and RTP EIR Transportation/Circulation chapters, as well as structured to meet and address County and Caltrans traffic study guidelines. The analyses contained in this traffic study essentially focus on quantifying traffic operating conditions at study intersections and roadway segments (as identified by TCTC staff) under various scenarios/alternatives, including existing conditions, year 2030 alternative growth scenarios, and year 2040 alternative growth scenarios. This traffic study identifies transportation impacts and recommended improvements resulting from planning horizon years (2030 and 2040) traffic volume demands anticipated under the four alternative growth scenarios.

This report is organized into the chapters listed below:

- Chapter 1 – Introduction and Background

- Chapter 2 – Existing Conditions Analysis
    - A description of existing transportation/circulation setting and critical facilities within and through the County.
    - Analysis of existing traffic operating conditions.

- Chapter 3 – Alternative Growth Scenarios
    - A description of the four Alternative Growth Scenario conditions analyzed in this traffic study.

- Chapter 4 – Future Conditions Analysis
    - A description of the proposed alternative growth scenarios to be analyzed.
    - A description of planned future roadway improvements.
    - Analysis of traffic operations under year 2030 alternative growth scenarios.
    - Analysis of traffic operations under year 2040 alternative growth scenarios.

- Chapter 5 – Recommended Improvements and Mitigation Measures
    - A discussion of significance of project impacts for critical local and regional transportation facilities.
    - Recommendations on future year transportation improvements and mitigation measures/strategies needed under each alternative growth scenario.
    - Analysis of roadway safety including existing crash data on state highway facilities.
    - Analysis of estimated future year Vehicle Miles Traveled (VMT) under the alternative growth scenarios.
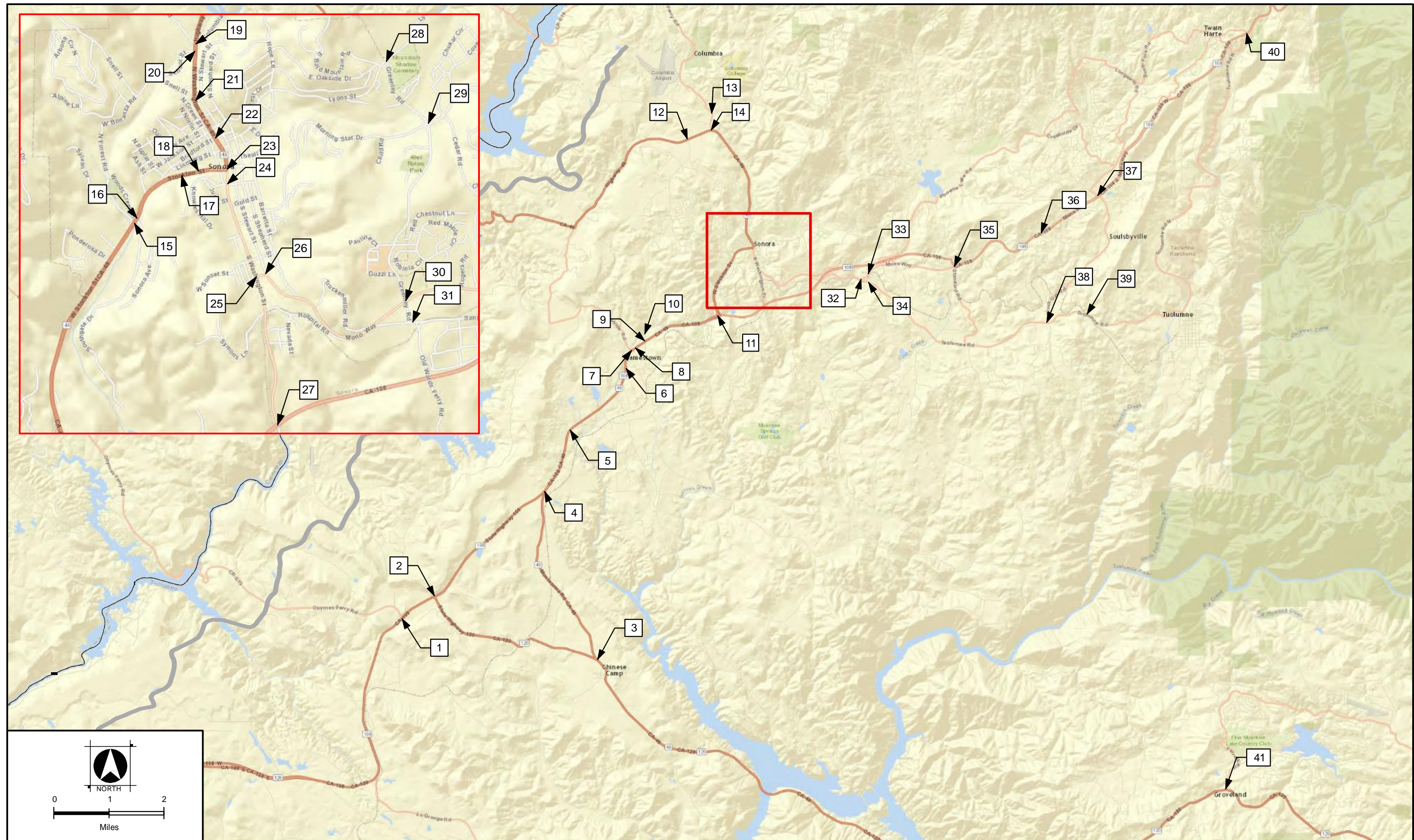
**Study Area Vicinity Map and Study Intersection Locations**
Tuolumne County EIR Traffic Study

Figure 1

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# CHAPTER 2 – EXISTING CONDITIONS ANALYSIS

## A. EXISTING TRANSPORTATION SETTING

Roadways that currently provide primary circulation in/through Tuolumne County are described as follows:

*State Route 49 (SR 49)* is a north-south state highway that traverses the eastern portion of northern California from Madera County to Plumas County. SR 49 extends through the western and most populated portion of Tuolumne County, linking the communities of Moccasin, Chinese Camp, Jamestown, Tuttletown, and the City of Sonora. SR 49 runs concurrent with SR 120 between the communities of Moccasin and Chinese Camp and runs concurrent with SR 108 through Jamestown. SR 49 runs directly through downtown Sonora and serves as the main street through northern half of the city. SR 49 is generally a two-lane highway throughout the County. Caltrans District 10's *Transportation Concept Report* for SR 49 (dated July 2013) notes that the concept LOS for this facility is "C" for rural and "D" for urban.

*State Route 108 (SR 108)* is a state highway that runs northeast from the city of Modesto in the California Central Valley to US Route 395 in Mono County. SR 108 runs concurrent with SR 49 and SR 120 near Jamestown and the City of Sonora in Tuolumne County. Throughout the County, SR 108 is generally a two-lane highway, with four-lane divided segments in more mountainous areas. SR 108 provides the City of Sonora with an important link to the Central Valley as well as to smaller communities in the eastern portion of the County. Caltrans District 10's *Transportation Concept Report* for SR 108 (dated August 2014) notes that the concept LOS for this facility is "C" for rural and "D" for urban.

*State Route 120 (SR 120)* is an east-west state highway in Northern California that runs from San Joaquin County to US Route 6 in Mono County. In Tuolumne County, SR 120 runs concurrent with SR 49 near Chinese Camp, and with SR 108 from Yosemite Junction to the western County line. SR 120 has a route break in Tuolumne County when it reaches Yosemite National Park; thereafter, the route becomes a park service road under the jurisdiction of the National Park Service. In Tuolumne County, SR 120 alternates between a two-lane expressway and a two-lane conventional highway. Caltrans District 10's *Transportation Concept Report* for SR 120 (dated January 2011) notes that the concept LOS for this facility is "C" for rural.

### EXISTING PEDESTRIAN, BICYCLE, AND TRANSIT FACILITIES

The steep terrain and rural setting of Tuolumne County has limited the number of pedestrian and bicycle facilities in the County. Typical sidewalks exist intermittently along business fronts in community centers and a designated bicycle path fronts the Crossroads Shopping Center in Sonora. The *Tuolumne County Transportation Council Bikeways and Trails Plan* notes that construction of Class I and Class II bicycle facilities is encouraged to allow for bicycle and pedestrian safety.

Tuolumne County is served by Tuolumne County Transit, which includes a Monday-Friday fixed route service, dial-a-ride service Monday-Saturday, and a seasonal SkiBUS service to winter destinations. Tuolumne County Transit also provides connections to Yosemite Area Regional Transportation Systems (YARTS), a service that delivers access to popular destinations within the Yosemite Valley.

### STUDY AREA FACILITIES

Based on direction from TCTC, 41 intersections and 150 roadway segments throughout the County were selected for analysis. These critical locations include both County and Caltrans facilities throughout the County's roadway network. Study area intersections are listed in **Appendix Table 1**

and study area roadway segments are listed in **Appendix Table 2**. Existing intersection locations are shown in **Figure 1** and existing lane geometrics and control are shown in **Figure 2**.

## EXISTING TRAFFIC COUNTS

TCTC and Wood Rodgers recently completed new AM and PM peak hour traffic count data collection at several study intersections and roadways. The new traffic counts were supplemented with traffic counts collected as part of prior studies prepared for Tuolumne County as well Caltrans traffic volumes published on the Caltrans website. The AM peak hour is defined as the highest one hour of traffic flow counted between 7:00 AM and 9:00 AM on a typical weekday while the PM peak hour is defined as the highest one hour of traffic flow counted between 4:00 PM and 6:00 PM on a typical weekday. "Existing" conditions study intersection AM and PM peak hour traffic volumes are shown in **Appendix Figure 2**. Existing conditions study roadway segment Annual Average Daily Traffic (AADT) volumes are shown in **Appendix Table 4**.

Note: this study does not include seasonal analysis (peak summer month), impacts and mitigation measures.
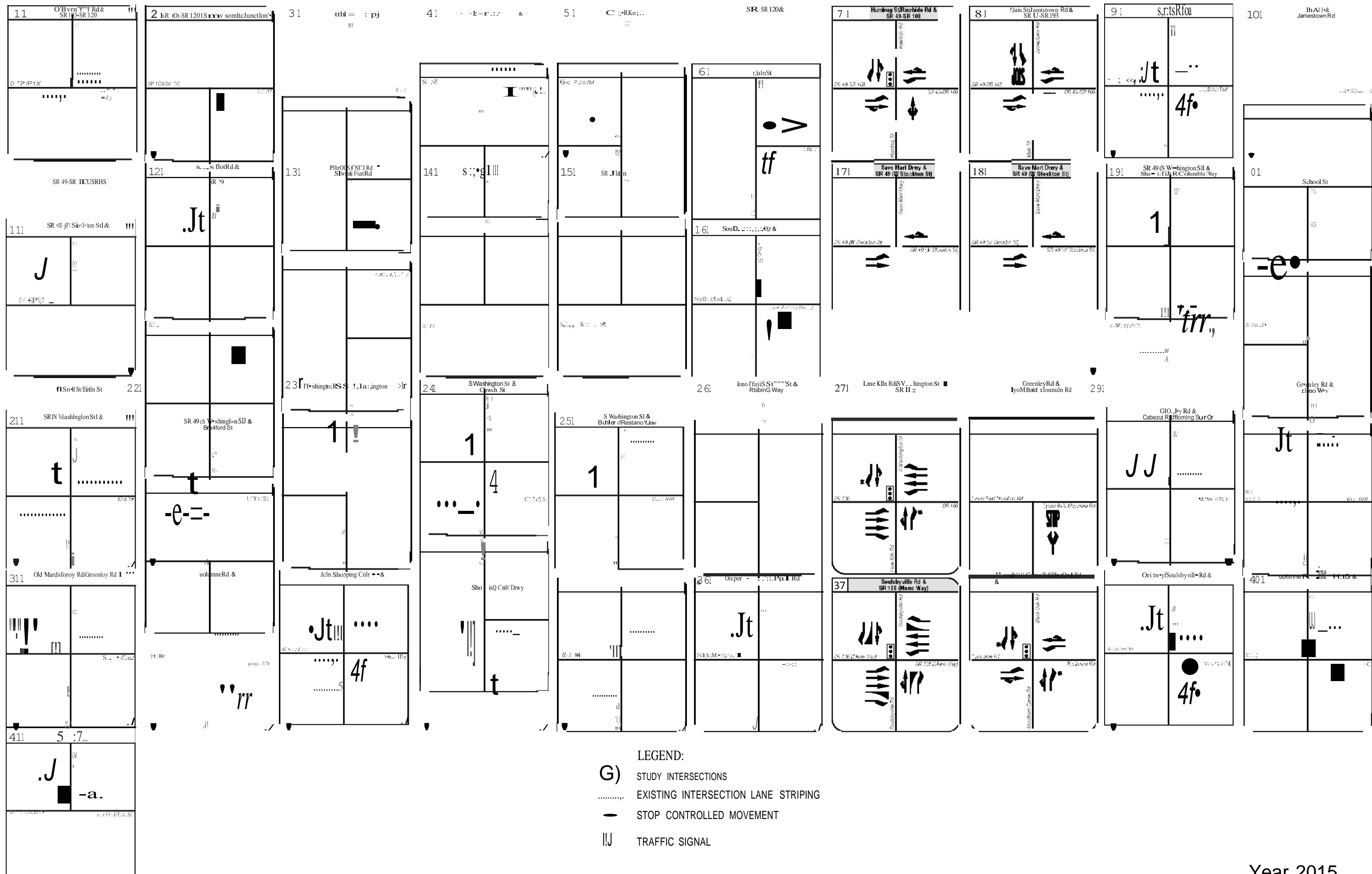
LEGEND:

G) STUDY INTERSECTIONS

........... EXISTING INTERSECTION LANE STRIPING

— STOP CONTROLLED MOVEMENT

!!.!J TRAFFIC SIGNAL

Year 2015

# Existing Intersection Lane Geometries and Control

● WIDE INTERSECTION APPROACH

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Figure 2

## LEVEL-OF-SERVICE METHODOLOGY

Traffic operations have been quantified through the determination of "Level of Service" (LOS). Level of Service is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an intersection or roadway segment, representing progressively worsening traffic operations.

Levels of Service have been calculated for all intersection control types using methods documented in the Transportation Research Board (TRB) Publication *Highway Capacity Manual, 2010* (HCM-2010). For two-way-stop-controlled (TWSC) intersections, the "worst-case" movement delays and LOS have been reported, computed based on HCM-2010. For signalized and all-way-stop-controlled (AWSC) intersections, the intersection delays and LOS reported are the average values for the whole intersection, computed based on HCM-2010. *Synchro/SimTraffic 8* software was used for LOS calculations for unsignalized and signalized intersections. The delay-based HCM-2010 LOS criteria for different types of intersection controls are outlined in **Table 1.**

**Table 1.  Level of Service Definitions and Criteria for Intersections**

| Level of Service | Flow Type | Operational Characteristics | Intersection Control Delay (seconds/vehicle) | |
|---|---|---|---|---|
| | | | Signal Control | 2-Way-Stop or All-Way Stop Control |
| "A" | Stable Flow | Free-flow conditions with negligible to minimal delays. Excellent progression with most vehicles arriving during the green phase and not having to stop at all.  Nearly all drivers find freedom of operation. | ≤ 10 | 0 – 10 |
| "B" | Stable Flow | Good progression with slight delays.  Short cycle-lengths typical.  Relatively more vehicles stop than under LOS "A". Vehicle platoons are formed.  Drivers begin to feel somewhat restricted within groups of vehicles. | > 10 – 20 | > 10 – 15 |
| "C" | Stable Flow | Relatively higher delays resulting from fair progression and/or longer cycle lengths.  Individual cycle failures may begin to appear.  The number of vehicles stopping is significant, although many still pass through without stopping.  Most drivers feel somewhat restricted. | > 20 – 35 | > 15 – 25 |
| "D" | Approaching Unstable Flow | Somewhat congested conditions.  Longer but tolerable delays may result from unfavorable progression, long cycle lengths, and/or high volume-to-capacity ratios.  Many vehicles are stopped.  Individual cycle failures may be noticeable.  Drivers feel restricted during short periods due to temporary back-ups. | > 35 – 55 | > 25 – 35 |
| "E" | Unstable Flow | Congested conditions.  Significant delays result from poor progression, long cycle lengths, and high volume-to-capacity ratios.  Individual cycle failures occur frequently. There are typically long queues of vehicles waiting upstream of the intersection.  Driver maneuverability is very restricted. | > 55 – 80 | > 35 – 50 |
| "F" | Forced Flow | Jammed or grid-lock type operating conditions.  Generally considered to be unacceptable for most drivers.  Zero or very poor progression, with over-saturation or high volume-to-capacity ratios.  Several individual cycle failures occur. Queue spillovers from other locations restrict or prevent movement. | > 80 | > 50 |
| *Source:  HCM-2000/2010, Exhibits 16-2, 17-2 and 17-22* | | | | |

The field-observed "peak hour factors" from the actual traffic counts were utilized (where available) to evaluate existing conditions' LOS. Heavy vehicle percentages of 2-10% for State highways (obtained from Caltrans website) and 2% for local roadways were generally used in this analysis.

Generally, the HCM-2010 recommended suburban traffic default signal cycle length of 90-120 seconds was used, with 4 seconds of "lost time" per critical signal phase.

Some of TCTC's Roadway ADT LOS Lookup Table was updated as a part of this EIR traffic study. New generalized estimates of maximum two-way ADT volume carrying capacities for each LOS designation (A-F) were calculated using HCM 2010 based *High Plan 2012* software for the five urban roadway types listed below:

2-lane Principle/Minor Arterial roadways (*with* left turn lanes)
2-lane Principle/Minor Arterial roadways (*no* left turn lanes)
2-lane Major/Minor Collector roadways (*with* left turn lanes)
2-lane Major/Minor Collector roadways (*no* left turn lanes)
2-lane Local Streets

The updated TCTC Roadway ADT LOS Lookup Table is shown in **Table 2**.

All study roadways were classified as urban or rural, and all rural roadways were further classified as rolling or mountainous. **Appendix Figure 1** illustrates the Tuolumne County Urban Area Boundaries. Roadway segment LOS was calculated by comparing study roadway Average Daily Traffic (ADT) volumes, obtained from recent traffic counts, recently completed traffic studies, and the most recent Caltrans count book, to the updated Tuolumne County Roadway ADT LOS thresholds.

Based on direction from County Staff, the minimum LOS standard for Minor Collectors, Major Collectors, Rural Arterials and Urban Streets shall be LOS D, unless an exception is made by the County. The minimum LOS standard for local and residential roads shall be LOS C. The minimum peak hour LOS standard for all intersections shall be LOS D.

The Project study area includes State Routes 49, 108, and 120. The Caltrans published *Guide for* the *Preparation of Traffic Impact Studies (dated December 2002)* states the following:

> *"Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities, however, Caltrans acknowledges that this may not be always feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS".*

In order to determine whether "significance" should be associated with unsignalized intersection operating conditions, supplemental traffic signal warrant analyses were also completed. The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the need for installation of a traffic signal at an unsignalized intersection location. This study generally employs signal warrant criteria presented in the *California Manual on Uniform Traffic Control Devices* (California MUTCD, last updated January 2012). The California MUTCD signal warrant criteria are based upon several factors including volume of vehicular and pedestrian traffic, location of school areas, frequency of accidents, etc. The peak-hour-volume warrant 3 (urban/rural areas) analysis was completed in this study as a representative warrant analysis. California MUTCD indicates that "the satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal."

### Table 2.  TCTC Generalized Roadway ADT LOS Lookup Table

| FHWA FC# | Roadway Type | Type # | Area Type | Maximum Two-way Average Daily Traffic (ADT) Volume-carrying Capacity for each LOS Designation | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | LOS "A" | LOS "B" | LOS "C" | LOS "D" | LOS "E" |
| 4 | Rural Arterial (4-lane) Divided | 1 | ROLLING | 6,240 | 12,480 | 18,720 | 26,520 | 31,200 |
| 4 | Rural Arterial (4-lane) Undivided | 2 | | 4,820 | 9,640 | 14,460 | 20,485 | 24,100 |
| 4 | Rural Minor Arterial (4-lane) | 3 | | 6,080 | 12,160 | 18,240 | 25,840 | 30,400 |
| 4 | Rural Minor Arterial (with left-turn Lane) | 4 | | 4,600 | 9,200 | 13,800 | 19,550 | 23,000 |
| 4 | Rural Minor Arterial (2-lane) | 5 | | 3,120 | 6,240 | 9,360 | 13,260 | 15,600 |
| 5 | Major Collector (34 ft. - 36 ft.) | 6 | | 3,420 | 6,840 | 10,260 | 14,535 | 17,100 |
| 5 | Major/Minor Collector (23 ft.- 32 ft.) | 7 | | 2,900 | 5,800 | 8,700 | 12,325 | 14,500 |
| 5 | Major/Minor Collector (20 ft.- 23 ft.) | 8 | | 2,590 | 5,180 | 7,770 | 11,008 | 12,950 |
| 5 | Major/Minor Collector (18 ft.- 20 ft.) | 9 | | 2,300 | 4,600 | 6,900 | 9,775 | 11,500 |
| 5 | Major/Minor Collector (Less than 18 ft.) | 10 | | 1,920 | 3,840 | 5,760 | 8,160 | 9,600 |
| 6 | Local Road | 11 | | 1,920 | 3,840 | 5,760 | 8,160 | 9,600 |
| 4 | Rural Arterial (4-lane) Divided | 101 | MOUNTANEOUS | 5,810 | 11,610 | 17,410 | 24,670 | 29,020 |
| 4 | Rural Arterial (4-lane) Undivided | 102 | | 4,490 | 8,970 | 13,450 | 19,060 | 22,420 |
| 4 | Rural Minor Arterial (4-lane) | 103 | | 5,660 | 11,310 | 16,970 | 24,040 | 28,280 |
| 4 | Rural Minor Arterial (with left-turn Lane) | 104 | | 4,280 | 8,560 | 12,840 | 18,190 | 21,390 |
| 4 | Rural Minor Arterial (2-lane) | 105 | | 2,910 | 5,810 | 8,710 | 12,340 | 14,510 |
| 5 | Major Collector (34 ft. - 36 ft.) | 106 | | 3,190 | 6,370 | 9,550 | 13,520 | 15,910 |
| 5 | Major/Minor Collector (23 ft.- 32 ft.) | 107 | | 2,700 | 5,400 | 8,100 | 11,470 | 13,490 |
| 5 | Major/Minor Collector (20 ft.- 23 ft.) | 108 | | 2,410 | 4,820 | 7,230 | 10,240 | 12,050 |
| 5 | Major/Minor Collector (18 ft.- 20 ft.) | 109 | | 2,140 | 4,280 | 6,420 | 9,100 | 10,700 |
| 5 | Major/Minor Collector (Less than 18 ft.) | 110 | | 1,790 | 3,580 | 5,360 | 7,590 | 8,930 |
| 6 | Local Road | 111 | | 1,790 | 3,580 | 5,360 | 7,590 | 8,930 |
| 2 | 4-Lane Freeway | 201 | URBAN | 28,000 | 43,200 | 61,600 | 74,400 | 80,000 |
| 2 | 3-Lane Freeway | 202 | | 10,100 | 20,200 | 30,300 | 42,925 | 50,500 |
| 2 | 2-Lane Freeway + Auxiliary Lanes | 203 | | 8,392 | 16,784 | 25,176 | 35,666 | 41,960 |
| 2 | 2-Lane Freeway | 204 | | 6,680 | 13,360 | 20,040 | 28,390 | 33,400 |
| 2 | 4-Lane Expressway | 205 | | 24,000 | 28,000 | 32,000 | 36,000 | 40,000 |
| 2 | 2-Lane Expressway | 206 | | 12,000 | 14,000 | 16,000 | 18,000 | 20,000 |
| 3 | 6-Lane Divided Arterial (with left-turn lane) | 207 | | 32,000 | 38,000 | 43,000 | 49,000 | 54,000 |
| 3 | 4-Lane Divided Arterial (with left-turn lane) | 208 | | 22,000 | 25,000 | 29,000 | 32,500 | 36,000 |
| 3 | 4-Lane Undivided Arterial (no left-turn lane) | 209 | | 18,000 | 21,000 | 24,000 | 27,000 | 30,000 |
| 4 | 2-Lane Principal/Minor Arterial (with left-turn lane) | 210 | | 2,900 | 7,700 | 14,300 | 20,100 | 31,300 |
| 4 | 2-Lane Principal/Minor Arterial (no left-turn lane) | 211 | | 2,900 | 7,200 | 11,900 | 16,100 | 24,200 |
| 5 | 2-Lane Major/Minor Collector (with left-turn lane) | 212 | | 3,400 | 6,900 | 11,600 | 15,800 | 29,400 |
| 5 | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | | 2,700 | 5,600 | 9,200 | 12,800 | 23,500 |
| 6 | 2-Lane Local Street | 214 | | 2,300 | 4,900 | 8,400 | 11,400 | 21,200 |

Notes:
1. Values shown corresponding to LOS A through E are roadway ADT traffic volumes
2. Collector width is measured from the edge of pavement to the edge of pavement
3. Roadways with continuous grade steeper than 6% or above 4,000 ft. elevation should use mountainous train LOS thresholds
4. Site Specific LOS maybe necessary
5. Peak Hour LOS threshold is assumed to be 10% of the daily traffic volume unless site specific analysis shows a different peak hour to daily traffic ratio
6. Examples LOS A (0.20 of capacity), LOS B (0.21 to 0.40 of capacity), LOS C (0.41 to 0.60 of capacity), LOS D (0.61 to 0.85 of capacity), LOS E (0.86 to 0.92 of capacity)

All volumes thresholds are approximate and assumes average roadway characteristics. Actual threshold volume for each Level of Service listed above may vary depending on variety of factors including (but not limited to) roadway curvature and grade, intersection or interchange spacing, driveway spacing, percentage of trucks, RVs, and other heavy vehicles, travel lane widths, speed limits, signal timing characteristics, on-street parking, volume of cross traffic and pedestrians, etc.

## B. EXISTING CONDITIONS' TRAFFIC OPERATIONS

### INTERSECTIONS

**Appendix Table 3** summarizes Existing traffic intersection operations, quantified using the existing traffic volumes (shown on **Appendix Figure 2**) and existing intersection lane geometrics and control (shown on **Figure 2**). **Table 3** shows the existing intersections that are currently operating below the minimum LOS criteria under the existing AM and/or PM peak hour conditions.

**Table 3.  Existing Intersections with Unacceptable Peak Hour LOS**

| # | Intersection | Control Type | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|---|
| | | | Delay (Sec/Veh) | LOS | Delay (Sec/Veh) | LOS |
| 5 | SR 49-SR 108 & Chicken Ranch Rd | TWSC | 24.5 | C | **47.2** | **E** |
| 8 | Main St/Jamestown Rd & SR 49-SR 108 | TWSC | **91.2** | **F** | **122.5** | **F** |
| 9 | 5th Ave & SR 49-SR 108 | TWSC | **186.4** | **F** | **261.4** | **F** |
| 11 | SR 49-SR 108/SR 108 & SR 49 (W Stockton St) | TWSC | **36.9** | **E** | **69.6** | **F** |
| 13 | Parrotts Ferry Rd & Sawmill Flat Rd | TWSC | **41.0** | **E** | **54.3** | **F** |
| 19 | SR 49 (N Washington St)/SR 49 & N Washington St/Columbia Way | TWSC | **115.4** | **F** | **123.9** | **F** |
| 20 | SR 49 (N Washington St) & School St | TWSC | **43.5** | **E** | **44.1** | **E** |
| 23 | S Washington St/SR 49 (N Washington St) & SR 49 (West Stockton St) | Signal | **63.1** | **E** | **59.6** | **E** |
| 24 | S Washington St & Church St | TWSC | 29.6 | D | **39.0** | **E** |
| 38 | Woodham Carne Rd/Black Oak Rd & Tuolumne Rd | TWSC | **42.6** | **E** | 28.4 | D |
| 39 | Tuolumne Rd & Soulsbyville Rd | TWSC | **53.1** | **F** | 23.5 | C |

*Notes:*
*1. TWSC = Two-Way-Stop Control, AWSC = All-Way-Stop Control*
*2. For TWSC intersection, worst-case movement delays (in seconds/vehicle) is indicated. "Average" control delays (in seconds/vehicle) are indicated for   AWSC and signal-controlled intersections.  Delays reported in above table are from Synchro 8 software.*
*3. Bold numbers and letters represent condition where intersection does not meet minimum acceptable standards.*

As shown in **Table 3**, 11 of the 41 study intersections are currently operating below acceptable peak hour LOS standards. The remaining unsignalized and signalized study intersections are currently operating at acceptable LOS criteria under the existing AM and PM peak hour conditions.

All unsignalized intersections projected to meet signal warrants under Existing AM and PM peak hour conditions are shown in **Table 4**.

**Table 4. Existing Intersections that Meet Signal Warrants**

| . # | Intersection | Control Type | AM Peak Hour Warrant Met? | PM Peak Hour Warrant Met? |
|---|---|---|---|---|
| 2 | SR 120 & SR 108-SR 120/SR 108 | TWSC | NO | **YES** |
| 4 | SR 49 (Montezuna Rd) & SR 120/SR 49-SR 120 | TWSC | **YES** | **YES** |
| 5 | SR 49-SR 108 & Chicken Ranch Rd | TWSC | NO | **YES** |
| 6 | SR 49-SR 108 & Main St | TWSC | **YES** | **YES** |
| 8 | Main St/Jamestown Rd & SR 49-SR 108 | TWSC | **YES** | **YES** |
| 9 | 5th Ave & SR 49-SR 108 | TWSC | **YES** | **YES** |
| 11 | SR 49-SR 108/SR 108 & SR 49 (W Stockton St) | TWSC | **YES** | **YES** |
| 13 | Parrotts Ferry Rd & Sawmill Flat Rd | TWSC | **YES** | **YES** |
| 17 | SR 49 (West Stockton St) & W. Savemart Drwy | TWSC | NO | NO |
| 18 | SR 49 (West Stockton St) & E. Savemart Drwy | TWSC | NO | **YES** |
| 19 | SR 49 (N Washington St)/SR 49 & N Washington St/Columbia Way | TWSC | **YES** | **YES** |
| 21 | SR 49 (N Washington St) & W Snell St/Elkin St | TWSC | **YES** | **YES** |
| 24 | S Washington St & Church St | TWSC | NO | **YES** |
| 28 | Greenly Rd & Lyons Bald Mountain Rd | TWSC | NO | **YES** |
| 37 | Soulsbyville Rd & SR 108 (Mono Way) | TWSC | **YES** | **YES** |
| 39 | Tuolumne Rd & Soulsbyville Rd | TWSC | **YES** | NO |
| *Notes: Warrant = California MUTCD 2012 based Peak-hour-Volume Warrant #3 (70% Factor).* | | | | |

As shown in **Table 4**, California MUTCD based traffic signal Peak Hour Warrant 3 (70%-Factor) is projected to be met at 16 unsignalized study intersections under Existing AM and/or PM peak hour conditions.

The *Synchro* based LOS outputs and California MUTCD based Traffic Signal Peak hour Warrant 3 (70% Factor) worksheets for existing conditions are included in **Appendix Attachments 1 and 2**, respectively.

All improvements and mitigation measures are discussed in a subsequent section of this report.

## ROADWAY SEGMENTS

Similar to minimum acceptable intersection LOS, a minimum acceptable LOS standard of LOS "D" was used for all rural and urban study roadway segments, including Caltrans facilities. **Appendix Table 4** and **Appendix Figure 11** illustrate "Existing" Roadway ADT operations quantified under existing roadway functional classifications and existing ADT volumes. **Table 5** shows the existing roadway segments that are currently operating below the minimum LOS criteria under ADT conditions.

**Table 5.  Existing Roadways with Unacceptable LOS**

| # | Roadway Segment | Type # | AADT | LOS |
|---|---|---|---|---|
| 2 | SR 108 b/w O'Byrnes Ferry Rd & La Grange Rd | 5 | **15,300** | **E** |
| 3 | SR 108 b/w O'Byrnes Ferry Rd & SR 120 | 5 | **18,000** | **F** |
| 4 | SR 108 b/w East Jct SR 120 and West Jct SR 49 | 5 | **17,600** | **F** |
| 5 | SR 108 e/o East Jct SR 49 | 211 | **19,900** | **F** |
| 27 | SR 49 b/w Fifth Ave and East Jct SR 108 | 210 | **23,500** | **E** |
| 31 | SR 49 b/w Washington St and Dodge St | 211 | **18,500** | **E** |
| 32 | SR 49 n/o Dodge St | 211 | **19,400** | **E** |
| 52 | Mono Way w/o Sanguinetti Rd | 210 | **22,205** | **E** |
| *Notes:  AADT = Annual Average Daily Traffic, LOS = Level of Service* | | | | |

As shown in **Table 5**, eight (8) of the 150 study roadway segments are currently operating below acceptable LOS conditions. The remaining study roadway segments are currently operating at acceptable LOS conditions.

All improvements and mitigation measures are discussed in a subsequent section of this report.

# CHAPTER 3 – ALTERNATIVE GROWTH SCENARIOS

Tuolumne County traffic operations are analyzed under four Alternative Growth Scenarios, three defined in the *Tuolumne Tomorrow: Tuolumne County Regional Blueprint Project Report (August 2012)* and a fourth based on the old general plan map, under two future years, 2030 and 2040, in this EIR Traffic Study. The Alternative Growth Scenarios represent different ways growth can be concentrated and distributed in Tuolumne County. The four Alternative Growth Scenarios are defined as follows (taken from their descriptions in the Tuolumne Tomorrow Report):

<u>**Distinctive Communities (Proposed)**</u>: *Within the Distinctive Communities Alternative Growth Scenario, each community contains a well-defined, cohesive, and compact community built around an appropriately-scaled urban core and community gathering places….The existing urban development boundaries may be expanded to allow dense growth to occur near existing community nodes. Infill, redevelopment, and mixed-use are used to take advantage of existing public infrastructure and services. Residential and commercial areas become more compact within new urban development boundaries promoting mixed-use and higher density residential development to supply housing demand….By having compact communities, auto dependency is greatly reduced and walking, bicycling, and transit use becomes an increasing form of transportation.*

<u>**Public Services (Proposed)**</u>: *In the Public Services Alternative Growth Scenario, growth is located where multiple services, such as major transportation corridors, transit lines, and public water and sewer, are located. Development will continue to grow within defined communities, however development will radiate outward along a select number of arterials, major collectors, and transit corridors where public water and sewer exist, creating linear communities containing a mix of multi-family housing, townhouses, neighborhood commercial and traditional neighborhoods….This scenario will result in some auto dependency for residents residing beyond transit corridors and community cores. The amount of Mixed-Use land uses will increase by placing these uses in close proximity to transit stations and community cores, thereby increasing walkability in these areas.*

<u>**Recent Trends (Existing)**</u>: *The Recent Trends Scenario is based on the <u>existing</u> City's and County's General Plan land use designations and assumes no change in market demand for housing types. This scenario continues the existing pattern of development, in which Residential Medium (Single-Family Residential, R-1, District) is the primary demand choice for residential development….This scenario will require auto dependency for many parts of Tuolumne County, because walkable communities, defined as a 5-minute walk (1/4) mile between home and the core of a community, shopping, jobs, recreation, community facilities and transit, would exist only within community cores.*

<u>**Recent Trends (Proposed)**</u>: *The Recent Trends Scenario is based on the <u>proposed</u> City's and County's General Plan land use designations and assumes no change in market demand for housing types. This scenario continues the existing pattern of development, in which Residential Medium (Single-Family Residential, R-1, District) is the primary demand choice for residential development….This scenario will require auto dependency for many parts of Tuolumne County, because walkable communities, defined as a 5-minute walk (1/4) mile between home and the core of a community, shopping, jobs, recreation, community facilities and transit, would exist only within community cores.*

A summary of the Alternative Growth Scenarios' land uses is shown in **Table 6**.

WOOD RODGERS

### Table 6.  Alternative Growth Scenarios Land Use Differences

| . No. | Model Land Use Category (Units used by the model) | Base Year 2015 | 2030 Alt Growth Scenarios | | | | 2040 Alt Growth Scenarios | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | DC(P) | PS(P) | RT(E) | RT(P) | DC(P) | PS(P) | RT(E) | RT(P) |
| 1 | Single Family Residential (DUs) | 19,435 | 22,172 | 22,316 | 22,602 | 22,602 | 23,767 | 24,347 | 24,453 | 24,459 |
| 3 | Multi-Family Residential (DUs) | 1,805 | 2,326 | 2,199 | 1,905 | 1,900 | 2,632 | 2,474 | 1,962 | 1,956 |
| 12 | Minor Commercial (KSF) | 1,888 | 2,281 | 2,281 | 2,281 | 2,281 | 2,510 | 2,561 | 2,510 | 2,510 |
| 13 | Major Commercial (KSF) | 2,736 | 2,934 | 2,928 | 2,934 | 2,934 | 3,052 | 3,064 | 3,052 | 3,052 |
| 18 | Industrial (KSF) | 1,718 | 1,840 | 1,837 | 1,841 | 1,840 | 1,914 | 1,925 | 1,915 | 1,914 |
| 19 | Public Lands (Acres) | 10,999 | 11,026 | 11,025 | 11,026 | 11,028 | 11,041 | 11,046 | 11,042 | 11,044 |

*Notes: DUs = Dwelling Units,  KSF = 1,000 square feet*
*DC(P) = Distinctive Communities (Proposed), PS(P) = Public Services (Proposed), RT(E) = Recent Trends (Existing), RT(P) = Recent Trends (Proposed)*

Future forecasts have been developed for the four Alternative Growth Scenarios under years 2030 and 2040 utilizing the updated Tuolumne County Regional Travel Demand Model. This process was documented in the *Tuolumne County Regional Travel Demand Model Update – Model Development Report* (Wood Rodgers, May 2015). The forecasted future year roadway ADT volumes for all scenarios are shown in **Appendix Table 9**. The forecasted future year intersection turning movement volumes for all scenarios can be found in **Appendix Figures 3-10**.

# CHAPTER 4 – FUTURE CONDITIONS ANALYSIS

## A. YEAR 2030 CONDITIONS

As stated in a prior section of this report, this traffic study analyzes year 2030 traffic conditions under four Alternative Growth Scenarios: Distinctive Communities (Proposed), Public Services (Proposed), Recent Trends (Existing), and Recent Trends (Proposed).

### ASSUMED YEAR 2030 IMPROVEMENTS

Based on discussion with TCTC, a number of intersection and roadway improvement projects are assumed to be complete by year 2030 conditions. These improvements include Tier 1a improvement projects as well as short-term and mid-term capital improvement projects. A list of intersection and roadway improvement projects, along with their descriptions, assumed complete by year 2030 is included as **Appendix Table 5**.

### INTERSECTIONS

Traffic operations for all 41 study intersections under year 2030 AM and PM peak hour conditions, all four Alternative Growth Scenarios, and year 2030 lane geometries and control are shown in **Appendix Tables 7** and **8.** Operations for all intersections projected to operate below acceptable standards under Year 2030 AM peak hour conditions are shown in **Table 7**.

**Table 7.  Year 2030 Intersections with Unacceptable LOS – AM Peak Hour**

| # | Intersection | Control Type | Distinctive Communities (Proposed) | | Public Services (Proposed) | | Recent Trends (Existing) | | Recent Trends (Proposed) | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Delay (Sec/Veh) | LOS | Delay (Sec/Veh) | LOS | Delay (Sec/Veh) | LOS | Delay (Sec/Veh) | LOS |
| 13 | Parrotts Ferry Rd & Sawmill Flat Rd | TWSC | **76.9** | **F** | **81.4** | **F** | **86.5** | **F** | **86.5** | **F** |
| 19 | SR 49 (N Washington St)/SR 49 & N Washington St/Columbia Way | TWSC | **48.9** | **E** | **50.0** | **F** | **51.2** | **F** | **41.4** | **E** |
| 23 | S Washington St/SR 49 (S Washington St) & SR 49 (West Stockton St) | Signal | **57.7** | **E** | **57.2** | **E** | **58.4** | **E** | 46.6 | D |
| 38 | Woodham Carne Rd/Black Oak Rd & Tuolumne Rd | TWSC | **230.4** | **F** | **200.4** | **F** | **223.7** | **F** | **217.2** | **F** |
| 39 | Tuolumne Rd & Soulsbyville Rd | TWSC | **73.6** | **F** | **76.7** | **F** | **74.5** | **F** | **73.6** | **F** |

*Notes:*
*1. TWSC = Two-Way-Stop Control, AWSC = All-Way-Stop Control*
*2. For TWSC intersection, worst-case movement delays (in seconds/vehicle) is indicated. "Average" control delays (in seconds/vehicle) are indicated for AWSC and signal-controlled intersections.  Delays reported in above table are from Synchro 8 software.*
*3. Bold numbers and letters represent condition where intersection does not meet minimum acceptable standards.*

As shown in **Table 7**, the Parrotts Ferry Road and Sawmill Flat Road, SR 49 (North Washington Street)/SR 49 and North Washington Street/Columbia Way, Woodham Carne Road/Black Oak Road and Tuolumne Road, and Tuolumne Road and Soulsbyville Road intersections are projected to operate at year 2030 AM peak hour LOS "E/F" conditions under all four alternative growth scenarios. The South Washington Street/SR 49 (South Washington Street) and SR 49 (West Stockton Street) intersection is projected to operate at year 2030 AM peak hour LOS "E" conditions under the Distinctive Communities (Proposed), Public Services (Proposed), and Recent Trends (Existing) scenarios and LOS "D" conditions under the Recent Trends (Proposed) scenario. All other study intersections are projected to operate at year 2030 AM peak hour LOS "D" or better conditions under all four alternative growth scenarios.

All unsignalized intersections projected to meet signal warrants under Year 2030 AM peak hour conditions are shown in **Table 8**.

**Table 8.  Year 2030 Intersections that Meet Signal Warrants – AM Peak Hour**

| # | Intersection | Control Type | Distinctive Communities (Proposed) Warrant Met? | Public Services (Proposed) Warrant Met? | Recent Trends (Existing) Warrant Met? | Recent Trends (Proposed) Warrant Met? |
|---|---|---|---|---|---|---|
| 4 | SR 49 (Montezuna Rd) & SR 120/SR 49-SR 120 | TWSC | **YES** | **YES** | **YES** | **YES** |
| 6 | SR 49-SR 108 & Main St | TWSC | **YES** | **YES** | **YES** | **YES** |
| 11 | SR 49-SR 108/SR 108 & SR 49 (W Stockton St) | TWSC | **YES** | **YES** | **YES** | **YES** |
| 13 | Parrotts Ferry Rd & Sawmill Flat Rd | TWSC | **YES** | **YES** | **YES** | **YES** |
| 19 | SR 49 (N Washington St)/SR 49 & N Washington St/Columbia Way | TWSC | **YES** | **YES** | **YES** | **YES** |
| 21 | SR 49 (N Washington St) & W Snell St/Elkin St | TWSC | **YES** | **YES** | **YES** | **YES** |
| 22 | SR 49 (N Washington St) & Bradford St | TWSC | **YES** | **YES** | **YES** | **NO** |
| 38 | Woodham Carne Rd/Black Oak Rd & Tuolumne Rd | TWSC | **YES** | **YES** | **YES** | **YES** |
| 39 | Tuolumne Rd & Soulsbyville Rd | TWSC | **YES** | **YES** | **YES** | **YES** |
| Notes: | | | | | | |
| *Warrant = California MUTCD 2012 based Peak-hour-Volume Warrant #3 (70% Factor).* | | | | | | |

As shown in **Table 8**, California MUTCD based traffic signal Peak Hour Warrant 3 (70%-Factor) is projected to be met at nine (9) unsignalized study intersections under year 2030 AM peak hour conditions. Eight of the nine intersections are projected to meet the signal warrant under all four alternative growth scenarios, while the Tuolumne Road and Soulsbyville Road intersection is projected to meet the signal warrant under the Distinctive Communities (Proposed), Public Services (Proposed), and Recent Trends (Existing) scenarios.

Operations for all intersections projected to operate below acceptable standards under Year 2030 PM peak hour conditions are shown in **Table 9**.

**Table 9.  Year 2030 Intersections with Unacceptable LOS – PM Peak Hour**

| # | Intersection | Control Type | Distinctive Communities (Proposed) Delay (Sec/Veh) | LOS | Public Services (Proposed) Delay (Sec/Veh) | LOS | Recent Trends (Existing) Delay (Sec/Veh) | LOS | Recent Trends (Proposed) Delay (Sec/Veh) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|
| 13 | Parrotts Ferry Rd & Sawmill Flat Rd | TWSC | **113.8** | **F** | **118.8** | **F** | **128.9** | **F** | **130.3** | **F** |
| 19 | SR 49 (N Washington St)/SR 49 & N Washington St/Columbia Way | TWSC | **48.1** | **E** | **49.7** | **E** | **50.2** | **F** | **40.8** | **E** |
| 23 | S Washington St/SR 49 (S Washington St) & SR 49 (West Stockton St) | Signal | **56.0** | **E** | **55.3** | **E** | **56.7** | **E** | 48.1 | D |
| 24 | S Washington St & Church St | TWSC | **37.1** | **E** | **35.6** | **E** | **36.2** | **E** | 30.0 | D |
| 38 | Woodham Carne Rd/Black Oak Rd & Tuolumne Rd | TWSC | **47.7** | **E** | **44.5** | **E** | **46.3** | **E** | **45.4** | **E** |
| Notes: | | | | | | | | | | |
| *1. TWSC = Two-Way-Stop Control, AWSC = All-Way-Stop Control* | | | | | | | | | | |
| *2. For TWSC intersection, worst-case movement delays (in seconds/vehicle) is indicated. "Average" control delays (in seconds/vehicle) are indicated for AWSC and signal-controlled intersections.  Delays reported in above table are from Synchro 8 software.* | | | | | | | | | | |
| *3. Bold numbers and letters represent condition where intersection does not meet minimum acceptable standards.* | | | | | | | | | | |

As shown in **Table 9**, the Parrotts Ferry Road and Sawmill Flat Road, SR 49 (North Washington Street)/SR 49 and North Washington Street/Columbia Way, and Woodham Carne Road/Black Oak Road and Tuolumne Road intersections are projected to operate at year 2030 PM peak hour LOS "E/F" conditions under all four alternative growth scenarios. The South Washington Street/SR 49 (South Washington Street) and SR 49 (West Stockton Street) and South Washington Street and Church Street intersections are projected to operate at year 2030 PM peak hour LOS "E" conditions under the Distinctive Communities (Proposed), Public Services (Proposed), and Recent Trends (Existing) scenarios and LOS "D" conditions under the Recent Trends (Proposed) scenario. All other study intersections are projected to operate at year 2030 PM peak hour LOS "D" or better conditions under all four alternative growth scenarios.

All unsignalized intersections projected to meet signal warrants under Year 2030 PM peak hour conditions are shown in **Table 10**.

**Table 10. Year 2030 Intersections that Meet Signal Warrants – PM Peak Hour**

| # | Intersection | Control Type | Distinctive Communities (Proposed) | Public Services (Proposed) | Recent Trends (Existing) | Recent Trends (Proposed) |
|---|---|---|---|---|---|---|
| | | | Warrant Met? | Warrant Met? | Warrant Met? | Warrant Met? |
| 2 | SR 120 & SR 108-SR 120/SR 108 | TWSC | **YES** | **YES** | **YES** | **YES** |
| 4 | SR 49 (Montezuna Rd) & SR 120/SR 49-SR 120 | TWSC | **YES** | **YES** | **YES** | **YES** |
| 5 | SR 49-SR 108 & Chicken Ranch Rd | TWSC | **YES** | **YES** | **YES** | **YES** |
| 6 | SR 49-SR 108 & Main St | TWSC | **YES** | **YES** | **YES** | **YES** |
| 11 | SR 49-SR 108/SR 108 & SR 49 (W Stockton St) | TWSC | **YES** | **YES** | **YES** | **YES** |
| 13 | Parrotts Ferry Rd & Sawmill Flat Rd | TWSC | **YES** | **YES** | **YES** | **YES** |
| 17 | SR 49 (West Stockton St) & W. Savemart Drwy | TWSC | **YES** | **YES** | **YES** | **YES** |
| 18 | SR 49 (West Stockton St) & E. Savemart Drwy | TWSC | **YES** | **YES** | **YES** | **YES** |
| 19 | SR 49 (N Washington St)/SR 49 & N Washington St/Columbia Way | TWSC | **YES** | **YES** | **YES** | **YES** |
| 21 | SR 49 (N Washington St) & W Snell St/Elkin St | TWSC | **YES** | **YES** | **YES** | **YES** |
| 24 | S Washington St & Church St | TWSC | **YES** | **YES** | **YES** | **YES** |
| 38 | Woodham Carne Rd/Black Oak Rd & Tuolumne Rd | TWSC | **YES** | **YES** | **YES** | **YES** |
| 39 | Tuolumne Rd & Soulsbyville Rd | TWSC | **YES** | **YES** | **YES** | **YES** |

Notes:
*Warrant = California MUTCD 2012 based Peak-hour-Volume Warrant #3 (70% Factor).*

As shown in **Table 10**, California MUTCD based traffic signal Peak Hour Warrant 3 (70%-Factor) is projected to be met at 13 unsignalized study intersections under year 2030 PM peak hour conditions under all four alternative growth scenarios.

All improvements and mitigation measures are discussed in a subsequent section of this report.

## ROADWAY SEGMENTS

Roadway operations for all 150 study roadway segments under year 2030 average daily conditions, all four Alternative Growth Scenarios, and year 2030 roadway capacity configurations were quantified utilizing roadway ADT-based LOS thresholds presented in **Table 2.** The results are summarized in **Appendix Tables 9 and 10** and **Appendix Figures 12-19.** Operations for all roadway segments projected to operate below acceptable standards under Year 2030 average daily conditions are shown in **Table 11**.

**Table 11. Year 2030 Roadways with Unacceptable LOS**

| # | Roadway Segment | Type # | Distinctive Communities (Proposed) | | Public Services (Proposed) | | Recent Trends (Existing) | | Recent Trends (Proposed) | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | AADT | LOS | AADT | LOS | AADT | LOS | AADT | LOS |
| 31 | SR 49 b/w Washington St and Dodge St | 211 | **16,833** | **E** | **16,923** | **E** | **17,015** | **E** | **16,749** | **E** |
| 52 | Mono Way w/o Sanguinetti Rd | 210 | **20,777** | **E** | **20,611** | **E** | 20,019 | D | 19,628 | D |
| Notes: AADT = Annual Average Daily Traffic, LOS = Level of Service | | | | | | | | | | |

As shown in **Table 11**, the segment of SR 49 between Washington Street and Dodge Street is projected to operate at Year 2030 LOS "E" conditions on an AADT basis under all four alternative growth scenarios. The segment of Mono Way west of Sanguinetti Road is projected to operate at Year 2030 LOS "E" conditions on an AADT basis under the Distinctive Communities (Proposed) and Public Services (Proposed) scenarios. Note that the projected Year 2030 AADT volumes for the segment of Mono Way west of Sanguinetti Road are very close to the LOS D/E border (20,100) for a 2-Lane Minor Arterial (with left-turn lane) under all four alternative growth scenarios. All other study roadway segments are projected to operate at year 2030 AADT LOS "D" or better conditions under all four alternative growth scenarios.

All improvements and mitigation measures are discussed in a subsequent section of this report.

# B. YEAR 2040 CONDITIONS

As stated in a prior section of this report, this traffic study analyzes year 2040 traffic conditions under four Alternative Growth Scenarios: Distinctive Communities (Proposed), Public Services (Proposed), Recent Trends (Existing), and Recent Trends (Proposed).

## ASSUMED YEAR 2040 IMPROVEMENTS

Based on discussion with TCTC, a number of intersection and roadway improvement projects are assumed to be complete by year 2040 conditions in addition to those improvements assumed complete by year 2030. These improvements primarily include long-term capital improvement projects. A list of intersection and roadway improvement projects, along with their descriptions, assumed complete by year 2040 is included as **Appendix Table 6**.

## INTERSECTIONS

Traffic operations for all 41 study intersections under year 2040 AM and PM peak hour conditions, all four Alternative Growth Scenarios, and year 2040 lane geometrics and control are shown in **Appendix Tables 7** and **8.** Operations for all intersections projected to operate below acceptable standards under Year 2040 AM peak hour conditions are shown in **Table 12**.

**Table 12.  Year 2040 Intersections with Unacceptable LOS – AM Peak Hour**

| # | Intersection | Control Type | Distinctive Communities (Proposed) | | Public Services (Proposed) | | Recent Trends (Existing) | | Recent Trends (Proposed) | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Delay (Sec/Veh) | LOS | Delay (Sec/Veh) | LOS | Delay (Sec/Veh) | LOS | Delay (Sec/Veh) | LOS |
| 19 | SR 49 (N Washington St)/SR 49 & N Washington St/Columbia Way | TWSC | **52.0** | **F** | **55.3** | **F** | **59.0** | **F** | **49.7** | **E** |
| 23 | S Washington St/SR 49 (S Washington St) & SR 49 (West Stockton St) | Signal | **60.2** | **E** | **62.7** | **E** | **65.5** | **E** | 54.6 | D |
| 39 | Tuolumne Rd & Soulsbyville Rd | TWSC | **90.1** | **F** | **94.1** | **F** | **96.7** | **F** | **87.7** | **F** |

*Notes:*
*1. TWSC = Two-Way-Stop Control, AWSC = All-Way-Stop Control*
*2. For TWSC intersection, worst-case movement delays (in seconds/vehicle) is indicated. "Average" control delays (in seconds/vehicle) are indicated for   AWSC and signal-controlled intersections.  Delays reported in above table are from Synchro 8 software.*
*3. Bold numbers and letters represent condition where intersection does not meet minimum acceptable standards.*

As shown in **Table 12**, the SR 49 (North Washington Street)/SR 49 and North Washington Street/Columbia Way and Tuolumne Road and Soulsbyville Road intersections are projected to operate at year 2040 AM peak hour LOS "E/F" conditions under all four alternative growth scenarios. The South Washington Street/SR 49 (South Washington Street) and SR 49 (West Stockton Street) intersection is projected to operate at year 2040 AM peak hour LOS "E" conditions under the Distinctive Communities (Proposed), Public Services (Proposed), and Recent Trends (Existing) scenarios and LOS "D" conditions under the Recent Trends (Proposed) scenario. All other study intersections are projected to operate at year 2040 AM peak hour LOS "D" or better conditions under all four alternative growth scenarios.

All unsignalized intersections projected to meet signal warrants under Year 2040 AM peak hour conditions are shown in **Table 13**.

**Table 13.  Year 2040 Intersections that Meet Signal Warrants – AM Peak Hour**

| # | Intersection | Control Type | Distinctive Communities (Proposed) | Public Services (Proposed) | Recent Trends (Existing) | Recent Trends (Proposed) |
|---|---|---|---|---|---|---|
| | | | Warrant Met? | Warrant Met? | Warrant Met? | Warrant Met? |
| 4 | SR 49 (Montezuna Rd) & SR 120/SR 49-SR 120 | TWSC | **YES** | **YES** | **YES** | **YES** |
| 6 | SR 49-SR 108 & Main St | TWSC | **YES** | **YES** | **YES** | **YES** |
| 11 | SR 49-SR 108/SR 108 & SR 49 (W Stockton St) | TWSC | **YES** | **YES** | **YES** | **YES** |
| 19 | SR 49 (N Washington St)/SR 49 & N Washington St/Columbia Way | TWSC | **YES** | **YES** | **YES** | **YES** |
| 21 | SR 49 (N Washington St) & W Snell St/Elkin St | TWSC | **YES** | **YES** | **YES** | **YES** |
| 22 | SR 49 (N Washington St) & Bradford St | TWSC | **YES** | **YES** | **YES** | **YES** |
| 39 | Tuolumne Rd & Soulsbyville Rd | TWSC | **YES** | **YES** | **YES** | **YES** |

*Notes:*
*Warrant = California MUTCD 2012 based Peak-hour-Volume Warrant #3 (70% Factor).*

As shown in **Table 13**, California MUTCD based traffic signal Peak Hour Warrant 3 (70%-Factor) is projected to be met at seven (7) unsignalized study intersections under year 2040 AM peak hour conditions under all four alternative growth scenarios.

Operations for all intersections projected to operate below acceptable standards under Year 2040 PM peak hour conditions are shown in **Table 14**.

**Table 14.  Year 2040 Intersections with Unacceptable LOS – PM Peak Hour**

| # | Intersection | Control Type | Distinctive Communities (Proposed) | | Public Services (Proposed) | | Recent Trends (Existing) | | Recent Trends (Proposed) | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Delay (Sec/Veh) | LOS | Delay (Sec/Veh) | LOS | Delay (Sec/Veh) | LOS | Delay (Sec/Veh) | LOS |
| 19 | SR 49 (N Washington St)/SR 49 & N Washington St/Columbia Way | TWSC | **53.9** | **F** | **59.0** | **F** | **63.3** | **F** | **52.6** | **F** |
| 23 | S Washington St/SR 49 (S Washington St) & SR 49 (West Stockton St) | Signal | **60.5** | **E** | **62.7** | **E** | **64.0** | **E** | **56.7** | **E** |
| 24 | S Washington St & Church St | TWSC | **39.3** | **E** | **40.0** | **E** | **43.2** | **E** | **38.7** | **E** |

*Notes:*
*1. TWSC = Two-Way-Stop Control, AWSC = All-Way-Stop Control*
*2. For TWSC intersection, worst-case movement delays (in seconds/vehicle) is indicated. "Average" control delays (in seconds/vehicle) are indicated for   AWSC and signal-controlled intersections.  Delays reported in above table are from Synchro 8 software.*
*3. Bold numbers and letters represent condition where intersection does not meet minimum acceptable standards.*

As shown in **Table 14**, the SR 49 (North Washington Street)/SR 49 and North Washington Street/Columbia Way, South Washington Street/SR 49 (South Washington Street) and SR 49 (West Stockton Street), and South Washington Street and Church Street intersections are projected to operate at year 2040 PM peak hour LOS "E/F" conditions under all four alternative growth scenarios. All other study intersections are projected to operate at year 2040 AM peak hour LOS "D" or better conditions under all four alternative growth scenarios.

All unsignalized intersections projected to meet signal warrants under Year 2040 PM peak hour conditions are shown in **Table 15**.

**Table 15.  Year 2030 Intersections that Meet Signal Warrants – PM Peak Hour**

| # | Intersection | Control Type | Distinctive Communities (Proposed) | Public Services (Proposed) | Recent Trends (Existing) | Recent Trends (Proposed) |
|---|---|---|---|---|---|---|
| | | | Warrant Met? | Warrant Met? | Warrant Met? | Warrant Met? |
| 2 | SR 120 & SR 108-SR 120/SR 108 | TWSC | **YES** | **YES** | **YES** | **YES** |
| 4 | SR 49 (Montezuna Rd) & SR 120/SR 49-SR 120 | TWSC | **YES** | **YES** | **YES** | **YES** |
| 5 | SR 49-SR 108 & Chicken Ranch Rd | TWSC | **YES** | **YES** | **YES** | **YES** |
| 6 | SR 49-SR 108 & Main St | TWSC | **YES** | **YES** | **YES** | **YES** |
| 11 | SR 49-SR 108/SR 108 & SR 49 (W Stockton St) | TWSC | **YES** | **YES** | **YES** | **YES** |
| 17 | SR 49 (West Stockton St) & W. Savemart Drwy | TWSC | **YES** | **YES** | **YES** | **YES** |
| 18 | SR 49 (West Stockton St) & E. Savemart Drwy | TWSC | **YES** | **YES** | **YES** | **YES** |
| 19 | SR 49 (N Washington St)/SR 49 & N Washington St/Columbia Way | TWSC | **YES** | **YES** | **YES** | **YES** |
| 21 | SR 49 (N Washington St) & W Snell St/Elkin St | TWSC | **YES** | **YES** | **YES** | **YES** |
| 24 | S Washington St & Church St | TWSC | **YES** | **YES** | **YES** | **YES** |
| 39 | Tuolumne Rd & Soulsbyville Rd | TWSC | **YES** | **YES** | **YES** | **YES** |
| 41 | SR 120 (Main St) & Ferretti Rd | TWSC | **YES** | **YES** | **YES** | **YES** |

*Notes: Warrant = California MUTCD 2012 based Peak-hour-Volume Warrant #3 (70% Factor).*

As shown in **Table 15**, California MUTCD based traffic signal Peak Hour Warrant 3 (70%-Factor) is projected to be met at 12 unsignalized study intersections under year 2040 PM peak hour conditions under all four alternative growth scenarios.

All improvements and mitigation measures are discussed in a subsequent section of this report.

### ROADWAY SEGMENTS

Roadway operations for all 150 study roadway segments under year 2040 average daily conditions, all four Alternative Growth Scenarios, and year 2040 roadway capacity configurations were quantified utilizing roadway ADT-based LOS thresholds presented in **Table 2.** The results are summarized in **Appendix Tables 9 and 10** and **Appendix Figures 12-19.** Operations for all roadway segments projected to operate below acceptable standards under Year 2040 average daily conditions are shown in **Table 16**.

**Table 16.  Year 2040 Roadways with Unacceptable LOS**

| # | Roadway Segment | Type # | Distinctive Communities (Proposed) | | Public Services (Proposed) | | Recent Trends (Existing) | | Recent Trends (Proposed) | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | AADT | LOS | AADT | LOS | AADT | LOS | AADT | LOS |
| 31 | SR 49 b/w Washington St and Dodge St | 211 | 17,924 | E | 17,966 | E | 18,064 | E | 17,782 | E |
| 32 | SR 49 n/o Dodge St | 211 | 15,929 | D | 15,967 | D | 16,127 | E | 15,946 | D |
| 52 | Mono Way w/o Sanguinetti Rd | 210 | 22,416 | E | 22,258 | E | 21,708 | E | 22,211 | E |
| *Notes:  AADT = Annual Average Daily Traffic, LOS = Level of Service* | | | | | | | | | | |

As shown in **Table 16**, the segment of SR 49 between Washington Street and Dodge Street and the segment of Mono Way West of Sanguinetti Road are projected to operate at Year 2040 LOS "E" conditions on AADT basis under all four alternative growth scenarios. The segment of SR 49 north of Dodge Street is projected to operate at Year 2030 LOS "E" conditions on an AADT basis under the Recent Trends (Existing) scenario. Note that the projected Year 2030 AADT volumes for the segment of SR 49 north of Dodge Street are very close to the LOS D/E border (16,100) for a 2-Lane Principal Arterial (no left-turn lane) under all four alternative growth scenarios. All other study roadway segments are projected to operate at year 2040 AADT LOS "D" or better conditions under all four alternative growth scenarios.

All improvements and mitigation measures are discussed in a subsequent section of this report.

The *Synchro* based LOS outputs and California MUTCD based Traffic Signal Peak hour Warrant 3 (70% Factor) worksheets for all future years and alternative growth scenarios are included in **Appendix Attachments 1** and **2**, respectively.

# CHAPTER 5 –IMPACTS AND MITIGATION MEASURES

This section summarizes future year traffic impacts, their significance on critical study area transportation facilities, and appropriate improvements and mitigation measures to alleviate those impacts to acceptable levels. A discussion of planned roadway improvements that are assumed constructed by future year conditions were presented in the preceding sections of this report. It should be noted that all improvement/mitigation recommendations contained herein are conceptual planning/program level recommendations only.

## EXISTING CONDITIONS

### INTERSECTIONS

#### *Intx – 5. SR 49-SR 108 and Chicken Ranch Road*:

Impact: The SR 49–SR 108 and Chicken Ranch Road intersection is currently operating at unacceptable PM peak hour LOS "E" conditions for the worst-case movement. California MUTCD based traffic signal Peak Hour Warrant 3 (70% Factor) is currently met at this intersection under PM peak hour conditions.

Mitigation: SR 49-SR 108 near Chicken Ranch Road is planned (according to TCTC's current list of mid-range capital improvement projects) to be widened to five lanes by year 2030. With the planned widening in place, the SR 49-SR 108 and Chicken Ranch Road intersection is projected to operate at acceptable AM and PM peak hour LOS "C" or better conditions.

#### *Intx – 8. Main Street/Jamestown Road and SR 49–SR 108*:

Impact: The Main Street/Jamestown Road and SR 49–SR 108 intersection is currently operating at unacceptable AM and PM peak hour LOS "F" conditions for the worst-case movement. California MUTCD based traffic signal Peak Hour Warrant 3 (70% Factor) is currently met at this intersection under AM and PM peak hour conditions.

Mitigation: The Main Street/Jamestown Road and SR 49–SR 108 intersection is planned (according to TCTC's current list of mid-range capital improvement projects) to be realigned/eliminated by year 2030. The realigned Jamestown Road and SR 49-SR 108 intersection would only allow right-turn-in movements and no out movements to/from Jamestown Road. With the planned improvements in place, there would no longer be any conflicting movements at this intersection.

#### *Intx – 9. Fifth Avenue and SR 49-SR 108*:

Impact: The Fifth Avenue and SR 49-SR 108 intersection is currently operating at unacceptable AM and PM peak hour LOS "F" conditions for the worst-case movement. California MUTCD based traffic signal Peak Hour Warrant 3 (70% Factor) is currently met at this intersection under AM and PM peak hour conditions.

Mitigation: The Fifth Avenue and SR 49-SR 108 intersection is planned (according to TCTC's current list of mid-range capital improvement projects) to be realigned and signalized by year 2030. With the planned signalization in place, the Fifth Avenue and SR 49-SR 108 intersection is projected to operate at acceptable AM and PM peak hour LOS "B" or better conditions.

#### *Intx – 11. SR 49-SR 108 and SR 49 (West Stockton Street)*:

Impact: The SR 49-SR 108 and SR 49 (West Stockton Street) intersection is currently operating at unacceptable AM and PM peak hour LOS "E/F" conditions for the worst-case movement. California MUTCD based traffic signal Peak Hour Warrant 3 (70% Factor) is currently met at this intersection under AM and PM peak hour conditions.

Mitigation: SR 108-SR 49 is planned (according to TCTC's current list of mid-range capital improvement projects) to be widened to five lanes through the SR 49-SR 108 and SR 49 (West Stockton Street) intersection by year 2030. With the planned widening in place, the SR 49-SR 108 and SR 49 (West Stockton Street) intersection is projected to operate at AM and PM peak hour LOS "D" or better conditions.

### Intx – 13. Parrotts Ferry Road and Sawmill Flat Road:

Impact: The Parrotts Ferry Road and Sawmill Flat Road intersection is currently operating at unacceptable AM and PM peak hour LOS "E/F" conditions for the worst-case movement. California MUTCD based traffic signal Peak Hour Warrant 3 (70% Factor) is currently met at this intersection under AM and PM peak hour conditions.

Mitigation: Signalization of the Parrotts Ferry Road and Sawmill Flat Road intersection is listed in TCTC's list of long-range capital improvement projects. In this study, the long-range capital improvement projects are not assumed to be complete until year 2040. In order to achieve acceptable LOS under Existing conditions, it is recommended that the Parrotts Ferry Road and Sawmill Flat Road intersection be signalized. With the recommended improvements in place, Parrotts Ferry Road and Sawmill Flat Road intersection is projected to operate at acceptable Existing AM and PM peak hour LOS "B" or better conditions.

### Intx – 19 and 20. SR 49 (North Washington Street)/SR 49 intersections with North Washington Street/Columbia Way and School Street:

Impact: The SR 49 (North Washington Street)/SR 49 intersections with North Washington Street/Columbia Way and School Street are currently operating at unacceptable AM and PM peak hour LOS "E/F" conditions. California MUTCD based traffic signal Peak Hour Warrant 3 (70% Factor) is currently met at this intersection under AM and PM peak hour conditions.

Mitigation: A feasible improvement measure for this intersection is to install a traffic signal at the SR 49 (North Washington Street)/SR 49 and North Washington Street/Columbia Way intersection. The adjacent School Street to the south may need to be converted to a right-in right-out to prevent left turns out of School Street from being blocked by the northbound queue at the signal. Left turns into and out of School Street would be rerouted via the Snell Street / SR 49 intersection to the south. With the recommended improvements in place, the SR 49 (North Washington Street)/SR 49 and North Washington Street/Columbia Way intersection is projected to operate at acceptable AM and PM peak hour LOS "A" conditions.

### Intx – 23. South Washington Street/SR 49 (South Washington Street) and SR 49 (West Stockton Street):

Impact: The South Washington Street/SR 49 (South Washington Street) and SR 49 (West Stockton Street) intersection is currently operating at unacceptable AM and PM peak hour average intersection LOS "E" conditions.

Mitigation: A feasible improvement measure for this intersection is to construct a southbound right turn pocket. With this improvements in place, the South Washington Street/SR 49 (South Washington Street) and SR 49 (West Stockton Street) intersection is projected to operate at acceptable AM and PM peak hour LOS "D" conditions. The north leg of this intersection appears to have been constructed to its ultimate configuration with buildings, sidewalk, etc. on both east and west sides of the leg. Addition of the recommended southbound right-turn lane may not be implementable due to right-of-way and current buildings. This intersection may continue to operate at unacceptable LOS until other feasible mitigation have been investigated and implemented.

*__Intx – 24. South Washington Street and Church Street__*:

Impact:  The South Washington Street and Church Street intersection is currently operating at unacceptable PM peak hour LOS "E" conditions. California MUTCD based traffic signal Peak Hour Warrant 3 (70% Factor) is currently met at this intersection under PM peak hour conditions.

Mitigation:  A feasible improvement measure for this intersection is to install a traffic signal. However, due to the close proximity to another signalized intersection, installation of a traffic signal may not be possible. With the recommended signal improvement in place, the South Washington Street and Church Street intersection is projected to operate at acceptable AM and PM peak hour LOS "A" conditions.

Another feasible improvement measure is to convert the eastbound and westbound Church Street approaches to right-turn-only. Changing the eastbound and westbound approaches to right-turn-only would be possible due to the very low eastbound/westbound left-turn and through movements. With the eastbound and westbound right-turn-only improvements in place, the South Washington Street and Church Street intersection is projected to operate at acceptable AM and PM peak hour LOS "C" or better conditions for the worst case movement.

*__Intx – 38. Woodham Carne Road/Black Oak Road and Tuolumne Road__*:

Impact:  The Woodham Carne Road/Black Oak Road and Tuolumne Road intersection is currently operating at unacceptable AM peak hour LOS "E" conditions for the worst-case movement. California MUTCD based traffic signal Peak Hour Warrant 3 (70% Factor) is currently not met at this intersection under AM and PM peak hour conditions.

Mitigation:  Signalization of the Woodham Carne Road/Black Oak Road and Tuolumne Road intersection is listed in TCTC's list of long-range capital improvement projects. In this study, the long-range capital improvement projects are not assumed to be complete until year 2040. In order to achieve acceptable LOS under Existing conditions, a feasible option is to signalize the Woodham Carne Road/Black Oak Road and Tuolumne Road intersection sooner than the currently planned 2040. With this improvement in place, the Woodham Carne Road/Black Oak Road and Tuolumne Road intersection is projected to operate at acceptable AM and PM peak hour LOS "B" or better conditions.

*__Intx – 39. Tuolumne Road and Soulsbyville Road__*:

Impact:  The Tuolumne Road and Soulsbyville Road intersection is currently operating at unacceptable AM peak hour LOS "F" conditions for the worst-case movement. California MUTCD based traffic signal Peak Hour Warrant 3 (70% Factor) is currently met at this intersection under AM peak hour conditions.

Mitigation:  A feasible improvement measure for this intersection is to construct a two-way left-turn median on Tuolumne Road, allowing the southbound left movement to have two-stage gap-acceptance. With the recommended two-way left-turn median improvement, the Tuolumne Road and Soulsbyville Road intersection is projected to operate at acceptable AM and PM peak hour LOS "D" or better conditions for the worst-case movement.

Since MUTCD Signal Warrant #3 is met for this intersection, another feasible improvement measure for this intersection is to install a signal. With the recommended signalization improvement, the Tuolumne Road and Soulsbyville Road intersection is projected to operate at acceptable AM and PM peak hour LOS "C" or better conditions.

## ROADWAY SEGMENTS

### *Rdwy – 2, SR 108 between O'Byrnes Ferry Road and La Grange Road:*

Impact:  The segment of SR 108 between O'Byrnes Ferry Road and La Grange Road is currently operating at unacceptable ADT-based LOS "E" conditions.

Mitigation:  The segment of SR 108 between O'Byrnes Ferry Road and La Grange Road is currently planned to be widened to four lanes (according to TCTC's current list of mid-range capital improvement projects). With this planned improvement in place, the segment of SR 108 between O'Byrnes Ferry Road and La Grange Road is projected to operate at acceptable LOS "C" or better conditions.

### *Rdwy – 3, SR 108 between O'Byrnes Ferry Road and SR 120:*

Impact:  The segment of SR 108 between O'Byrnes Ferry Road and SR 120 is currently operating at unacceptable ADT-based LOS "F" conditions.

Mitigation:  The segment of SR 108 between O'Byrnes Ferry Road and SR 120 is currently planned to be widened to four lanes (according to TCTC's current list of mid-range capital improvement projects). With this planned improvement in place, the segment of SR 108 between O'Byrnes Ferry Road and SR 120 is projected to operate at acceptable LOS "D" or better conditions.

### *Rdwy – 4, SR 108 between East Junction SR 49 and West Junction SR 49:*

Impact:  The segment of SR 108 between East Junction SR 49 and West Junction SR 49 is currently operating at unacceptable ADT-based LOS "F" conditions.

Mitigation:  The segment of SR 108 between East Junction SR 49 and West Junction SR 49 is currently planned to be widened to four lanes (according to TCTC's current list of mid-range capital improvement projects). With this planned improvement in place, the segment of SR 108 between East Junction SR 49 and West Junction SR 49 is projected to operate at acceptable LOS "D" or better conditions.

### *Rdwy – 5, SR 108 east of East Junction SR 49:*

Impact:  The segment of SR 108 east of East Junction SR 49 is currently operating at unacceptable ADT-based LOS "F" conditions.

Mitigation:  The segment of SR 108 east of East Junction SR 49 is currently planned to be widened to five lanes (according to TCTC's current list of mid-range capital improvement projects). With this planned improvement in place, the segment of SR 108 east of East Junction SR 49 is projected to operate at acceptable LOS "B" or better conditions.

### *Rdwy – 27, SR 49 between Fifth Avenue and East Junction SR 108:*

Impact:  The segment of SR 49 between Fifth Avenue and East Junction SR 108 is currently operating at unacceptable ADT-based LOS "E" conditions.

Mitigation:  Traffic volumes on the segment of SR 49 between Fifth Avenue and East Junction SR 108 are projected to decrease with the construction of the planned Greenly Road Bypass (listed in TCTC's list of Capital Improvement Projects). As a result, the segment of SR 49 between Fifth Avenue and East Junction SR 108 is projected to operate at acceptable LOS "D" or better conditions with the above planned bypass.

### *Rdwy – 31, SR 49 between Washington Street and Dodge Street:*

Impact:  The segment of SR 49 between Washington Street and Dodge Street is currently operating at unacceptable ADT-based LOS "E" conditions.

Mitigation: A feasible improvement measure for this roadway segment is to add a two-way left-turn median. With the recommended improvements in place, the segment of SR 49 between Washington Street and Dodge Street is projected to operate at acceptable ADT-based LOS "D" or better conditions.

### Rdwy – 32. SR 49 north of Dodge Street:

Impact: The segment of SR 49 north of Dodge Street is currently operating at unacceptable ADT-based LOS "E" conditions.

Mitigation: Traffic volumes on the segment of SR 49 north of Dodge Street are projected to decrease with the construction of the proposed Greenly Road Bypass (listed in TCTC's list of Capital Improvement Projects). As a result, the segment of SR 49 north of Dodge Street is projected to operate at acceptable LOS "D" or better conditions with the above planned bypass.

### Rdwy – 52. Mono Way west of Sanguinetti Road:

Impact: The segment of Mono Way west of Sanguinetti Road is currently operating at unacceptable ADT-based LOS "E" conditions.

Mitigation: A feasible improvement measure for this roadway segment is to widen the segment to four lanes. With the recommended improvement in place, the segment of Mono Way west of Sanguinetti Road is projected to operate at acceptable ADT-based LOS "B" or better conditions.

## YEAR 2030 CONDITIONS

### INTERSECTIONS

### Intx – 13. Parrotts Ferry Road and Sawmill Flat Road:

Impact: The Parrotts Ferry Road and Sawmill Flat Road intersection is projected to operate at unacceptable year 2030 AM and PM peak hour LOS "F" conditions under all alternative growth scenarios for the worst-case movement. California MUTCD based traffic signal Peak Hour Warrant 3 (70% Factor) is projected to be met at this intersection under year 2030 AM and PM peak hour conditions under all alternative growth scenarios.

Mitigation: Signalization of the Parrotts Ferry Road and Sawmill Flat Road intersection is listed in TCTC's list of long-range capital improvement projects. In this study, the long-range capital improvement projects are not assumed to be complete until year 2040. In order to achieve acceptable LOS under year 2030 conditions, it is recommended that the Parrotts Ferry Road and Sawmill Flat Road intersection be signalized by year 2030. With the recommended improvements in place, Parrotts Ferry Road and Sawmill Flat Road intersection is projected to operate at acceptable year 2030 AM and PM peak hour LOS "B" or better conditions under all alternative growth scenarios.

### Intx – 19. SR 49 (North Washington Street)/SR 49 and North Washington Street/Columbia Way:

Impact: The SR 49 (North Washington Street)/SR 49 and North Washington Street/Columbia Way intersection is projected to operate at unacceptable year 2030 AM and PM peak hour LOS "E/F" conditions under all alternative growth scenarios for the worst-case movement. California MUTCD based traffic signal Peak Hour Warrant 3 (70% Factor) is projected to be met at this intersection under year 2030 AM and PM peak hour conditions under all alternative growth scenarios.

Mitigation: A feasible improvement measure for this intersection is to install a traffic signal. The adjacent School Street to the south may need to be converted to a right-in right-out to prevent left turns out of School Street from being blocked by the northbound queue at the signal. Left turns into and out of School Street would be rerouted via the Snell Street / SR 49 intersection to the south. With the recommended improvements in place, the SR 49 (North Washington Street)/SR 49 and North

Washington Street/Columbia Way intersection is projected to operate at acceptable year 2030 AM and PM peak hour LOS "A" conditions under all alternative growth scenarios.

### *Intx – 23. South Washington Street/SR 49 (South Washington Street) and SR 49 (West Stockton Street)*:

Impact:  The South Washington Street/SR 49 (South Washington Street) and SR 49 (West Stockton Street) intersection is projected to operate at unacceptable year 2030 AM and PM peak hour average intersection LOS "E" conditions under the Distinctive Communities (Proposed), Public Services (Proposed), and Recent Trends (Existing) scenarios.

Mitigation:  A feasible improvement measure for this intersection is to construct a southbound right turn pocket. With the recommended improvements in place, the South Washington Street/SR 49 (South Washington Street) and SR 49 (West Stockton Street) intersection is projected to operate at acceptable year 2030 AM and PM peak hour LOS "D" conditions under all alternative growth scenarios. The north leg of this intersection appears to have been constructed to its ultimate configuration with buildings, sidewalk, etc. on both east and west sides of the leg. Addition of the recommended southbound right-turn lane may not be implementable due to right-of-way and current buildings. This intersection may continue to operate at unacceptable LOS until other feasible mitigation have been investigated and implemented.

### *Intx – 24. South Washington Street and Church Street*:

Impact:  The South Washington Street and Church Street intersection is projected to operate at unacceptable year 2030 PM peak hour LOS "E" conditions under the Distinctive Communities (Proposed), Public Services (Proposed), and Recent Trends (Existing) scenarios. California MUTCD based traffic signal Peak Hour Warrant 3 (70% Factor) is projected to be met at this intersection under year 2030 PM peak hour conditions under all alternative growth scenarios.

Mitigation:  A feasible improvement measure for this intersection is to install a traffic signal. However, due to the close proximity to another signalized intersection, installation of a traffic signal may not be possible. With the recommended signal improvement in place, the South Washington Street and Church Street intersection is projected to operate at acceptable year 2030 AM and PM peak hour LOS "A" conditions under all alternative growth scenarios.

Another feasible improvement measure is to convert the eastbound and westbound Church Street approaches to right-turn-only. Changing the eastbound and westbound approaches to right-turn-only would be possible due to the very low eastbound/westbound left-turn and through movements. With the recommended eastbound and westbound right-turn-only improvements in place, the South Washington Street and Church Street intersection is projected to operate at acceptable year 2030 AM and PM peak hour LOS "C" conditions under all alternative growth scenarios for the worst case movement.

### *Intx – 38. Woodham Carne Road/Black Oak Road and Tuolumne Road*:

Impact:  The Woodham Carne Road/Black Oak Road and Tuolumne Road intersection is projected to operate at unacceptable year 2030 AM and PM peak hour LOS "E/F" conditions under all alternative growth scenarios for the worst-case movement. California MUTCD based traffic signal Peak Hour Warrant 3 (70% Factor) is projected to be met at this intersection under year 2030 AM and PM peak hour conditions under all alternative growth scenarios.

Mitigation:  Signalization of the Woodham Carne Road/Black Oak Road and Tuolumne Road intersection is listed in TCTC's list of long-range capital improvement projects. In this study, the long-range capital improvement projects are not assumed to be complete until year 2040. In order to achieve acceptable LOS under year 2030 conditions, it is recommended that the Woodham Carne Road/Black Oak Road and Tuolumne Road intersection be signalized by year 2030. With the

recommended improvements in place, Woodham Carne Road/Black Oak Road and Tuolumne Road intersection is projected to operate at acceptable year 2030 AM and PM peak hour LOS "B" or better conditions under all alternative growth scenarios.

### *Intx – 39. Tuolumne Road and Soulsbyville Road:*

Impact:  The Tuolumne Road and Soulsbyville Road intersection is projected to operate at unacceptable year 2030 AM peak hour LOS "F" conditions under all alternative growth scenarios for the worst-case movement. California MUTCD based traffic signal Peak Hour Warrant 3 (70% Factor) is projected to be met at this intersection under year 2030 AM and PM peak hour conditions under all alternative growth scenarios.

Mitigation:  A feasible improvement measure for this intersection is to construct a two-way left-turn median on Tuolumne Road, allowing the southbound left movement to have two-stage gap-acceptance. With the recommended two-way left-turn median improvement, the Tuolumne Road and Soulsbyville Road intersection is projected to operate at acceptable year 2030 AM and PM peak hour LOS "D" or better conditions under all alternative growth scenarios for the worst-case movement.

Since MUTCD Signal Warrant #3 is met for this intersection, another feasible improvement measure for this intersection is to install a signal. With the recommended signalization improvement, the Tuolumne Road and Soulsbyville Road intersection is projected to operate at acceptable year 2030 AM and PM peak hour LOS "C" or better conditions under all alternative growth scenarios.

### ROADWAY SEGMENTS

### *Rdwy – 31. SR 49 between Washington Street and Dodge Street:*

Impact:  The segment of SR 49 between Washington Street and Dodge Street is projected to operate at unacceptable year 2030 ADT-based LOS "E" conditions under all alternative growth scenarios.

Mitigation:  A feasible improvement measure for this roadway segment is to add a two-way left-turn median. With the recommended improvements in place, the segment of SR 49 between Washington Street and Dodge Street is projected to operate at acceptable year 2030 ADT-based LOS "D" conditions under all alternative growth scenarios.

### *Rdwy – 52. Mono Way west of Sanguinetti Road:*

Impact:  The segment of Mono Way west of Sanguinetti Road is projected to operate at unacceptable year 2030 ADT-based LOS "E" conditions under the Distinctive Communities (Proposed) and Public Services (Proposed) scenarios.

Mitigation:  A feasible improvement measure for this roadway segment is to widen the segment to four lanes. With the recommended improvement in place, the segment of Mono Way west of Sanguinetti Road is projected to operate at acceptable year 2030 ADT-based LOS "B" conditions under all alternative growth scenarios.

## YEAR 2040 CONDITIONS

### INTERSECTIONS

### *Intx – 19. SR 49 (North Washington Street)/SR 49 and North Washington Street/Columbia Way:*

Impact:  The SR 49 (North Washington Street)/SR 49 and North Washington Street/Columbia Way intersection is projected to operate at unacceptable year 2040 AM and PM peak hour LOS "E/F" conditions under all alternative growth scenarios for the worst-case movement. California MUTCD based traffic signal Peak Hour Warrant 3 (70% Factor) is projected to be met at this intersection under year 2040 AM and PM peak hour conditions under all alternative growth scenarios.

Mitigation: A feasible improvement measure for this intersection is to install a traffic signal. The adjacent School Street to the south may need to be converted to a right-in right-out to prevent left turns out of School Street from being blocked by the northbound queue at the signal. Left turns into and out of School Street would be rerouted via the Snell Street / SR 49 intersection to the south. With the recommended improvements in place, the SR 49 (North Washington Street)/SR 49 and North Washington Street/Columbia Way intersection is projected to operate at acceptable year 2040 AM and PM peak hour LOS "A" conditions under all alternative growth scenarios.

### *Intx – 23. South Washington Street/SR 49 (South Washington Street) and SR 49 (West Stockton Street):*

Impact: The South Washington Street/SR 49 (South Washington Street) and SR 49 (West Stockton Street) intersection is projected to operate at unacceptable year 2040 AM peak hour average intersection LOS "E" conditions under the Distinctive Communities (Proposed), Public Services (Proposed), and Recent Trends (Existing) scenarios, and unacceptable year 2040 PM peak hour average intersection LOS "E" conditions under all alternative growth scenarios. Note that the intersection is operating within a second of the LOS "D/E" border under Recent Trends (Proposed) AM peak hour conditions.

Mitigation: A feasible improvement measure for this intersection is to construct a southbound right turn pocket. With the recommended improvements in place, the South Washington Street/SR 49 (South Washington Street) and SR 49 (West Stockton Street) intersection is projected to operate at acceptable year 2040 AM and PM peak hour LOS "D" conditions under all alternative growth scenarios. The north leg of this intersection appears to have been constructed to its ultimate configuration with buildings, sidewalk, etc. on both east and west sides of the leg. Addition of the recommended southbound right-turn lane may not be implementable due to right-of-way and current buildings. This intersection may continue to operate at unacceptable LOS until other feasible mitigations have been investigated and implemented.

### *Intx – 24. South Washington Street and Church Street:*

Impact: The South Washington Street and Church Street intersection is projected to operate at unacceptable year 2040 PM peak hour LOS "E" conditions under all alternative growth scenarios. California MUTCD based traffic signal Peak Hour Warrant 3 (70% Factor) is projected to be met at this intersection under year 2030 PM peak hour conditions under all alternative growth scenarios.

Mitigation: A feasible improvement measure for this intersection is to install a traffic signal. However, due to the close proximity to another signalized intersection, installation of a traffic signal may not be possible. With the recommended signal improvement in place, the South Washington Street and Church Street intersection is projected to operate at acceptable year 2040 AM and PM peak hour LOS "A" conditions under all alternative growth scenarios.

Another feasible improvement measure is to convert the eastbound and westbound Church Street approaches to right-turn-only. Changing the eastbound and westbound approaches to right-turn-only would be possible due to the very low eastbound/westbound left-turn and through movements. With the recommended eastbound and westbound right-turn-only improvements in place, the South Washington Street and Church Street intersection is projected to operate at acceptable year 2040 AM and PM peak hour LOS "C" or better conditions under all alternative growth scenarios for the worst case movement.

### *Intx – 39. Tuolumne Road and Soulsbyville Road:*

Impact: The Tuolumne Road and Soulsbyville Road intersection is projected to operate at unacceptable year 2040 AM peak hour LOS "F" conditions under all alternative growth scenarios for the worst-case movement. California MUTCD based traffic signal Peak Hour Warrant 3 (70%

Factor) is projected to be met at this intersection under year 2030 AM and PM peak hour conditions under all alternative growth scenarios.

Mitigation: A feasible improvement measure for this intersection is to construct a two-way left-turn median on Tuolumne Road, allowing the southbound left movement to have two-stage gap-acceptance. With the recommended two-way left-turn median improvement, the Tuolumne Road and Soulsbyville Road intersection is projected to operate at acceptable year 2040 AM and PM peak hour LOS "D" or better conditions under all alternative growth scenarios for the worst-case movement.

Since MUTCD Signal Warrant #3 is met for this intersection, another feasible improvement measure for this intersection is to install a signal. With the recommended signalization improvement, the Tuolumne Road and Soulsbyville Road intersection is projected to operate at acceptable year 2040 AM and PM peak hour LOS "C" or better conditions under all alternative growth scenarios.

## ROADWAY SEGMENTS

### *Rdwy – 31. SR 49 between Washington Street and Dodge Street*:

Impact: The segment of SR 49 between Washington Street and Dodge Street is projected to operate at unacceptable year 2040 ADT-based LOS "E" conditions under all alternative growth scenarios.

Mitigation: A feasible improvement measure for this roadway segment is to add a two-way left-turn median. With the recommended improvements in place, the segment of SR 49 between Washington Street and Dodge Street is projected to operate at acceptable year 2040 ADT-based LOS "D" conditions under all alternative growth scenarios.

### *Rdwy – 32. SR 49 north of Dodge Street*:

Impact: The segment of SR 49 north of Dodge Street is projected to operate at unacceptable year 2040 ADT-based LOS "E" conditions under the Recent Trends (Existing) scenario.

Mitigation: A feasible improvement measure for this roadway segment is to add a two-way left-turn median. With the recommended improvements in place, the segment of SR 49 north of Dodge Street is projected to operate at acceptable year 2040 ADT-based LOS "D" conditions under all alternative growth scenarios.

### *Rdwy – 52. Mono Way west of Sanguinetti Road*:

Impact: The segment of Mono Way west of Sanguinetti Road is projected to operate at unacceptable year 2040 ADT-based LOS "E" conditions under all alternative growth scenarios.

Mitigation: A feasible improvement measure for this roadway segment is to widen the segment to four lanes. With the recommended improvement in place, the segment of Mono Way west of Sanguinetti Road is projected to operate at acceptable year 2040 ADT-based LOS "C" conditions under all alternative growth scenarios.

## FUTURE YEAR IMPACTS ON PUBLIC TRANSIT AND NON-MOTORIZED MODES

**<u>Pedestrian and Bicycle Impacts</u>:**

Tuolumne County's Tier 1a and Tier 1b planned pedestrian and bicycle improvements are shown in **Table 17**.

**Table 17. Tier 1a and Tier 1b Pedestrian and Bicycle Improvements**

| # | Priority | Description | Construction Year |
|---|----------|-------------|-------------------|
| 1 | Tier 1b | Construct a bicycle facility on Mono Way from Edgemont Acres Road to Standard Road/Peaceful Oak Road | Completed |
| 2 | Tier 1b | Construct a Class I bicycle path and a Class II bicycle lane from Sonora High to Columbia College. | 2030 |
| 3 | Tier 1b | Utilize the Sugar Pine Railway from Twain Harte to the vicinity of Tuolumne as a bicycle, pedestrian, and equestrian Class I path. | 2030 |
| 4 | Tier 1a | Construct an expanded pedestrian and bicycle trail from the existing Dragon Gulch Recreational Area to a total of 10 miles. | 2014 |
| *Source: Tuolumne County Transportation Council* | | | |

Future year alternative growth scenario conditions are not projected to have any significant impacts on Tuolumne County's existing plus planned projects pedestrian and bicycle system.

**<u>Public Transit Impacts</u>:**

Future year alternative growth scenario conditions are not projected to have any significant impacts on Tuolumne County's existing transit system.

## ACCIDENT DATA ANALYSIS

Wood Rodgers reviewed available TSAR traffic accident data records and TASAS accident data summaries provided by Caltrans District 10 for the most recent three-year data period (April 1, 2010 through March 31, 2013) for segments of SR 49, SR 108, and SR 120 in the study area. The data is summarized in **Table 18**.

### Table 18. Study Area Accident Data Summary

| Segment Location (Post Mile) | Number of Accidents | | | | | | | Persons | | Actual Accident Rates (# of accidents/ MVM) | | | Average Accident Rates (# of accidents/ MVM) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Tot | Fat | Inj | F+I | Multi Veh | Wet | Dark | Kld | Inj | Fat | F+I | Tot | Fat | F+I | Tot |
| **SR 49** | | | | | | | | | | | | | | | |
| PM 0.000 to PM 6.467 (Cnty Line to S Jctn 120) | 23 | 0 | 15 | 15 | 7 | 2 | 4 | 0 | 21 | 0.000 | **2.92** | **4.48** | 0.043 | 0.98 | 1.96 |
| PM 8.779 to PM 11.586 (N Jctn 120 to W Jctn 108) | 12 | 1 | 5 | 6 | 5 | 4 | 3 | 1 | 8 | **0.076** | **0.46** | **0.91** | 0.018 | 0.30 | 0.68 |
| PM 11.587 to PM 16.479 (W Jctn 108 to E Jctn 108) | 102 | 1 | 44 | 45 | 80 | 9 | 18 | 1 | 60 | 0.011 | **0.48** | 1.08 | 0.015 | 0.47 | 1.12 |
| PM 16.480 to PM 17.964 (E Jctn 108 to S Washington) | 50 | 0 | 13 | 13 | 40 | 2 | 11 | 0 | 22 | 0.000 | 0.61 | **2.33** | 0.017 | 0.75 | 1.90 |
| PM 17.965 to PM 18.489 (S Washington to Columbia) | 64 | 0 | 15 | 15 | 57 | 2 | 5 | 0 | 27 | 0.000 | **1.44** | **6.15** | 0.018 | 0.83 | 2.21 |
| PM 18.490 to PM 20.349 (Columbia to Parrotts Ferry) | 44 | 0 | 15 | 15 | 29 | 6 | 4 | 0 | 22 | 0.000 | 0.51 | **1.50** | 0.016 | 0.61 | 1.46 |
| PM 20.350 to PM 27.520 (Parrotts Ferry to Cnty Line) | 40 | 0 | 20 | 20 | 13 | 8 | 8 | 0 | 24 | 0.000 | 0.48 | 0.96 | 0.028 | 0.66 | 1.38 |
| **SR 108** | | | | | | | | | | | | | | | |
| PM 0.000 to PM 2.789 (E 120 Jctn to W 49 Jctn) | 20 | 1 | 14 | 15 | 14 | 4 | 4 | 1 | 24 | **0.022** | **0.32** | 0.43 | 0.017 | 0.21 | 0.51 |
| PM 0.000 to PM 4.199 (W Jctn 49 to Peaceful Oak) | 44 | 0 | 19 | 19 | 25 | 5 | 15 | 0 | 26 | 0.000 | 0.22 | 0.50 | 0.019 | 0.43 | 0.97 |
| PM 5.623 to PM 11.751 Peaceful Oak to Twain Harte) | 67 | 4 | 28 | 32 | 33 | 4 | 19 | 4 | 60 | **0.068** | **0.55** | **1.14** | 0.009 | 0.30 | 0.74 |
| PM 11.752 to PM 66.971 (Twain Harte to Cnty Line) | 129 | 0 | 61 | 61 | 37 | 4 | 25 | 0 | 72 | 0.000 | 0.40 | 0.85 | 0.033 | 0.75 | 1.55 |
| **SR 120** | | | | | | | | | | | | | | | |
| Combined PM 0.00 to PM 12.077 (Cnty Line to Jctn 108) | 85 | 1 | 38 | 39 | 30 | 22 | 25 | 3 | 58 | 0.005 | 0.18 | 0.40 | 0.010 | 0.19 | 0.47 |
| PM 12.077 to PM 15.515 (Jctn 108 to N Jctn 49) | 17 | 0 | 8 | 8 | 11 | 1 | 3 | 0 | 13 | 0.000 | **0.79** | **1.67** | 0.027 | 0.59 | 1.26 |
| PM 15.516 to PM 23.896 (N Jctn 49 to S Jctn 49) | 23 | 1 | 12 | 13 | 9 | 0 | 4 | 1 | 20 | **0.027** | **0.35** | **0.63** | 0.017 | 0.24 | 0.56 |
| PM 23.897 to PM 56.509 (S Jctn 49 to Yosemite Park) | 114 | 3 | 52 | 55 | 42 | 7 | 25 | 4 | 80 | 0.021 | 0.39 | 0.80 | 0.027 | 0.51 | 1.11 |

Note: *MVM = Million Vehicle Miles, PM = Post Mile, Fat = Fatalities, Inj = Injuries, Veh = Vehicle, Kld = Killed, F+I = Fatalities + Injuries, Tot = Total*
*Source: Caltrans District 10*

As shown in **Table 18**, for SR 49, actual accident rates are less than that of average accident rates for "fatal" accidents for all segments with the exception of the segment of PM 8.779 to PM 11.586. The "total" actual accident rates for SR 49 are higher than total average accidents rates for all segments of SR 49 except those of PM 11.587 to PM 16.479 and PM 20.350 to PM 27.520. For SR 108, the actual accident rates for "fatal" and "fatal plus injury" are higher than that of average accident rates for segments of SR 108 between PM 0.000 to PM 2.789 and PM 5.623 to PM 11.751. Additionally, for the segment between PM 5.623 to PM 11.751, the "total" actual accident rate is higher than the total average accident rate. For SR 120, the "total" and "fatal plus injury" actual accident rates are higher than that of average accident rates for the segments between PM 12.077 to PM 15.515 and PM 15.516 to PM 23.896. The segment of SR 120 between PM 15.516 to PM 23.896 also has an actual accident rate for "fatal" accidents higher than the average accident rate. All actual accident rates for PM 23.897 to PM 56.509 on SR 120 are lower than the statewide average rates.

## VEHICLE MILES TRAVELED (VMT)

Future year countywide Vehicle Miles Traveled (VMT) was estimated for each proposed alternative growth scenario using the recently updated Tuolumne County Travel Demand Model. The estimated VMTs are shown in **Table 19**.

**Table 19. Vehicle Miles Traveled by Alternative Growth Scenario**

| Future Year | Alternative Growth Scenarios | | | |
| --- | --- | --- | --- | --- |
| | Distinctive Communities (Proposed) | Public Services (Proposed) | Recent Trends (Existing) | Recent Trends (Proposed) |
| **Year 2030 VMT** | 2,047,374 | 2,049,255 | 2,060,500 | 2,057,534 |
| **Year 2040 VMT** | 2,170,502 | 2,193,926 | 2,188,733 | 2,184,566 |
| *Note: VMT values estimated with Tuolumne County TDM* | | | | |

As shown in **Table 19**, the Distinctive Communities (Proposed) scenario is projected to produce the least countywide VMT under both year 2030 and year 2040 conditions. The Recent Trends (Existing) scenario is projected to produce slightly higher VMT under year 2030 conditions, approximately 0.6% more than the Distinctive Communities (Proposed) scenario. The Public Services (Proposed) scenario is projected to produce slightly higher VMT under year 2040 conditions, approximately 1.1% more than the Distinctive Communities (Proposed) scenario.

# APPENDIX TABLES

# Appendix Table 1 - Study Area Intersections

| # | Study Intersection |
|---|---|
| 1 | SR 108-SR 120 & O'Byrnes Ferry Rd |
| 2 | SR 120 & SR 108-SR 120/SR 108 |
| 3 | SR 49-SR 120/SR 120 & SR 49 |
| 4 | SR 49 (Montezuna Rd) & SR 120/SR 49-SR 120 |
| 5 | SR 49-SR 108 & Chicken Ranch Rd |
| 6 | SR 49-SR 108 & Main St |
| 7 | Humbug St/Rawhide Rd & SR 49-SR 108 |
| 8 | Main St/Jamestown Rd & SR 49-SR 108 |
| 9 | 5th Ave & SR 49-SR 108 |
| 10 | 5th Ave & Jamestown Rd |
| 11 | SR 49-SR 108/SR 108 & SR 49 (W Stockton St) |
| 12 | Shaws Flat Rd & SR 49 |
| 13 | Parrotts Ferry Rd & Sawmill Flat Rd |
| 14 | SR 49 & Parrotts Ferry Rd (Columbia Jctn) |
| 15 | SR 49 (West Stockton St) & S Forest Rd |
| 16 | Southgate Dr/Woods Creek Dr & SR 49 (West Stockton St) |
| 17 | SR 49 (West Stockton St) & W. Savemart Drwy |
| 18 | SR 49 (West Stockton St) & E. Savemart Drwy |
| 19 | SR 49 (N Washington St)/SR 49 & N Washington St/Columbia Way |
| 20 | SR 49 (N Washington St) & School St |
| 21 | SR 49 (N Washington St) & W Snell St/Elkin St |
| 22 | SR 49 (N Washington St) & Bradford St |
| 23 | S Washington St/SR 49 (S Washington St) & SR 49 (West Stockton St) |
| 24 | S Washington St & Church St |
| 25 | Bulwer St/Restano Way |
| 26 | Mono Way/S Stewart St & Restano Way |
| 27 | Lime Kiln Rd/S Washington St & SR 108 |
| 28 | Greenly Rd & Lyons Bald Mountain Rd |
| 29 | Greenly Rd & Morning Star Dr/Cabezut Rd |
| 30 | Greenly Rd & Mono Way |
| 31 | Old Wards Ferry Rd/Greenly Rd & Sanguinetti Rd |
| 32 | Tuolumne Rd & Mono Way |
| 33 | Jctn Shopping Cntr Dr & Mono Way |
| 34 | Tuolumne Rd & Jctn Shopping Cntr |
| 35 | Standard Rd/Peaceful Oak Rd & Mono Way |
| 36 | Draper Mine Rd/Cripple Hill Rd & SR 108 (Mono Way) |
| 37 | Soulsbyville Rd & SR 108 (Mono Way) |
| 38 | Woodham Carne Rd/Black Oak Rd & Tuolumne Rd |
| 39 | Tuolumne Rd & Soulsbyville Rd |
| 40 | Tuolumne Rd/E Twaine Hart Dr & SR 108 |
| 41 | SR 120 (Main St) & Ferretti Rd |

# Appendix Table 2 - Study Area Roadway Segments

| # | Roadway Segment | # | Roadway Segment |
|---|---|---|---|
| 1 | SR 108 Corridor w/o Tulloch rd | 63 | Parrots Ferry Road b/w Sawmill Flat Rd & Springfield Dr |
| 2 | SR 108 Corridor b/w O'Byrnes Ferry Rd & La Grange Rd | 64 | Parrots Ferry Road n/o Springfield Dr |
| 3 | SR 108 Corridor b/w O'Byrnes Ferry Rd & SR 120 | 65 | Parrots Ferry Road s/o Calaveras County Line |
| 4 | SR 108 Corridor b/w East Jct SR 120 and West Jct SR 49 | 66 | Fifth Avenue s/o SR 108 / 49 |
| 5 | SR 108 Corridor e/o East Jct SR 49 | 67 | Fifth Avenue n/o SR 108 / 49 |
| 6 | SR 108 Corridor w/o Mono Way | 68 | Greenley Road b/wLyons Bald Mt Rd/Lyons Rd & Cabezut Rd |
| 7 | SR 108 Corridor b/w Mono Way and Hess Ave | 69 | Greenley Road b/w Cabezut Rd/ Morning Star Rd & Delnero Dr |
| 8 | SR 108 Corridor b/w Hess Ave and Peaceful Oak Rd | 70 | Greenley Road b/w Delnero Dr & Mono Way |
| 9 | SR 108 Corridor b/w Peaceful Oak Rd and Mono Way | 71 | La Grange Road b/w County Line & Bonds Flat Rd |
| 11 | SR 108 Corridor b/w Mono Way and Soulsbyville Rd | 72 | La Grange Road b/w Bonds Flat Rd & Red Hills Rd |
| 12 | SR 108 Corridor b/w Soulsbyville Rd and W Conn. Twain Harte Dr | 73 | La Grange Road b/wRed Hills Rd & SR 108-SR 120 |
| 13 | SR 108 Corridor b/w W & E Conn Twain Harte Dr | 74 | Seco Street b/w Camp Seco Rd & 3rd Ave |
| 14 | SR 108 Corridor e/o East Conn. Twain Hart Rd | 75 | Seco Street b/w 3rd Ave & Main St |
| 15 | SR 108 Corridor w/o Chief Fuller Rd | 76 | Seco Street s/o Campo Seco Rd |
| 16 | SR 108 Corridor e/o Chief Fuller Rd | 77 | Tuolumne Road b/w Mono Way & Lambert lake Rd |
| 17 | SR 108 Corridor w/o West Long Barn Conn. | 78 | Tuolumne Road b/w Lambert Lake Rd & Hess Ave |
| 18 | SR 108 Corridor b/w West Long Barn Conn. and East Long Barn Conn. | 79 | Tuolumne Road b/w Hess Ave & Wards Ferry Rd |
| 19 | SR 108 Corridor b/w Kennedy Meadows Rd and Tuolumne/ Mono Countyline | 80 | Tuolumne Road b/w Wards Ferry Rd & Standard Rd |
| 20 | SR 49 Corridor n/o Tuolumne/Mariposa County Line | 81 | Tuolumne Road b/w Standard Rd & Woodhams Carne |
| 21 | SR 49 Corridor s/o South Jct SR 120 | 82 | Tuolumne Road b/w Woodhams Carne & Cherokee Rd |
| 22 | SR 49 Corridor n/o North SR 120 Jct | 83 | Wards Ferry Road s/o Yosemite Rd |
| 23 | SR 49 Corridor s/o South Jct SR 108 | 84 | Wards Ferry Road s/o Tuolumne Rd |
| 24 | SR 49 Corridor b/w Bell Mooney Rd and South Jct Main St | 85 | Twain Harte Drive n/o Hunts Rd |
| 25 | SR 49 Corridor b/w South Jct Main St and Rawhide Rd | 86 | Twain Harte Drive w/o East Ave |
| 26 | SR 49 Corridor b/w Rawhide Rd and Fifth Ave | 87 | Twain Harte Drive e/o Tiffeni Dr (eastern Most) |
| 27 | SR 49 Corridor b/w Fifth Ave and East Jct SR 108 | 88 | Shaws Flat Road s/o SR 49 |
| 28 | SR 49 Corridor btn SR 108 and Fairview Lane (Ponderosa) | 89 | Shaws Flat Road n/o SR 49 |
| 29 | SR 49 Corridor b/w Fairview Lane and Southgate Dr | 90 | Jamestown Road s/o Shaws Flat Rd |
| 30 | SR 49 Corridor b/w Southgate Dr and Washington St | 91 | Jamestown Road s/o Racetrack Rd |
| 31 | SR 49 Corridor b/w Washington St and Dodge St | 92 | Jamestown Road b/w Golf links & Fifth Ave |
| 32 | SR 49 Corridor n/o Dodge St | 93 | Rawhide Road n/o SR 49 & 108 (by the Bridge) |
| 33 | SR 49 Corridor s/o N Washington St / Columbia Way | 94 | Rawhide Road s/o SR 49 (near Tuttletown) |
| 34 | SR 49 Corridor n/o N Washington St / Columbia Way | 95 | Phoenix Lake Road e/o Creekside Dr |
| 35 | SR 49 Corridor e/o Parrots Ferry Rd (Columbia WYE) | 96 | Phoenix Lake Road e/o Paseo de Los Portales |
| 36 | SR 49 Corridor w/o Parrots Ferry Rd (Columbia WYE) | 97 | Phoenix Lake Road e/o Ridgewood |
| 37 | SR 49 Corridor e/o Rawhide Rd | 98 | Phoenix Lake Road e/o Hess Ave |
| 38 | SR 49 Corridor b/w Rawhide Rd and Turttletown | 99 | Phoenix Lake Road w/o Hess Ave |
| 39 | SR 49 Corridor b/w Tuttletown and Tuolumne / Calveras County Line | 100 | Old Wards Ferry Road s/o Sanguinetti Rd (n/o of Walmart & Lowes Driveway) |
| 40 | SR 120 Corridor b/w Tulloch Rd and La Grange Rd | 101 | Old Wards Ferry Road 1/4 mile s/o Sanguinetti Rd (over Highway 108) |
| 42 | SR 120 Corridor b/w East Jct 108 and North Jct SR 49 | 102 | Old Wards Ferry Road s/o Jacobs Rd |
| 43 | SR 120 Corridor b/w North Jct SR 49 and Jacksonville Rd | 103 | Soulsbyville Road s/o Black Oak Dr |
| 44 | SR 120 Corridor b/w Jacksonville Rd and South Jct SR 49 | 104 | Soulsbyville Road s/o Willow Springs Dr |
| 45 | SR 120 Corridor b/w South Jct SR 49 and Priest-Coulterville Rd | 105 | Soulsbyville Road n/o of SR 108 |
| 46 | SR 120 Corridor w/o Ferretti Rd (Groveland Townsite) | 106 | Tuolumne Rd North b/w Tuolumne Rd & Black Oak Casino Entrance St |
| 47 | SR 120 Corridor e/o Ferreti Rd (Groveland Townsite) | 107 | Tuolumne Rd North n/o Mi Wu St |
| 48 | SR 120 Corridor w/o Hells Hollow Rd | 108 | Tuolumne Rd North n/o East Ave |
| 49 | SR 120 Corridor e/o Smiths Station Rd | 109 | O'Byrnes Ferry Rd n/o SR 108 |
| 50 | SR 120 Corridor w/o Cherry Valley/Lake Rd | 110 | O'Byrnes Ferry Rd n/o Prison/Calaveras County Line |
| 51 | SR 120 Corridor w/oYosemite Park West Boundary | 111 | Longeway Rd e/o Soulsbyville Rd |
| 52 | Mono Way w/o Sanguinetti Rd | 112 | Longeway Rd e/o Crystal Falls Dr |
| 53 | Mono Way b/W Sanguinetti Rd & Greenley Rd | 113 | Stewart St b/w Lyons St & Elkin St |
| 54 | Mono Way b/w Greenley Rd & Fir Dr | 114 | Stewart St b/w Mono wWay/Restano Way & Church St |
| 55 | Mono Way b/w Fir Dr & Tuolumne Rd | 115 | S Washington St n/o SR 108 |
| 56 | Mono Way b/w Tuolumne Rd & Hess Ave | 116 | S Washington St b/w Restano Way & Church St |
| 57 | Mono Way b/w Hess Ave & Standard Rd / Peaceful Oak Dr | 117 | Sanguinetti Rd b/w Mono Way & S Greenley Rd (eb one-way) |
| 58 | Mono Way b/w Standard Rd/Peaceful Oak Dr & SR 108 | 118 | Sanguinetti Rd b/w S Greenley Rd & Fir Dr |
| 59 | Standard Road b/w Tuolumne Rd & Mono Way | 119 | Sanguinetti Rd b/w Fir Dr & Mono Way |
| 60 | Cabezut Road b/w Greenly Rd and Shannon Dr | 120 | Peaceful Oak Dr n/o SR 108 Bypass |
| 61 | Cabezut Road e/o Shannon Dr | 121 | Peaceful Oak Dr b/w SR 108 Ramps |
| 62 | Parrots Ferry Road b/w SR 49 & Sawmill Flat Rd | 122 | Peaceful Oak Dr b/w Mono Way and SR 108 |

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# Appendix Table 2 - Study Area Roadway Segments

| #   | Roadway Segment                                        | #   | Roadway Segment                                  |
|-----|--------------------------------------------------------|-----|--------------------------------------------------|
| 123 | Bell Mooney Rd, w/o Jacksonville Rd                    | 138 | Lime Kiln Rd, s/o Campo Seco Rd & SR 108         |
| 124 | Big Hill Rd, b/w Sawmill Flat Rd & N Bald Mountain Rd  | 139 | Lyons Bald Mt.Rd, e/o Greenley Rd                |
| 125 | Black Oak Rd, n/o Tuolumne Rd                          | 140 | Lyons St, w/o Greenley Rd                        |
| 126 | Bonanza Rd, w/o Snell Rd                               | 141 | Main St (Jamestown), n/o Donovan St              |
| 127 | Bonds Flat Rd, e/o La Grange Rd                        | 142 | Merrell Rd, s/o SR 120                           |
| 128 | Campo Seco Rd, e/o Seco Rd                             | 143 | Moringstar Dr, w/o Greenley Rd                   |
| 129 | Cherokee Rd, w/o Tuolumne Rd North                     | 144 | Old Priest Grade, 1/2 Mile e/o SR 120            |
| 130 | Chicken Ranch Rd, w/o SR 108                           | 145 | Sawmill Flat Rd, e/o Parrots Ferry Rd            |
| 131 | Draper Mine Rd, e/o SR 108 & SR 49                     | 146 | Smith Station Rd, s/o SR 120                     |
| 132 | East Ave, s/o Twain Harte Dr                           | 147 | Snell Rd-Racetrack Rd, n/o Bonanza Rd            |
| 133 | Ferretti Road, s/o Pine Mt Dr                          | 148 | South Greenley Rd, b/w Mono Way & Sanguinetti Rd |
| 134 | Golf Links Rd, n/o SR 108                              | 149 | Springfield Rd, n/o Horseshoe Bend Rd            |
| 135 | Hess Ave, b/w SR 108 & Mono Way                        | 150 | Woodhams Carne Rd, s/o Tuolumne Rd               |
| 136 | Jacksonville Rd, s/o Twist Ave                         | 151 | Yankee Hill Rd, e/o Bigler St                    |
| 137 | Jacobs Rd, w/o Old Wards Ferry Rd                      | 152 | Willow Springs Dr, e/o Bonnie St                 |

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## Appendix Table 3 - Existing Intersection LOS

| No. | Intersection Name | Urban / Rural | 2015 Control | Year 2015 Existing AM Peak Hour | | Year 2015 Existing PM Peak Hour | |
|---|---|---|---|---|---|---|---|
| | | | | Delay (s) | LOS | Delay (s) | LOS |
| 1 | SR 108-SR 120 & O'Byrnes Ferry Rd | Rural | Signal | 8.0 | A | 9.0 | A |
| 2 | SR 120 & SR 108-SR 120/SR 108 | Rural | TWSC | 15.0 | C | 20.4 | C |
| 3 | SR 49-SR 120/SR 120 & SR 49 | Rural | TWSC | 9.3 | A | 9.8 | A |
| 4 | SR 49 (Montezuna Rd) & SR 120/SR 49-SR 120 | Rural | TWSC | 20.3 | C | 24.7 | C |
| 5 | SR 49-SR 108 & Chicken Ranch Rd | Urban | TWSC | 24.5 | C | 47.2 | E |
| 6 | SR 49-SR 108 & Main St | Urban | TWSC | 16.2 | C | 20.6 | C |
| 7 | Humbug St/Rawhide Rd & SR 49-SR 108 | Urban | Signal | 25.5 | C | 34.0 | C |
| 8 | Main St/Jamestown Rd & SR 49-SR 108 | Urban | TWSC | 91.2 | F | 122.5 | F |
| 9 | 5th Ave & SR 49-SR 108 | Urban | TWSC | 186.4 | F | 261.4 | F |
| 10 | 5th Ave & Jamestown Rd | Urban | TWSC | 9.5 | A | 9.7 | A |
| 11 | SR 49-SR 108/SR 108 & SR 49 (W Stockton St) | Urban | TWSC | 36.9 | E | 69.6 | F |
| 12 | Shaws Flat Rd & SR 49 | Urban | TWSC | 14.9 | B | 17.3 | C |
| 13 | Parrotts Ferry Rd & Sawmill Flat Rd | Urban | TWSC | 41.0 | E | 54.3 | F |
| 14 | SR 49 & Parrotts Ferry Rd (Columbia Jctn) | Urban | Signal | 17.4 | B | 15.9 | B |
| 15 | SR 49 (West Stockton St) & S Forest Rd | Urban | TWSC | 12.9 | B | 13.3 | B |
| 16 | Southgate Dr/Woods Creek Dr & SR 49 (West Stockton St) | Urban | TWSC | 12.3 | B | 12.2 | B |
| 17 | SR 49 (West Stockton St) & W. Savemart Drwy | Urban | TWSC | 9.6 | A | 10.3 | B |
| 18 | SR 49 (West Stockton St) & E. Savemart Drwy | Urban | TWSC | 12.8 | B | 15.6 | C |
| 19 | SR 49 (N Washington St)/SR 49 & N Washington St/Columbia Way | Urban | TWSC | 115.4 | F | 123.9 | F |
| 20 | SR 49 (N Washington St) & School St | Urban | TWSC | 43.5 | E | 44.1 | E |
| 21 | SR 49 (N Washington St) & W Snell St/Elkin St | Urban | TWSC | 20.9 | C | 22.6 | C |
| 22 | SR 49 (N Washington St) & Bradford St | Urban | TWSC | 28.6 | D | 30.0 | D |
| 23 | S Washington St/SR 49 (S Washington St) & SR 49 (West Stockton St) | Urban | Signal | 63.1 | E | 59.6 | E |
| 24 | S Washington St & Church St | Urban | TWSC | 29.6 | D | 39.0 | E |
| 25 | Bulwer St/Restano Way | Urban | Signal | 10.8 | B | 14.0 | B |
| 26 | Mono Way/S Stewart St & Restano Way | Urban | Signal | 15.4 | B | 13.8 | B |
| 27 | Lime Kiln Rd/S Washington St & SR 108 | Urban | Signal | 42.9 | D | 34.8 | C |
| 28 | Greenly Rd & Lyons Bald Mountain Rd | Urban | AWSC | 10.7 | B | 28.5 | D |
| 29 | Greenly Rd & Morning Star Dr/Cabezut Rd | Urban | Signal | 23.0 | C | 22.3 | C |
| 30 | Greenly Rd & Mono Way | Urban | Signal | 27.2 | C | 38.1 | D |
| 31 | Old Wards Ferry Rd/Greenly Rd & Sanguinetti Rd | Urban | Signal | 19.1 | B | 27.5 | C |
| 32 | Tuolumne Rd & Mono Way | Urban | Signal | 12.6 | B | 7.6 | A |
| 33 | Jctn Shopping Cntr Dr & Mono Way | Urban | Signal | 15.0 | B | 13.1 | B |
| 34 | Tuolumne Rd & Jctn Shopping Cntr | Urban | Signal | 9.4 | A | 12.3 | B |
| 35 | Standard Rd/Peaceful Oak Rd & Mono Way | Urban | Signal | 25.1 | C | 16.1 | B |
| 36 | Draper Mine Rd/Cripple Hill Rd & SR 108 (Mono Way) | Urban | TWSC | 26.8 | D | 20.1 | C |
| 37 | Soulsbyville Rd & SR 108 (Mono Way) | Urban | Signal | 11.5 | B | 8.6 | A |
| 38 | Woodham Carne Rd/Black Oak Rd & Tuolumne Rd | Rural | TWSC | 42.6 | E | 28.4 | D |
| 39 | Tuolumne Rd & Soulsbyville Rd | Rural | TWSC | 53.1 | F | 23.5 | C |
| 40 | Tuolumne Rd/E Twaine Hart Dr & SR 108 | Urban | TWSC | 14.1 | B | 13.8 | B |
| 41 | SR 120 (Main St) & Ferretti Rd | Rural | TWSC | 12.0 | B | 16.0 | C |
| | Number of intersections operating under minimum acceptale LOS: | | | | | | 11 |

*Notes: For TWSC (Two-Way-Stop-Control) intersections, worst-case movement delay (in seconds/vehicle) are indicated.*
*"Average" control delays (in seconds/vehicle) are indicated for AWSC (All‑Way‑Stop-Control) and Signal-Control intersections.*
*Minimum Acceptable LOS = LOS"D".*

*8341.008 - Tuolumne County EIR Traffic Study*
*Wood Rodgers, Inc.*

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## Appendix Table 4 - Existing Roadway ADTs and LOS

| # | Roadway Name | Roadway/Highway Segment | LOS Area Type | Roadway Type | LOS Type# | Existing (2014) ADT | LOS* | Acceptable? |
|---|---|---|---|---|---|---|---|---|
| 1 | SR 108 Corridor | w/o Tulloch rd | Rolling | Rural Arterial (4-lane) Divided | 1 | 11,600 | B | Yes |
| 2 | | b/w O'Byrnes Ferry Rd & La Grange Rd | Rolling | Rural Minor Arterial (2-lane) | 5 | 15,300 | E | No |
| 3 | | b/w O'Byrnes Ferry Rd & SR 120 | Rolling | Rural Minor Arterial (2-lane) | 5 | 18,000 | F | No |
| 4 | | b/w East Jct SR 120 and West Jct SR 49 | Rolling | Rural Minor Arterial (2-lane) | 5 | 17,600 | F | No |
| 5 | | e/o East Jct SR 49 | Rolling | Rural Minor Arterial (2-lane) | 5 | 19,900 | F | No |
| 6 | | w/o Mono Way | Urban | 2-Lane Freeway | 204 | 20,500 | D | Yes |
| 7 | | b/w Mono Way and Hess Ave | Urban | 2-Lane Freeway | 204 | 20,800 | D | Yes |
| 8 | | b/w Hess Ave and Peaceful Oak Rd | Urban | 2-Lane Freeway | 204 | 15,700 | C | Yes |
| 9 | | b/w Peaceful Oak Rd and Mono Way | Urban | 2-Lane Freeway | 204 | 14,200 | C | Yes |
| 11 | | b/w Mono Way and Soulsbyville Rd | Urban | 2-Lane Principal/Minor Arterial (with left-turn lane) | 210 | 14,600 | D | Yes |
| 12 | | b/w Soulsbyville Rd and W Conn. Twain Harte Dr | Urban | 4-Lane Divided Arterial (with left-turn lane) | 208 | 8,100 | A | Yes |
| 13 | | b/w W & E Conn Twain Harte Dr | Urban | 2-Lane Freeway + Auxiliary Lane | 203 | 8,000 | A | Yes |
| 14 | | e/o East Conn. Twain Hart Rd | Urban | 2-Lane Principal/Minor Arterial (no left-turn lane) | 211 | 8,100 | C | Yes |
| 15 | | w/o Chief Fuller Rd | Urban | 2-Lane Principal/Minor Arterial (no left-turn lane) | 211 | 6,900 | B | Yes |
| 16 | | e/o Chief Fuller Rd | Urban | 2-Lane Principal/Minor Arterial (no left-turn lane) | 211 | 4,450 | B | Yes |
| 17 | | w/o West Long Barn Conn. | Rolling | Rural Minor Arterial (2-lane) | 5 | 4,200 | B | Yes |
| 18 | | b/w West Long Barn Conn. and East Long Barn Conn. | Rolling | Rural Minor Arterial (2-lane) | 5 | 5,100 | B | Yes |
| 19 | | b/w Kennedy Meadows Rd and Tuolumne/ Mono Countyline | Rolling | Rural Minor Arterial (2-lane) | 5 | 790 | A | Yes |
| 20 | SR 49 Corridor | n/o Tuolumne/Mariposa County Line | Rolling | Rural Minor Arterial (2-lane) | 5 | 630 | A | Yes |
| 21 | | s/o South Jct SR 120 | Rolling | Rural Minor Arterial (2-lane) | 5 | 820 | A | Yes |
| 22 | | n/o North SR 120 Jct | Rolling | Rural Minor Arterial (2-lane) | 5 | 1,550 | A | Yes |
| 23 | | s/o South Jct SR 108 | Rolling | Rural Minor Arterial (2-lane) | 5 | 2,400 | A | Yes |
| 24 | | b/w Bell Mooney Rd and South Jct Main St | Urban | 2-Lane Principal/Minor Arterial (with left-turn lane) | 210 | 19,300 | D | Yes |
| 25 | | b/w South Jct Main St and Rawhide Rd | Urban | 2-Lane Principal/Minor Arterial (with left-turn lane) | 210 | 19,300 | D | Yes |
| 26 | | b/w Rawhide Rd and Fifth Ave | Urban | 2-Lane Principal/Minor Arterial (with left-turn lane) | 210 | 19,700 | D | Yes |
| 27 | | b/w Fifth Ave and East Jct SR 108 | Urban | 2-Lane Principal/Minor Arterial (with left-turn lane) | 210 | 23,500 | E | No |
| 28 | | btn SR 108 and Fairview Lane (Ponderosa) | Urban | 2-Lane Principal/Minor Arterial (with left-turn lane) | 210 | 11,900 | C | Yes |
| 29 | | b/w Fairview Lane and Southgate Dr | Urban | 2-Lane Principal/Minor Arterial (with left-turn lane) | 210 | 10,700 | C | Yes |
| 30 | | b/w Southgate Dr and Washington St | Urban | 2-Lane Principal/Minor Arterial (with left-turn lane) | 210 | 10,900 | C | Yes |
| 31 | | b/w Washington St and Dodge St | Urban | 2-Lane Principal/Minor Arterial (no left-turn lane) | 211 | 18,500 | E | No |
| 32 | | n/o Dodge St | Urban | 2-Lane Principal/Minor Arterial (no left-turn lane) | 211 | 19,400 | E | No |
| 33 | | s/o N Washington St / Columbia Way | Urban | 2-Lane Principal/Minor Arterial (with left-turn lane) | 210 | 16,100 | D | Yes |
| 34 | | n/o N Washington St / Columbia Way | Urban | 2-Lane Principal/Minor Arterial (with left-turn lane) | 210 | 15,400 | D | Yes |
| 35 | | e/o Parrots Ferry Rd (Columbia WYE) | Urban | 2-Lane Principal/Minor Arterial (no left-turn lane) | 211 | 13,300 | D | Yes |
| 36 | | w/o Parrots Ferry Rd (Columbia WYE) | Urban | 2-Lane Principal/Minor Arterial (no left-turn lane) | 211 | 5,050 | B | Yes |
| 37 | | e/o Rawhide Rd | Rolling | Rural Minor Arterial (2-lane) | 5 | 5,500 | B | Yes |
| 38 | | b/w Rawhide Rd and Turttletown | Rolling | Rural Minor Arterial (2-lane) | 5 | 4,550 | B | Yes |
| 39 | | b/w Tuttletown and Tuolumne / Calveras County Line | Rolling | Rural Minor Arterial (2-lane) | 5 | 5,600 | B | Yes |
| 40 | SR 120 Corridor | b/w Tulloch Rd and La Grange Rd | Rolling | Rural Arterial (4-lane) Divided | 1 | 11,600 | B | Yes |
| 42 | | b/w East Jct 108 and North Jct SR 49 | Rolling | Rural Minor Arterial (2-lane) | 5 | 2,700 | A | Yes |
| 43 | | b/w North Jct SR 49 and Jacksonville Rd | Rolling | Rural Minor Arterial (2-lane) | 5 | 3,750 | B | Yes |
| 44 | | b/w Jacksonville Rd and South Jct SR 49 | Rolling | Rural Minor Arterial (2-lane) | 5 | 5,000 | B | Yes |
| 45 | | b/w South Jct SR 49 and Priest-Coulterville Rd | Rolling | Rural Minor Arterial (2-lane) | 5 | 3,900 | B | Yes |
| 46 | | w/o Ferretti Rd (Groveland Townsite) | Rolling | Rural Minor Arterial (2-lane) | 5 | 4,800 | B | Yes |
| 47 | | e/o Ferreti Rd (Groveland Townsite) | Rolling | Rural Minor Arterial (2-lane) | 5 | 5,800 | B | Yes |

# Appendix Table 4 - Existing Roadway ADTs and LOS

| # | Roadway Name | Roadway/Highway Segment | LOS Area Type | Roadway Type | LOS Type# | Existing (2014) ADT | LOS* | Acceptable? |
|---|---|---|---|---|---|---|---|---|
| 48 | SR 120 (Cont.) | w/o Hells Hollow Rd | Rolling | Rural Minor Arterial (2-lane) | 5 | 4,850 | B | Yes |
| 49 | | e/o Smiths Station Rd | Rolling | Rural Minor Arterial (2-lane) | 5 | 3,800 | B | Yes |
| 50 | | w/o Cherry Valley/Lake Rd | Rolling | Rural Minor Arterial (2-lane) | 5 | 3,600 | B | Yes |
| 51 | | w/oYosemite Park West Boundary | Rolling | Rural Minor Arterial (2-lane) | 5 | 3,500 | B | Yes |
| 52 | Mono Way | w/o Sanguinetti Rd | Urban | 2-Lane Principal/Minor Arterial (with left-turn lane) | 210 | 22,205 | E | No |
| 53 | | b/W Sanguinetti Rd & Greenley Rd | Urban | 4-Lane Divided Arterial (with left-turn lane) | 208 | 16,986 | A | Yes |
| 54 | | b/w Greenley Rd & Fir Dr | Urban | 4-Lane Divided Arterial (with left-turn lane) | 208 | 21,628 | A | Yes |
| 55 | | b/w Fir Dr & Tuolumne Rd | Urban | 4-Lane Divided Arterial (with left-turn lane) | 208 | 25,060 | C | Yes |
| 56 | | b/w Tuolumne Rd & Hess Ave | Urban | 4-Lane Divided Arterial (with left-turn lane) | 208 | 12,327 | A | Yes |
| 57 | | b/w Hess Ave & Standard Rd / Peaceful Oak Dr | Urban | 2-Lane Principal/Minor Arterial (with left-turn lane) | 210 | 12,076 | C | Yes |
| 58 | | b/w Standard Rd/Peaceful Oak Dr & SR 108 | Urban | 2-Lane Principal/Minor Arterial (no left-turn lane) | 211 | 7,435 | C | Yes |
| 59 | Standard Road | b/w Tuolumne Rd & Mono Way | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 3,391 | B | Yes |
| 60 | Cabezut Road | b/w Greenly Rd and Shannon Dr | Urban | 2-Lane Major/Minor Collector (with left-turn lane) | 212 | 5,775 | B | Yes |
| 61 | | e/o Shannon Dr | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 260 | A | Yes |
| 62 | Parrots Ferry Road | b/w SR 49 & Sawmill Flat Rd | Urban | 2-Lane Principal/Minor Arterial (no left-turn lane) | 211 | 11,100 | C | Yes |
| 63 | | b/w Sawmill Flat Rd & Springfield Dr | Urban | 2-Lane Principal/Minor Arterial (no left-turn lane) | 211 | 7,900 | C | Yes |
| 64 | | n/o Springfield Dr | Urban | 2-Lane Principal/Minor Arterial (no left-turn lane) | 211 | 8,066 | C | Yes |
| 65 | | s/o Calaveras County Line | Rolling | Rural Minor Arterial (2-lane) | 5 | 4,071 | B | Yes |
| 66 | Fifth Avenue | s/o SR 108 / 49 | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 2,640 | A | Yes |
| 67 | | n/o SR 108 / 49 | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 792 | A | Yes |
| 68 | Greenley Road | b/wLyons Bald Mt Rd/Lyons Rd & Cabezut Rd | Urban | 2-Lane Principal/Minor Arterial (with left-turn lane) | 210 | 5,868 | B | Yes |
| 69 | | b/w Cabezut Rd/ Morning Star Rd & Delnero Dr | Urban | 2-Lane Principal/Minor Arterial (with left-turn lane) | 210 | 11,332 | C | Yes |
| 70 | | b/w Delnero Dr & Mono Way | Urban | 4-Lane Undivided Arterial (no left-turn lane) | 209 | 15,317 | A | Yes |
| 71 | La Grange Road | b/w County Line & Bonds Flat Rd | Rolling | Rural Minor Arterial (2-lane) | 5 | 2,703 | A | Yes |
| 72 | | b/w Bonds Flat Rd & Red Hills Rd | Rolling | Rural Minor Arterial (2-lane) | 5 | 2,868 | A | Yes |
| 73 | | b/wRed Hills Rd & SR 108-SR 120 | Rolling | Rural Minor Arterial (2-lane) | 5 | 2,399 | A | Yes |
| 74 | Seco Street | b/w Camp Seco Rd & 3rd Ave | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 1,050 | A | Yes |
| 75 | | b/w 3rd Ave & Main St | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 2,902 | B | Yes |
| 76 | | s/o Campo Seco Rd | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 1,036 | A | Yes |
| 77 | Tuolumne Road | b/w Mono Way & Lambert lake Rd | Urban | 2-Lane Principal/Minor Arterial (with left-turn lane) | 210 | 15,203 | D | Yes |
| 78 | | b/w Lambert Lake Rd & Hess Ave | Urban | 2-Lane Principal/Minor Arterial (with left-turn lane) | 210 | 13,042 | C | Yes |
| 79 | | b/w Hess Ave & Wards Ferry Rd | Urban | 2-Lane Principal/Minor Arterial (with left-turn lane) | 210 | 12,283 | C | Yes |
| 80 | | b/w Wards Ferry Rd & Standard Rd | Urban | 2-Lane Principal/Minor Arterial (with left-turn lane) | 210 | 11,745 | C | Yes |
| 81 | | b/w Standard Rd & Woodhams Carne | Rolling | Major Collector (34 ft. - 36 ft.) | 6 | 11,955 | D | Yes |
| 82 | | b/w Woodhams Carne & Cherokee Rd | Rolling | Major Collector (34 ft. - 36 ft.) | 6 | 11,848 | D | Yes |
| 83 | Wards Ferry Road | s/o Yosemite Rd | Rolling | Major/Minor Collector (18 ft.- 20 ft.) | 9 | 2,399 | B | Yes |
| 84 | | s/o Tuolumne Rd | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 1,799 | A | Yes |
| 85 | Twain Harte Drive | n/o Hunts Rd | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 3,642 | B | Yes |
| 86 | | w/o East Ave | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 4,466 | B | Yes |
| 87 | | e/o Tiffeni Dr (eastern Most) | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 1,914 | A | Yes |
| 88 | Shaws Flat Road | s/o SR 49 | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 3,057 | B | Yes |
| 89 | | n/o SR 49 | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 1,989 | A | Yes |
| 90 | Jamestown Road | s/o Shaws Flat Rd | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 2,486 | A | Yes |
| 91 | | s/o Racetrack Rd | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 3,134 | B | Yes |
| 92 | | b/w Golf links & Fifth Ave | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 2,798 | B | Yes |

## Appendix Table 4 - Existing Roadway ADTs and LOS

| # | Roadway Name | Roadway/Highway Segment | LOS Area Type | Roadway Type | LOS Type# | Existing (2014) ADT | LOS* | Acceptable? |
|---|---|---|---|---|---|---|---|---|
| 93 | Rawhide Road | n/o SR 49 & 108 (by the Bridge) | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 4,149 | B | Yes |
| 94 | | s/o SR 49 (near Tuttletown) | Rolling | Major/Minor Collector (20 ft.- 23 ft.) | 8 | 2,407 | A | Yes |
| 95 | | e/o Creekside Dr | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 2,095 | A | Yes |
| 96 | | e/o Paseo de Los Portales | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 4,796 | B | Yes |
| 97 | Phoenix Lake Road | e/o Ridgewood | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 5,495 | B | Yes |
| 98 | | e/o Hess Ave | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 7,746 | C | Yes |
| 99 | | w/o Hess Ave | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 4,729 | B | Yes |
| 100 | | s/o Sanguinetti Rd (n/o of Walmart & Lowes Driveway) | Urban | 4-Lane Undivided Arterial (no left-turn lane) | 209 | 7,116 | A | Yes |
| 101 | Old Wards Ferry Road | 1/4 mile s/o Sanguinetti Rd (over Highway 108) | Urban | 2-Lane Principal/Minor Arterial (no left-turn lane) | 211 | 805 | A | Yes |
| 102 | | s/o Jacobs Rd | Rolling | Major/Minor Collector (20 ft.- 23 ft.) | 8 | 502 | A | Yes |
| 103 | | s/o Black Oak Dr | Rolling | Major/Minor Collector (23 ft.- 32 ft.) | 7 | 1,033 | A | Yes |
| 104 | Soulsbyville Road | s/o Willow Springs Dr | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 1,817 | A | Yes |
| 105 | | n/o of SR 108 | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 6,457 | C | Yes |
| 106 | | b/w Tuolumne Rd & Black Oak Casino Entrance St | Rolling | Major Collector (34 ft. - 36 ft.) | 6 | 6,436 | B | Yes |
| 107 | Tuolumne Rd North | n/o Mi Wu St | Rolling | Major Collector (23 ft.- 32 ft.) | 7 | 2,391 | A | Yes |
| 108 | | n/o East Ave | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 1,436 | A | Yes |
| 109 | O'Byrnes Ferry Rd | n/o SR 108 | Rolling | Major/Minor Collector (23 ft.- 32 ft.) | 7 | 5,998 | C | Yes |
| 110 | | n/o Prison/Calaveras County Line | Rolling | Major/Minor Collector (23 ft.- 32 ft.) | 7 | 3,796 | B | Yes |
| 111 | Longeway Rd | e/o Soulsbyville Rd | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 8,050 | C | Yes |
| 112 | | e/o Crystal Falls Dr | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 4,283 | B | Yes |
| 113 | Stewart St | b/w Lyons St & Elkin St | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 6,597 | C | Yes |
| 114 | | b/w Mono wWay/Restano Way & Church St | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 5,905 | C | Yes |
| 115 | S Washington St | n/o SR 108 | Urban | 2-Lane Principal/Minor Arterial (with left-turn lane) | 210 | 10,859 | C | Yes |
| 116 | | b/w Restano Way & Church St | Urban | 2-Lane Principal/Minor Arterial (with left-turn lane) | 210 | 18,595 | D | Yes |
| 117 | | b/w Mono Way & S Greenley Rd (eb one-way) | Urban | 2-Lane Principal/Minor Arterial (no left-turn lane) | 211 | 4,299 | B | Yes |
| 118 | Sanguinetti Rd | b/w S Greenley Rd & Fir Dr | Urban | 4-Lane Undivided Arterial (no left-turn lane) | 209 | 8,500 | A | Yes |
| 119 | | b/w Fir Dr & Mono Way | Urban | 2-Lane Principal/Minor Arterial (no left-turn lane) | 211 | 3,182 | B | Yes |
| 120 | | n/o SR 108 Bypass | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 596 | A | Yes |
| 121 | Peaceful Oak Dr | b/w SR 108 Ramps | Urban | 2-Lane Principal/Minor Arterial (with left-turn lane) | 210 | 2,663 | A | Yes |
| 122 | | b/w Mono Way and SR 108 | Urban | 4-Lane Divided Arterial (with left-turn lane) | 208 | 5,316 | A | Yes |
| 123 | | Bell Mooney Rd, w/o Jacksonville Rd | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 148 | A | Yes |
| 124 | | Big Hill Rd, b/w Sawmill Flat Rd & N Bald Mountain Rd | Mountainous | Major/Minor Collector (23 ft.- 32 ft.) | 107 | 1,169 | A | Yes |
| 125 | | Black Oak Rd, n/o Tuolumne Rd | Rolling | Major/Minor Collector (18 ft.- 20 ft.) | 9 | 1,586 | A | Yes |
| 126 | | Bonanza Rd, w/o Snell Rd | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 1,330 | A | Yes |
| 127 | | Bonds Flat Rd, e/o La Grange Rd | Rolling | Major Collector (34 ft. - 36 ft.) | 6 | 1,113 | A | Yes |
| 128 | | Campo Seco Rd, e/o Seco Rd | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 1,454 | A | Yes |
| 129 | | Cherokee Rd, w/o Tuolumne Rd North | Rolling | Major/Minor Collector (20 ft.- 23 ft.) | 8 | 1,656 | A | Yes |
| 130 | | Chicken Ranch Rd, w/o SR 108 | Rolling | Local Road | 11 | 1,406 | A | Yes |
| 131 | Other Roads | Draper Mine Rd, e/o SR 108 & SR 49 | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 942 | A | Yes |
| 132 | | East Ave, s/o Twain Harte Dr | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 1,392 | A | Yes |
| 133 | | Ferretti Road, s/o Pine Mt Dr | Rolling | Major/Minor Collector (23 ft.- 32 ft.) | 7 | 2,870 | A | Yes |
| 134 | | Golf Links Rd, n/o SR 108 | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 1,032 | A | Yes |
| 135 | | Hess Ave, b/w SR 108 & Mono Way | Urban | 2-Lane Major/Minor Collector (with left-turn lane) | 212 | 8,137 | C | Yes |
| 136 | | Jacksonville Rd, s/o Twist Ave | Rolling | Major Collector (34 ft. - 36 ft.) | 6 | 1,301 | A | Yes |
| 137 | | Jacobs Rd, w/o Old Wards Ferry Rd | Rolling | Major/Minor Collector (20 ft.- 23 ft.) | 8 | 596 | A | Yes |
| 138 | | Lime Kiln Rd, s/o Campo Seco Rd & SR 108 | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 3,973 | B | Yes |
| 139 | | Lyons Bald Mt.Rd, e/o Greenley Rd | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 1,709 | A | Yes |

## Appendix Table 4 - Existing Roadway ADTs and LOS

| # | Roadway Name | Roadway/Highway Segment | LOS Area Type | Roadway Type | LOS Type# | Existing (2014) ADT | LOS* | Acceptable? |
|---|---|---|---|---|---|---|---|---|
| 140 | | Lyons St, w/o Greenley Rd | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 5,501 | B | Yes |
| 141 | | Main St (Jamestown), n/o Donovan St | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 1,526 | A | Yes |
| 142 | | Merrell Rd, s/o SR 120 | Rolling | Major/Minor Collector (18 ft.- 20 ft.) | 9 | 480 | A | Yes |
| 143 | | Moringstar Dr, w/o Greenley Rd | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 1,517 | A | Yes |
| 144 | | Old Priest Grade, 1/2 Mile e/o SR 120 | Mountainous | Major/Minor Collector (18 ft.- 20 ft.) | 109 | 2,172 | B | Yes |
| 145 | | Sawmill Flat Rd, e/o Parrots Ferry Rd | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 2,300 | A | Yes |
| 146 | Other Roads (cont.) | Smith Station Rd, s/o SR 120 | Rolling | Major Collector (34 ft. - 36 ft.) | 6 | 537 | A | Yes |
| 147 | | Snell Rd-Racetrack Rd, n/o Bonanza Rd | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 3,586 | B | Yes |
| 148 | | South Greenley Rd, b/w Mono Way & Sanguinetti Rd | Urban | 4-Lane Divided Arterial (with left-turn lane) | 208 | 8,815 | A | Yes |
| 149 | | Springfield Rd, n/o Horseshoe Bend Rd | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 1,892 | A | Yes |
| 150 | | Woodhams Carne Rd, s/o Tuolumne Rd | Rolling | Major/Minor Collector (18 ft.- 20 ft.) | 9 | 1,473 | A | Yes |
| 151 | | Yankee Hill Rd, e/o Bigler St | Urban | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | 1,149 | A | Yes |
| 152 | | Willow Springs Dr, e/o Bonnie St | Rolling | Local Road | 11 | 2,707 | B | Yes |
| | | | | Number of roadway segments operating below minimum acceptale LOS: | | | | 8 |

Note:  FC # = Functional Classification Number, ADT = Average Daily Traffic, n/o = north of. s/o = south of, w/o = west of, e/o = east of, LOS = Level of Service, Rolling or Mountainous = rural roadways.
*Minimum Acceptable Roadway LOS for All Roadways = LOS "D"

# Appendix Table 5 - Summary of Future Year (2030) Planned Improvements

| ID | Improvement Project | Type | Description |
|---|---|---|---|
| 1 | Signalization of Fifth Avenue at State Route 108 & Geometric Improvements | Tier 1a – Short Range CIP | Construct a new signal at Fifth Avenue and Highway 108 in Jamestown. Construct additional right turn lanes on 5th Avenue in the northbound and southbound directions. Widen SR 108/49 for a right lane turn pocket, construct a cul-de-sac at the south end of Jamestown Road, and creating a "right in only" access from westbound SR 108/49 to Jamestown Road. |
| 2 | Parrotts Ferry Rd and SR 49 Intersection Improvements | Tier 1a – Short Range CIP | Construct geometric improvements at the intersection of SR 49 and Parrots Ferry Road. Construct wider shoulders from SR 49 to Union Hill Rd. |
| 3 | Tuolumne Road Improvements between Lambert Lake Rd & Terrance Dr. | Tier 1a – Short Range CIP | Widen and realign Tuolumne Road from Lambert Lake Rd & Terrance Dr. |
| 4 | Phoenix Lake Rd from Ridgewood to Paseo de Los Portales Rd | Tier 1a – Short Range CIP | Widen and realign Phoenix Lake Road from Ridgewood Rd to Paseo de Los Portales Rd. |
| 5 | Signalization of Tuolumne Rd and Standard Rd & adding Geometric Improvements | Tier 1a – Short Range CIP | Construct a new signal at Tuolumne Rd and Standard Rd. Constructing a new left and right turn lane on Standard Rd and construct a new left and right turn lane for Tuolumne Rd. |
| 6 | New Rawhide Bridge and Rawhide Rd Realignment | Tier 1a – Short Range CIP | Construct a new concrete bridge with two through lanes and a left turn lane east of the existing single lane bridge. The new bridge will realign with Main Street and SR 108/49 in Jamestown. |
| 7 | Mono Way Operational Safety Project | Tier 1a – Short Range CIP | A segment of SR 108 from Peaceful Oak Rd to Via Este will be relinquished to the County and become a County maintained road. Improve the current roadway geometry to accommodate pedestrian traffic, improve drainage, realign skewed intersection and install left turn pockets. |
| 8 | Peaceful Oak Road/SR 108 Off Ramps Project | Tier 1a – Short Range CIP | Construct two off ramps at the Peaceful Oak Rd/State Route 108 interchange that were eliminated from the original scope of the East Sonora Bypass Stage II project. |
| 9 | Old Wards Ferry Road - Crossing Curtis Creek Bridge | Tier 1a – Short Range CIP | Replace the existing one lane concrete slab bridge. |
| 10 | Hardin Flat Road - Crossing South Fork Tuolumne River Bridge | Tier 1a – Short Range CIP | Replace the wood post and beam bridge with reinforced concrete slab bridge. The abutment and stringers of the existing bridge suffered burn damage during the RIM Fire in 2013. |
| 11 | Lime Kiln Road Crossing Curtis Creek Bridge Replacement | Tier 1a – Short Range CIP | Replace the existing one lane bridge with a two lane concrete bridge and realign Lime Kiln Road. |
| 12 | Lime Kiln Road Crossing Sullivan Bridge Replacement | Tier 1a – Short Range CIP | Replace the existing bridge and realign Lime Kiln Road to eliminate the tight "U" curve in the road alignment. |
| 13 | Jacksonville Road - Crossing Tuolumne River Bridge | Tier 1a – Short Range CIP | Rehabilitate or replace the existing concrete slab bridge. |
| 14 | Simms Road Bridge- Crossing Six Bit Creek Ford | Tier 1a – Short Range CIP | Replace the existing one lane concrete ford with a two lane bridge. |
| 15 | Algerine Road - Crossing Algerine Creek Bridge Replacement | Tier 1a – Short Range CIP | Rehabilitate the existing bridge by widening the bridge and constructing new railing that meets current standards. |
| 16 | Algerine Road - Crossing Blanket Creek Bridge Replacement | Tier 1a – Short Range CIP | Replace the existing bridge with a one span reinforced concrete slab. |
| 17 | Crystal Falls Drive - Crossing Sullivan Creek Bridge Replacement Project | Tier 1a – Short Range CIP | Rehabilitate or replace the existing concrete slab bridge. |
| 18 | Buchanan Road Reconstruction and Right of Way Acquisitions | Tier 1a – Short Range CIP | The County is the project sponsor for the right of way phase of the project. |
| 19 | Bridge Preventive Maintence Program - 10 Bridges | Tier 1a – Short Range CIP | Bridge preventive maintenance for various bridges in Tuolumne County. The program concentrates on preservation of bridges before rehabilitation or replacement are necessary. |
| 20 | Big Creek Shaft Road - Crossing Big Creek Bridge Replacement | Tier 1a – Short Range CIP | Replace the existing bridge and realign the roadway to eliminate the 90 degree turns on both sides of the bridge. |
| 21 | Italian Bar Road - Crossing Rose Creek Bridge Replacement | Tier 1a – Short Range CIP | Replace the existing concrete two span bridge with a concrete single span bridge. |
| 22 | Draper Mine Road - Crossing Curtis Creek Bridge Replacement | Tier 1a – Short Range CIP | Removal of the existing bridge and construction of a new bridge. Draper Mine Road will be realigned so the "S" curve in the existing road will be eliminated. |
| 23 | North-South Connector - Greenley Rd Extension to SR 49 | Mid Range CIP | Construct a new major collector road from the intersection of Greenley Rd/Lyons Bald Moutain Rd/Lyons St to SR 49 in between Jack Page Rd/Old Sonora Columbia Rd & Pesce Way. Construct a new signal at the intersection of Greenley Rd & Lyons/Lyons Bald Mt Rd. Construct a new signal at the intersection of SR 49 & Greenley Rd. |
| 24 | SR-108/49 Widen to five lanes b/w SR 49 (Stockton St) to Fifth Ave | Mid Range CIP | Widen SR-49/SR-108 to 5-lanes junction south of Sonora (Stockton St) to Fifth Ave. Construct a portion of the Sonora to Jamestown Trail. |
| 25 | SR-108/49 Widen to five lanes b/w Fifth Ave to South Main St | Mid Range CIP | Widen SR-49/SR-108 to 5-lanes from Fifth Ave to SR-49 junction south Main St. |
| 26 | SR-108/49 Widen to five lanes b/w South Main St to Chicken Ranch Rd | Mid Range CIP | Widen SR-49/SR-108 to 5-lanes from South Main St to Chicken Ranch Rd. |
| 27 | SR-108/120/49 Construct a 4 lane Expressway b/w Chicken Ranch Rd to Green Springs Rd/La Grange Rd | Mid Range CIP | Construct a 4 lane expressway from Chicken Ranch Rd to Green Springs Rd/La Grange Rd. |
| 28 | SR-49 Widen to five lanes from Parrotts Ferry Rd to the new Greenley Rd intersection | Mid Range CIP | Widen SR-49 to 5-lanes from Parrotts Ferry Rd to the new Greenley Intersection. This new intersection would be between Jack Hage Rd/Old Sonora Columbia Rd & Pesce Way. |
| 29 | Greenley Rd & Mono Way Intersection - Capacity Improvements | Mid Range CIP | Construct capacity improvments at the intersection of Greenley Rd & Mono Way. |
| 30 | South Washington Rd/SR 108/Lime Kiln Intersection - Capacity Improvements | Mid Range CIP | Add capacity improvements to the intersection of South Washington/SR 108/Lime Kiln Road |
| 31 | High T-Intersection - Yosemite Junction -SR 108 & SR 120 | Mid Range CIP | Construct a new high T intersection at Yosemite Junction. |

*Source: Tuolume County Transportation Council*

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## Appendix Table 6 - Summary of Future Year (2040) Planned Improvements

| ID | Improvement Project | Type | Description |
|----|---------------------|------|-------------|
| 1 | East Sonora Bypass Stage III Alternative - Widen SR 108 to five lanes | Long Range CIP | Widen SR 108 to five lanes from Mono Way/Via Este to N. Sunshine Rd/Mono Vista Rd. |
| 2 | Tuolumne Road Widen to Five Lanes from Mono Way to Hess Ave | Long Range CIP | Widen Tuolumne Rd to five lanes from Mono Way to Hess Ave. |
| 3 | Mono Way Widening to Five Lanes from Hess Ave to Standard Rd/Peaceful Oak Dr | Long Range CIP | Widen Mono Way to five lanes from Hess Ave to Standard/Peaceful Oak Road. |
| 4 | Signalization @Parrotts Ferry Rd & Sawmill Flat Road | Long Range CIP | Construct a new signal at Parrots Ferry Rd & Sawmill Flat Rd. |
| 5 | Signalization @ Tuolumne Rd & Woodham Carne/Black Oak Rd including Realignment | Long Range CIP | Construct a new signal at Tuolumne Rd & Woodham Carne/Black Oak Rd. Include a realignment of Woodham Carne Rd. |
| Source: Tuolume County Transportation Council | | | |

*8341.008 - Tuolumne County EIR Traffic Study*

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# Appendix Table 7 - Future Year Intersection LOS Comparison - AM Peak Hour

| No. | Intersection Name | 2015 Control | Year 2015 Existing AM Peak Hour Delay (s) | LOS | 2030 Control | Year 2030 DCP AM Peak Hour Delay (s) | LOS | Year 2030 PSP AM Peak Hour Delay (s) | LOS | Year 2030 RTE AM Peak Hour Delay (s) | LOS | Year 2030 RTP AM Peak Hour Delay (s) | LOS | 2040 Control | Year 2040 DCP AM Peak Hour Delay (s) | LOS | Year 2040 PSP AM Peak Hour Delay (s) | LOS | Year 2040 RTE AM Peak Hour Delay (s) | LOS | Year 2040 RTP AM Peak Hour Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | SR 108-SR 120 & O'Byrnes Ferry Rd | Signal | 8.0 | A | Signal | 9.0 | A | 9.0 | A | 9.0 | A | 9.0 | A | Signal | 9.2 | A | 9.2 | A | 9.2 | A | 9.2 | A |
| 2 | SR 120 & SR 108-SR 120/SR 108 | TWSC | 15.0 | C | TWSC | 15.4 | C | 15.4 | C | 15.5 | C | 15.5 | C | TWSC | 16.2 | C | 16.4 | C | 16.3 | C | 16.4 | C |
| 3 | SR 49-SR 120/SR 120 & SR 49 | TWSC | 9.3 | A | TWSC | 9.8 | A | 9.8 | A | 9.8 | A | 9.8 | A | TWSC | 9.9 | A | 9.9 | A | 9.9 | A | 9.8 | A |
| 4 | SR 49 (Montezuna Rd) & SR 120/SR 49-SR 120 | TWSC | 20.3 | C | TWSC | 20.9 | C | 21.1 | C | 21.3 | C | 21.3 | C | TWSC | 22.4 | C | 22.8 | C | 23.0 | C | 23.0 | C |
| 5 | SR 49-SR 108 & Chicken Ranch Rd | TWSC | 24.5 | C | TWSC | 15.8 | C | 15.9 | C | 16.0 | C | 15.9 | C | TWSC | 16.4 | C | 16.6 | C | 16.8 | C | 16.8 | C |
| 6 | SR 49-SR 108 & Main St | TWSC | 16.2 | C | TWSC | 18.7 | C | 18.7 | C | 19.0 | C | 18.9 | C | TWSC | 19.6 | C | 19.9 | C | 20.4 | C | 20.1 | C |
| 7 | Humbug St/Rawhide Rd & SR 49-SR 108 | Signal | 25.5 | C | Signal | 18.6 | B | 18.7 | B | 18.7 | B | 19.7 | B | Signal | 20.0 | C | 21.1 | C | 20.0 | B | 21.2 | C |
| 8 | Main St/Jamestown Rd & SR 49-SR 108 | TWSC | 91.2 | F | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 9 | 5th Ave & SR 49-SR 108 | TWSC | 186.4 | F | Signal | 14.4 | B | 14.2 | B | 15.3 | B | 14.4 | B | Signal | 17.2 | B | 17.1 | B | 15.6 | B | 16.6 | B |
| 10 | 5th Ave & Jamestown Rd | TWSC | 9.5 | A | TWSC | 10.2 | B | 10.2 | B | 10.2 | B | 10.2 | B | TWSC | 10.4 | B | 10.4 | B | 10.4 | B | 10.4 | B |
| 11 | SR 49-SR 108/SR 108 & SR 49 (W Stockton St) | TWSC | 36.9 | E | TWSC | 18.3 | C | 18.4 | C | 18.6 | C | 18.4 | C | TWSC | 18.9 | C | 19.2 | C | 19.1 | C | 19.0 | C |
| 12 | Shaws Flat Rd & SR 49 | TWSC | 14.9 | B | TWSC | 18.0 | C | 18.2 | C | 18.0 | C | 17.7 | C | TWSC | 19.7 | C | 21.0 | C | 21.1 | C | 20.5 | C |
| 13 | Parrotts Ferry Rd & Sawmill Flat Rd | TWSC | 41.0 | E | TWSC | 76.9 | F | 81.4 | F | 86.5 | F | 86.5 | F | Signal | 8.7 | A | 8.8 | A | 9.2 | A | 9.1 | A |
| 14 | SR 49 & Parrotts Ferry Rd (Columbia Jctn) | Signal | 17.4 | B | Signal | 21.7 | C | 21.7 | C | 22.0 | C | 22.7 | C | Signal | 21.5 | C | 21.5 | C | 20.9 | C | 21.3 | C |
| 15 | SR 49 (West Stockton St) & S Forest Rd | TWSC | 12.9 | B | TWSC | 14.0 | B | 14.0 | B | 14.0 | B | 14.0 | B | TWSC | 14.1 | B | 14.2 | B | 14.2 | B | 14.2 | B |
| 16 | Southgate Dr/Woods Creek Dr & SR 49 (West Stockton St) | TWSC | 12.3 | B | TWSC | 14.0 | B | 14.0 | B | 14.0 | B | 20.6 | C | TWSC | 14.4 | B | 14.5 | B | 14.5 | B | 14.4 | B |
| 17 | SR 49 (West Stockton St) & W. Savemart Drwy | TWSC | 9.6 | A | TWSC | 10.0 | B | 10.0 | B | 10.0 | B | 10.0 | B | TWSC | 10.1 | B | 10.1 | B | 10.1 | B | 10.1 | B |
| 18 | SR 49 (West Stockton St) & E. Savemart Drwy | TWSC | 12.8 | B | TWSC | 12.8 | B | 12.8 | B | 12.7 | B | 15.3 | C | TWSC | 12.9 | B | 13.0 | B | 13.0 | B | 13.0 | B |
| 19 | SR 49 (N Washington St)/SR 49 & N Washington St/Columbia Way | TWSC | 115.4 | F | TWSC | 48.9 | E | 50.0 | F | 51.2 | F | 41.4 | E | TWSC | 52.0 | F | 55.3 | F | 59.0 | F | 49.7 | E |
| 20 | SR 49 (N Washington St) & School St | TWSC | 43.5 | E | TWSC | 22.1 | C | 22.4 | C | 22.5 | C | 20.0 | C | TWSC | 22.8 | C | 23.4 | C | 24.5 | C | 21.8 | C |
| 21 | SR 49 (N Washington St) & W Snell St/Elkin St | TWSC | 20.9 | C | TWSC | 17.2 | C | 17.2 | C | 17.0 | C | 16.7 | C | TWSC | 17.7 | C | 18.3 | C | 18.4 | C | 18.2 | C |
| 22 | SR 49 (N Washington St) & Bradford St | TWSC | 28.6 | D | TWSC | 27.6 | D | 27.7 | D | 27.3 | D | 23.7 | C | TWSC | 28.7 | D | 29.5 | D | 30.5 | D | 28.8 | D |
| 23 | S Washington St/SR 49 (S Washington St) & SR 49 (West Stockton St) | Signal | 63.1 | E | Signal | 57.7 | E | 57.2 | E | 58.4 | E | 46.6 | D | Signal | 60.2 | E | 62.7 | E | 65.5 | E | 54.6 | D |
| 24 | S Washington St & Church St | TWSC | 29.6 | D | TWSC | 27.3 | D | 26.0 | D | 26.3 | D | 23.3 | C | TWSC | 27.7 | D | 28.1 | D | 29.5 | D | 27.4 | D |
| 25 | Bulwer St/Restano Way | Signal | 10.8 | B | Signal | 9.6 | A | 9.2 | A | 9.2 | A | 8.0 | A | Signal | 8.7 | A | 12.8 | B | 10.0 | B | 9.9 | A |
| 26 | Mono Way/S Stewart St & Restano Way | Signal | 15.4 | B | Signal | 12.4 | B | 12.3 | B | 12.1 | B | 12.3 | B | Signal | 12.3 | B | 13.1 | B | 12.6 | B | 12.9 | B |
| 27 | Lime Kiln Rd/S Washington St & SR 108 | Signal | 42.9 | D | Signal | 29.8 | C | 30.2 | C | 30.6 | C | 30.5 | C | Signal | 31.2 | C | 32.6 | C | 32.5 | C | 32.0 | C |
| 28 | Greenly Rd & Lyons Bald Mountain Rd | AWSC | 10.7 | B | Signal | 22.9 | C | 23.2 | C | 23.1 | C | 23.5 | C | Signal | 23.2 | C | 24.9 | C | 24.4 | C | 24.3 | C |
| 29 | Greenly Rd & Morning Star Dr/Cabezut Rd | Signal | 23.0 | C | Signal | 31.7 | C | 33.5 | C | 32.1 | C | 35.3 | D | Signal | 40.5 | D | 35.7 | D | 35.7 | D | 39.4 | D |
| 30 | Greenly Rd & Mono Way | Signal | 27.2 | C | Signal | 25.8 | C | 25.4 | C | 25.7 | C | 27.7 | C | Signal | 31.4 | C | 28.1 | C | 35.3 | D | 39.5 | D |
| 31 | Old Wards Ferry Rd/Greenly Rd & Sanguinetti Rd | Signal | 19.1 | B | Signal | 19.9 | B | 19.6 | B | 19.5 | B | 19.5 | B | Signal | 20.1 | C | 20.4 | C | 20.2 | C | 20.2 | C |
| 32 | Tuolumne Rd & Mono Way | Signal | 12.6 | B | Signal | 12.5 | B | 11.9 | B | 11.8 | B | 12.1 | B | Signal | 12.9 | B | 14.6 | B | 13.4 | B | 13.5 | B |
| 33 | Jctn Shopping Cntr Dr & Mono Way | Signal | 15.0 | B | Signal | 14.2 | B | 13.8 | B | 13.2 | B | 13.5 | B | Signal | 13.9 | B | 12.6 | B | 14.2 | B | 12.4 | B |
| 34 | Tuolumne Rd & Jctn Shopping Cntr | Signal | 9.4 | A | Signal | 9.3 | A | 9.3 | A | 9.3 | A | 9.3 | A | Signal | 10.9 | B | 11.0 | B | 11.1 | B | 10.9 | B |
| 35 | Standard Rd/Peaceful Oak Rd & Mono Way | Signal | 25.1 | C | Signal | 24.7 | C | 24.8 | C | 24.3 | C | 24.7 | C | Signal | 28.3 | C | 30.0 | C | 28.2 | C | 27.8 | C |
| 36 | Draper Mine Rd/Cripple Hill Rd & SR 108 (Mono Way) | TWSC | 26.8 | D | TWSC | 29.7 | D | 29.4 | D | 29.4 | D | 29.4 | D | TWSC | 22.5 | C | 23.1 | C | 22.7 | C | 22.6 | C |
| 37 | Soulsbyville Rd & SR 108 (Mono Way) | Signal | 11.5 | B | Signal | 15.0 | B | 15.0 | B | 14.4 | B | 14.9 | B | Signal | 16.3 | B | 16.6 | B | 16.0 | B | 16.4 | B |
| 38 | Woodham Carne Rd/Black Oak Rd & Tuolumne Rd | TWSC | 42.6 | E | TWSC | 230.4 | F | 200.4 | F | 223.7 | F | 217.2 | F | Signal | 30.3 | C | 27.8 | C | 30.6 | C | 28.5 | C |
| 39 | Tuolumne Rd & Soulsbyville Rd | TWSC | 53.1 | F | TWSC | 73.6 | F | 76.7 | F | 74.5 | F | 73.6 | F | TWSC | 90.1 | F | 94.1 | F | 96.7 | F | 87.7 | F |
| 40 | Tuolumne Rd/E Twaine Hart Dr & SR 108 | TWSC | 14.1 | B | TWSC | 14.9 | B | 14.9 | B | 14.9 | B | 14.9 | B | TWSC | 15.6 | C | 15.5 | C | 15.7 | C | 15.6 | C |
| 41 | SR 120 (Main St) & Ferretti Rd | TWSC | 12.0 | B | TWSC | 12.8 | B | 12.7 | B | 12.7 | B | 12.8 | B | TWSC | 13.4 | B | 13.5 | B | 13.3 | B | 13.4 | B |
| | Number of intersections operating under minimum acceptale LOS: | | 9 | | | 5 | | 5 | | 5 | | 4 | | | 3 | | 3 | | 3 | | 2 | |

Notes: For TWSC (Two-Way-Stop-Control) intersections, worst-case movement delay (in seconds/vehicle) are indicated. "Average" control delays (in seconds/vehicle) are indicated for AWSC (All -Way-Stop-Control) and Signal-Control intersections. Minimum Acceptable LOS = LOS" D"

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# Appendix Table 8 - Future Year Intersection LOS Comparison - PM Peak Hour

| No. | Intersection Name | 2015 Control | Year 2015 Existing PM Peak Hour Delay (s) | LOS | 2030 Control | Year 2030 DCP PM Peak Hour Delay (s) | LOS | Year 2030 PSP PM Peak Hour Delay (s) | LOS | Year 2030 RTE PM Peak Hour Delay (s) | LOS | Year 2030 RTP PM Peak Hour Delay (s) | LOS | 2040 Control | Year 2040 DCP PM Peak Hour Delay (s) | LOS | Year 2040 PSP PM Peak Hour Delay (s) | LOS | Year 2040 RTE PM Peak Hour Delay (s) | LOS | Year 2040 RTP PM Peak Hour Delay (s) | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | SR 108-SR 120 & O'Byrnes Ferry Rd | Signal | 9.0 | A | Signal | 7.3 | A | 7.3 | A | 7.3 | A | 7.2 | A | Signal | 7.4 | A | 7.5 | A | 7.5 | A | 7.4 | A |
| 2 | SR 120 & SR 108-SR 120/SR 108 | TWSC | 20.4 | C | TWSC | 21.5 | C | 21.6 | C | 21.9 | C | 22.2 | C | TWSC | 24.7 | C | 25.3 | D | 25.2 | D | 25.5 | D |
| 3 | SR 49-SR 120/SR 120 & SR 49 | TWSC | 9.8 | A | TWSC | 10.5 | B | 10.5 | B | 10.5 | B | 10.5 | B | TWSC | 10.7 | B | 10.7 | B | 10.7 | B | 10.7 | B |
| 4 | SR 49 (Montezuna Rd) & SR 120/SR 49-SR 120 | TWSC | 24.7 | C | TWSC | 24.8 | C | 25.1 | D | 25.6 | D | 25.3 | D | TWSC | 26.8 | D | 27.5 | D | 27.8 | D | 27.8 | D |
| 5 | SR 49-SR 108 & Chicken Ranch Rd | TWSC | 47.2 | E | TWSC | 22.7 | C | 22.9 | C | 23.3 | C | 23.3 | C | TWSC | 24.5 | C | 25.2 | D | 25.9 | D | 26.0 | D |
| 6 | SR 49-SR 108 & Main St | TWSC | 20.6 | C | TWSC | 23.8 | C | 23.9 | C | 24.2 | C | 24.1 | C | TWSC | 25.6 | D | 26.2 | D | 26.8 | D | 26.3 | D |
| 7 | Humbug St/Rawhide Rd & SR 49-SR 108 | Signal | 34.0 | C | Signal | 21.2 | C | 21.1 | C | 26.3 | C | 22.6 | C | Signal | 24.1 | C | 25.5 | C | 24.0 | C | 30.0 | C |
| 8 | Main St/Jamestown Rd & SR 49-SR 108 | TWSC | 122.5 | F | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 9 | 5th Ave & SR 49-SR 108 | TWSC | 261.4 | F | Signal | 13.5 | B | 13.2 | B | 12.9 | B | 12.8 | B | Signal | 14.7 | B | 15.4 | B | 14.2 | B | 13.9 | B |
| 10 | 5th Ave & Jamestown Rd | TWSC | 9.7 | A | TWSC | 10.5 | B | 10.5 | B | 10.5 | B | 10.5 | B | TWSC | 10.7 | B | 10.7 | B | 10.7 | B | 10.7 | B |
| 11 | SR 49-SR 108/SR 108 & SR 49 (W Stockton St) | TWSC | 69.6 | F | TWSC | 25.1 | D | 25.6 | D | 25.8 | D | 25.3 | D | TWSC | 26.4 | D | 26.9 | D | 27.1 | D | 26.5 | D |
| 12 | Shaws Flat Rd & SR 49 | TWSC | 17.3 | C | TWSC | 25.0 | D | 25.7 | D | 24.8 | C | 24.5 | C | TWSC | 30.0 | D | 33.9 | D | 34.8 | D | 33.8 | D |
| 13 | Parrotts Ferry Rd & Sawmill Flat Rd | TWSC | 54.3 | F | TWSC | 113.8 | F | 118.8 | F | 128.9 | F | 130.3 | F | Signal | 17.1 | B | 17.6 | B | 17.8 | B | 17.8 | B |
| 14 | SR 49 & Parrotts Ferry Rd (Columbia Jctn) | Signal | 15.9 | B | Signal | 19.3 | B | 19.3 | B | 19.5 | B | 19.4 | B | Signal | 16.2 | B | 16.1 | B | 16.6 | B | 16.8 | B |
| 15 | SR 49 (West Stockton St) & S Forest Rd | TWSC | 13.3 | B | TWSC | 14.7 | B | 14.8 | B | 14.8 | B | 14.7 | B | TWSC | 15.0 | C | 15.1 | C | 15.0 | C | 15.0 | C |
| 16 | Southgate Dr/Woods Creek Dr & SR 49 (West Stockton St) | TWSC | 12.2 | B | TWSC | 13.8 | B | 13.8 | B | 13.5 | B | 13.5 | B | TWSC | 15.8 | C | 15.7 | C | 15.7 | C | 14.1 | B |
| 17 | SR 49 (West Stockton St) & W. Savemart Drwy | TWSC | 10.3 | B | TWSC | 10.9 | B | 10.9 | B | 10.9 | B | 10.9 | B | TWSC | 11.0 | B | 11.1 | B | 11.0 | B | 11.0 | B |
| 18 | SR 49 (West Stockton St) & E. Savemart Drwy | TWSC | 15.6 | C | TWSC | 19.4 | C | 34.8 | D | 19.3 | C | 19.9 | C | TWSC | 20.1 | C | 20.4 | C | 20.3 | C | 20.4 | C |
| 19 | SR 49 (N Washington St)/SR 49 & N Washington St/Columbia Way | TWSC | 123.9 | F | TWSC | 48.1 | E | 49.7 | E | 50.2 | F | 40.8 | E | TWSC | 53.9 | F | 59.0 | F | 63.3 | F | 52.6 | F |
| 20 | SR 49 (N Washington St) & School St | TWSC | 44.1 | E | TWSC | 23.1 | C | 23.3 | C | 23.2 | C | 20.8 | C | TWSC | 23.9 | C | 24.7 | C | 25.8 | D | 23.2 | C |
| 21 | SR 49 (N Washington St) & W Snell St/Elkin St | TWSC | 22.6 | C | TWSC | 17.8 | C | 18.0 | C | 17.6 | C | 17.4 | C | TWSC | 18.4 | C | 19.1 | C | 19.4 | C | 19.2 | C |
| 22 | SR 49 (N Washington St) & Bradford St | TWSC | 30.0 | D | TWSC | 28.3 | D | 28.3 | D | 28.3 | D | 25.0 | D | TWSC | 29.7 | D | 30.3 | D | 31.2 | D | 29.0 | D |
| 23 | S Washington St/SR 49 (S Washington St) & SR 49 (West Stockton St) | Signal | 59.6 | E | Signal | 56.0 | E | 55.3 | E | 56.7 | E | 48.1 | D | Signal | 60.5 | E | 62.7 | E | 64.0 | E | 56.7 | E |
| 24 | S Washington St & Church St | TWSC | 39.0 | E | TWSC | 37.1 | E | 35.6 | E | 36.2 | E | 30.0 | D | TWSC | 39.3 | E | 40.0 | E | 43.2 | E | 38.7 | E |
| 25 | Bulwer St/Restano Way | Signal | 14.0 | B | Signal | 11.5 | B | 12.4 | B | 11.3 | B | 10.4 | B | Signal | 12.1 | B | 13.1 | B | 14.3 | B | 11.2 | B |
| 26 | Mono Way/S Stewart St & Restano Way | Signal | 13.8 | B | Signal | 13.5 | B | 13.4 | B | 13.4 | B | 12.8 | B | Signal | 13.4 | B | 13.6 | B | 13.0 | B | 12.9 | B |
| 27 | Lime Kiln Rd/S Washington St & SR 108 | Signal | 34.8 | C | Signal | 26.0 | C | 26.0 | C | 24.6 | C | 26.1 | C | Signal | 25.9 | C | 27.8 | C | 28.7 | C | 24.8 | C |
| 28 | Greenly Rd & Lyons Bald Mountain Rd | AWSC | 28.5 | D | Signal | 23.7 | C | 24.2 | C | 23.8 | C | 23.8 | C | Signal | 24.2 | C | 24.8 | C | 25.0 | C | 25.6 | C |
| 29 | Greenly Rd & Morning Star Dr/Cabezut Rd | Signal | 22.3 | C | Signal | 32.3 | C | 32.0 | C | 33.3 | C | 37.7 | D | Signal | 51.3 | D | 47.0 | D | 42.5 | D | 54.6 | D |
| 30 | Greenly Rd & Mono Way | Signal | 38.1 | D | Signal | 27.3 | C | 27.6 | C | 27.5 | C | 28.0 | C | Signal | 29.6 | C | 29.8 | C | 29.9 | C | 29.9 | C |
| 31 | Old Wards Ferry Rd/Greenly Rd & Sanguinetti Rd | Signal | 27.5 | C | Signal | 23.9 | C | 24.0 | C | 23.6 | C | 23.7 | C | Signal | 25.1 | C | 25.4 | C | 25.2 | C | 25.4 | C |
| 32 | Tuolumne Rd & Mono Way | Signal | 7.6 | A | Signal | 10.6 | B | 10.4 | B | 10.5 | B | 10.5 | B | Signal | 12.6 | B | 12.1 | B | 11.9 | B | 12.3 | B |
| 33 | Jctn Shopping Cntr Dr & Mono Way | Signal | 13.1 | B | Signal | 19.4 | B | 19.4 | B | 19.3 | B | 19.0 | B | Signal | 20.8 | C | 23.6 | C | 23.2 | C | 22.4 | C |
| 34 | Tuolumne Rd & Jctn Shopping Cntr | Signal | 12.3 | B | Signal | 17.0 | B | 17.0 | B | 17.0 | B | 17.0 | B | Signal | 19.9 | B | 20.6 | C | 20.8 | C | 20.4 | C |
| 35 | Standard Rd/Peaceful Oak Rd & Mono Way | Signal | 16.1 | B | Signal | 15.2 | B | 15.5 | B | 15.5 | B | 15.9 | B | Signal | 17.1 | B | 18.6 | B | 18.7 | B | 18.6 | B |
| 36 | Draper Mine Rd/Cripple Hill Rd & SR 108 (Mono Way) | TWSC | 20.1 | C | TWSC | 21.3 | C | 21.1 | C | 21.1 | C | 21.1 | C | TWSC | 26.4 | D | 25.6 | D | 26.2 | D | 25.3 | D |
| 37 | Soulsbyville Rd & SR 108 (Mono Way) | Signal | 8.6 | A | Signal | 11.1 | B | 11.1 | B | 10.5 | B | 11.1 | B | Signal | 11.3 | B | 11.5 | B | 11.3 | B | 11.4 | B |
| 38 | Woodham Carne Rd/Black Oak Rd & Tuolumne Rd | TWSC | 28.4 | D | TWSC | 47.7 | E | 44.5 | E | 46.3 | E | 45.4 | E | Signal | 25.2 | C | 24.8 | C | 25.7 | C | 25.7 | C |
| 39 | Tuolumne Rd & Soulsbville Rd | TWSC | 23.5 | C | TWSC | 26.5 | D | 26.7 | D | 26.5 | D | 26.5 | D | TWSC | 28.4 | D | 28.5 | D | 28.8 | D | 28.1 | D |
| 40 | Tuolumne Rd/E Twaine Hart Dr & SR 108 | TWSC | 13.8 | B | TWSC | 15.0 | C | 14.8 | B | 14.8 | B | 14.8 | B | TWSC | 15.7 | C | 15.5 | C | 15.9 | C | 15.6 | C |
| 41 | SR 120 (Main St) & Ferretti Rd | TWSC | 16.0 | C | TWSC | 18.3 | C | 18.2 | C | 18.1 | C | 18.4 | C | TWSC | 20.0 | C | 20.4 | C | 19.8 | C | 20.2 | C |

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# Appendix Table 9 - Future Year Average Daily Traffic (ADT) Volume Forecasts

| # | | Roadway/Highway Segment | 2015 Type # | 2030 Type # | 2040 Type # | Existing (2014) ADT | Year 2030 - Distinctive Communities Proposed | Year 2030 - Public Services Proposed | Year 2030 - Recent Trends Existing | Year 2030 - Recent Trends Proposed | Year 2040 - Distinctive Communities Proposed | Year 2040 - Public Services Proposed | Year 2040 - Recent Trends Existing | Year 2040 - Recent Trends Proposed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | w/o Tulloch rd | 1 | 1 | 1 | 11,600 | 13,326 | 13,302 | 13,310 | 13,282 | 14,304 | 14,384 | 14,277 | 14,247 |
| 2 | | b/w O'Byrnes Ferry Rd & La Grange Rd | 5 | 3 | 3 | 15,300 | 17,837 | 17,983 | 18,322 | 18,385 | 19,258 | 19,743 | 19,825 | 19,959 |
| 3 | | b/w O'Byrnes Ferry Rd & SR 120 | 5 | 3 | 3 | 18,000 | 20,828 | 20,958 | 21,293 | 21,336 | 22,394 | 22,893 | 22,947 | 23,058 |
| 4 | | b/w East Jct SR 120 and West Jct SR 49 | 5 | 3 | 3 | 17,600 | 20,017 | 20,175 | 20,490 | 20,478 | 21,344 | 21,810 | 21,887 | 21,957 |
| 5 | | e/o East Jct SR 49 | 211 | 208 | 208 | 19,900 | 22,067 | 22,071 | 22,294 | 22,186 | 22,966 | 22,970 | 23,202 | 23,090 |
| 6 | | w/o Mono Way | 204 | 204 | 204 | 20,500 | 22,273 | 22,360 | 23,057 | 23,139 | 23,180 | 23,271 | 23,996 | 24,081 |
| 7 | | b/w Mono Way and Hess Ave | 204 | 204 | 204 | 20,800 | 22,084 | 22,100 | 22,084 | 22,084 | 22,983 | 23,000 | 22,983 | 22,983 |
| 8 | | b/w Hess Ave and Peaceful Oak Rd | 204 | 204 | 204 | 15,700 | 16,669 | 16,669 | 16,669 | 16,669 | 17,348 | 17,348 | 17,348 | 17,348 |
| 9 | SR 108 Corridor | b/w Peaceful Oak Rd and Mono Way | 204 | 204 | 204 | 14,200 | 15,076 | 15,076 | 15,076 | 15,076 | 15,690 | 15,690 | 15,690 | 15,690 |
| 11 | | b/w Mono Way and Soulsbyville Rd | 210 | 210 | 208 | 14,600 | 16,107 | 15,875 | 15,661 | 15,718 | 17,392 | 18,643 | 18,020 | 17,303 |
| 12 | | b/w Soulsbyville Rd and W Conn. Twain Harte Dr | 208 | 208 | 208 | 8,100 | 8,635 | 8,518 | 8,519 | 8,558 | 9,206 | 9,233 | 9,084 | 9,139 |
| 13 | | b/w W & E Conn Twain Harte Dr | 203 | 203 | 203 | 8,000 | 8,347 | 8,261 | 8,271 | 8,281 | 8,849 | 8,628 | 8,971 | 8,789 |
| 14 | | e/o East Conn. Twain Hart Rd | 211 | 211 | 211 | 8,100 | 8,346 | 8,346 | 8,346 | 8,346 | 8,515 | 8,515 | 8,515 | 8,515 |
| 15 | | w/o Chief Fuller Rd | 211 | 211 | 211 | 6,900 | 7,110 | 7,110 | 7,110 | 7,110 | 7,253 | 7,253 | 7,253 | 7,253 |
| 16 | | e/o Chief Fuller Rd | 211 | 211 | 211 | 4,450 | 4,617 | 4,618 | 4,623 | 4,619 | 4,726 | 4,746 | 4,750 | 4,744 |
| 17 | | w/o West Long Barn Conn. | 5 | 5 | 5 | 4,200 | 4,364 | 4,365 | 4,363 | 4,360 | 4,463 | 4,481 | 4,467 | 4,467 |
| 18 | | b/w West Long Barn Conn. and East Long Barn Conn. | 5 | 5 | 5 | 5,100 | 5,261 | 5,262 | 5,261 | 5,258 | 5,367 | 5,368 | 5,367 | 5,364 |
| 19 | | b/w Kennedy Meadows Rd and Tuolumne/ Mono Countyline | 5 | 5 | 5 | 790 | 928 | 928 | 928 | 928 | 1,007 | 1,008 | 1,006 | 1,006 |
| 20 | | n/o Tuolumne/Mariposa County Line | 5 | 5 | 5 | 630 | 772 | 770 | 771 | 769 | 848 | 853 | 846 | 844 |
| 21 | | s/o South Jct SR 120 | 5 | 5 | 5 | 820 | 979 | 976 | 979 | 982 | 1,067 | 1,075 | 1,074 | 1,066 |
| 22 | | n/o North SR 120 Jct | 5 | 5 | 5 | 1,550 | 3,348 | 3,383 | 3,261 | 3,261 | 3,416 | 3,451 | 3,327 | 3,327 |
| 23 | | s/o South Jct SR 108 | 5 | 5 | 5 | 2,400 | 4,199 | 4,234 | 4,112 | 4,112 | 4,284 | 4,319 | 4,195 | 4,195 |
| 24 | | b/w Bell Mooney Rd and South Jct Main St | 210 | 208 | 208 | 19,300 | 23,610 | 23,794 | 23,997 | 23,978 | 24,673 | 25,083 | 25,267 | 25,282 |
| 25 | | b/w South Jct Main St and Rawhide Rd | 210 | 208 | 208 | 19,300 | 24,988 | 25,241 | 25,249 | 25,309 | 26,011 | 26,419 | 26,596 | 26,536 |
| 26 | | b/w Rawhide Rd and Fifth Ave | 210 | 208 | 208 | 19,700 | 28,325 | 28,298 | 28,655 | 28,606 | 29,756 | 29,905 | 30,022 | 30,078 |
| 27 | | b/w Fifth Ave and East Jct SR 108 | 210 | 208 | 208 | 23,500 | 29,288 | 29,313 | 29,447 | 29,478 | 30,157 | 30,166 | 30,148 | 30,167 |
| 28 | | btn SR 108 and Fairview Lane (Ponderosa) | 210 | 210 | 210 | 11,900 | 13,245 | 13,346 | 13,251 | 13,017 | 14,062 | 14,169 | 14,068 | 13,820 |
| 29 | SR 49 Corridor | b/w Fairview Lane and Southgate Dr | 210 | 210 | 210 | 10,700 | 11,871 | 12,043 | 11,850 | 11,705 | 12,603 | 12,785 | 12,581 | 12,426 |
| 30 | | b/w Southgate Dr and Washington St | 210 | 210 | 210 | 10,900 | 13,912 | 13,812 | 13,734 | 13,985 | 14,770 | 14,663 | 14,581 | 14,847 |
| 31 | | b/w Washington St and Dodge St | 211 | 211 | 211 | 18,500 | 16,883 | 16,923 | 17,015 | 16,749 | 17,924 | 17,966 | 18,064 | 17,782 |
| 32 | | n/o Dodge St | 211 | 211 | 211 | 19,400 | 15,004 | 15,040 | 15,191 | 15,020 | 15,929 | 15,967 | 16,127 | 15,946 |
| 33 | | s/o N Washington St / Columbia Way | 210 | 210 | 210 | 16,100 | 11,879 | 11,917 | 12,086 | 11,741 | 12,611 | 12,652 | 12,831 | 12,465 |
| 34 | | n/o N Washington St / Columbia Way | 210 | 208 | 208 | 15,400 | 11,822 | 11,912 | 12,118 | 11,742 | 12,551 | 12,646 | 12,865 | 12,466 |
| 35 | | e/o Parrots Ferry Rd (Columbia WYE) | 211 | 208 | 208 | 13,300 | 16,684 | 16,720 | 16,913 | 16,612 | 17,021 | 17,110 | 17,525 | 17,190 |
| 36 | | w/o Parrots Ferry Rd (Columbia WYE) | 211 | 211 | 211 | 5,050 | 6,312 | 6,348 | 6,469 | 6,234 | 6,439 | 6,704 | 6,891 | 6,761 |
| 37 | | e/o  Rawhide Rd | 5 | 5 | 5 | 5,500 | 6,221 | 6,234 | 6,273 | 6,251 | 6,635 | 6,698 | 6,716 | 6,687 |
| 38 | | b/w Rawhide Rd and Turttletown | 5 | 5 | 5 | 4,550 | 5,246 | 5,233 | 5,237 | 5,222 | 5,636 | 5,678 | 5,622 | 5,606 |
| 39 | | b/w Tuttletown and Tuolumne / Calveras County Line | 5 | 5 | 5 | 5,600 | 6,295 | 6,282 | 6,286 | 6,271 | 6,685 | 6,728 | 6,671 | 6,655 |
| 40 | | b/w Tulloch Rd and La Grange Rd | 1 | 1 | 1 | 11,600 | 13,326 | 13,302 | 13,310 | 13,282 | 14,304 | 14,384 | 14,277 | 14,247 |
| 42 | | b/w East Jct 108 and North Jct SR 49 | 5 | 5 | 5 | 2,700 | 3,135 | 3,102 | 3,115 | 3,163 | 3,370 | 3,394 | 3,373 | 3,407 |
| 43 | | b/w North Jct SR 49 and Jacksonville Rd | 5 | 5 | 5 | 3,750 | 5,935 | 5,944 | 5,819 | 5,879 | 6,055 | 6,064 | 5,936 | 5,998 |
| 44 | | b/w Jacksonville Rd and South Jct SR 49 | 5 | 5 | 5 | 5,000 | 5,957 | 6,006 | 5,967 | 5,983 | 6,497 | 6,593 | 6,525 | 6,546 |
| 45 | | b/w South Jct SR 49 and Priest-Coulterville Rd | 5 | 5 | 5 | 3,900 | 5,427 | 5,481 | 5,529 | 5,532 | 5,537 | 6,847 | 5,641 | 5,644 |
| 46 | SR 120 Corridor | w/o Ferreti Rd (Groveland Townsite) | 5 | 5 | 5 | 4,800 | 5,627 | 5,634 | 5,604 | 5,630 | 6,115 | 6,188 | 6,100 | 6,136 |
| 47 | | e/o Ferreti Rd (Groveland Townsite) | 5 | 5 | 5 | 5,800 | 6,374 | 6,370 | 6,371 | 6,364 | 6,707 | 6,728 | 6,703 | 6,695 |
| 48 | | w/o Hells Hollow Rd | 5 | 5 | 5 | 4,850 | 5,487 | 5,484 | 5,501 | 5,489 | 5,851 | 5,884 | 5,873 | 5,864 |
| 49 | | e/o Smiths Station Rd | 5 | 5 | 5 | 3,800 | 4,372 | 4,370 | 4,378 | 4,369 | 4,703 | 4,726 | 4,710 | 4,702 |
| 50 | | w/o Cherry Valley/Lake Rd | 5 | 5 | 5 | 3,600 | 4,174 | 4,170 | 4,171 | 4,164 | 4,507 | 4,528 | 4,503 | 4,495 |
| 51 | | w/oYosemite Park West Boundary | 5 | 5 | 5 | 3,500 | 4,070 | 4,064 | 4,066 | 4,059 | 4,401 | 4,421 | 4,395 | 4,387 |
| 52 | | w/o Sanguinetti Rd | 210 | 210 | 210 | 22,205 | 20,777 | 20,611 | 20,019 | 19,628 | 22,416 | 22,258 | 21,708 | 22,211 |
| 53 | | b/W Sanguinetti Rd & Greenley Rd | 208 | 208 | 208 | 16,986 | 16,579 | 16,334 | 14,842 | 14,634 | 18,531 | 18,166 | 17,742 | 18,186 |
| 54 | | b/w Greenley Rd & Fir Dr | 208 | 208 | 208 | 21,628 | 23,759 | 23,340 | 22,286 | 22,286 | 24,238 | 24,625 | 23,824 | 24,118 |
| 55 | Mono Way | b/w Fir Dr & Tuolumne Rd | 208 | 208 | 208 | 25,060 | 28,307 | 27,749 | 29,174 | 29,020 | 32,142 | 32,036 | 32,141 | 31,448 |
| 56 | | b/w Tuolumne Rd & Hess Ave | 208 | 208 | 208 | 12,327 | 14,501 | 14,238 | 15,463 | 15,418 | 18,426 | 18,346 | 18,332 | 17,833 |
| 57 | | b/w Hess Ave & Standard Rd / Peaceful Oak Dr | 210 | 210 | 208 | 12,076 | 14,067 | 14,135 | 15,448 | 15,250 | 18,588 | 18,603 | 17,863 | 18,200 |
| 58 | | b/w Standard Rd/Peaceful Oak Dr & SR 108 | 211 | 211 | 211 | 7,435 | 7,691 | 8,193 | 8,996 | 9,356 | 11,368 | 11,798 | 11,680 | 11,526 |

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# Appendix Table 9 - Future Year Average Daily Traffic (ADT) Volume Forecasts

| # | Roadway/Highway Segment | | 2015 Type # | 2030 Type # | 2040 Type # | Existing (2014) ADT | Year 2030 - Distinctive Communities Proposed | Year 2030 - Public Services Proposed | Year 2030 - Recent Trends Existing | Year 2030 - Recent Trends Proposed | Year 2040 - Distinctive Communities Proposed | Year 2040 - Public Services Proposed | Year 2040 - Recent Trends Existing | Year 2040 - Recent Trends Proposed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 59 | Standard Road | b/w Tuolumne Rd & Mono Way | 213 | 211 | 211 | 3,391 | 4,805 | 4,279 | 4,853 | 4,202 | 6,176 | 5,828 | 5,828 | 5,721 |
| 60 | Cabezut Road | b/w Greenly Rd and Shannon Dr | 212 | 210 | 210 | 5,775 | 6,680 | 6,598 | 6,845 | 6,773 | 7,362 | 7,407 | 6,983 | 7,391 |
| 61 | | e/o Shannon Dr | 213 | 211 | 211 | 260 | 432 | 438 | 497 | 444 | 599 | 645 | 562 | 646 |
| 62 | Parrots Ferry Road | b/w SR 49 & Sawmill Flat Rd | 211 | 211 | 211 | 11,100 | 12,511 | 12,546 | 12,728 | 12,659 | 12,763 | 12,799 | 12,985 | 12,914 |
| 63 | | b/w Sawmill Flat Rd & Springfield Dr | 211 | 211 | 211 | 7,900 | 8,712 | 8,747 | 8,794 | 8,754 | 8,888 | 8,924 | 8,971 | 8,931 |
| 64 | | n/o Springfield Dr | 211 | 211 | 211 | 8,066 | 8,665 | 8,695 | 8,798 | 8,744 | 9,036 | 9,139 | 9,279 | 9,163 |
| 65 | | s/o Calaveras County Line | 5 | 5 | 5 | 4,071 | 4,495 | 4,497 | 4,547 | 4,539 | 4,730 | 4,799 | 4,786 | 4,777 |
| 66 | Fifth Avenue | s/o SR 108 / 49 | 213 | 211 | 211 | 2,640 | 3,212 | 3,212 | 3,090 | 3,075 | 3,503 | 3,461 | 3,215 | 3,348 |
| 67 | | n/o SR 108 / 49 | 213 | 211 | 211 | 792 | 2,376 | 2,376 | 2,376 | 2,376 | 2,455 | 2,455 | 2,455 | 2,455 |
| 68 | Greenley Road | b/w Lyons Bald Mt Rd/Lyons Rd & Cabezut Rd | 210 | 210 | 210 | 5,868 | 10,591 | 10,651 | 10,456 | 10,598 | 11,091 | 11,724 | 11,213 | 11,430 |
| 69 | | b/w Cabezut Rd/ Morning Star Rd & Delnero Dr | 210 | 210 | 210 | 11,332 | 15,500 | 15,505 | 15,383 | 15,539 | 15,932 | 16,585 | 16,132 | 16,221 |
| 70 | | b/w Delnero Dr & Mono Way | 209 | 209 | 209 | 15,317 | 19,432 | 19,405 | 19,207 | 19,362 | 19,873 | 20,461 | 19,979 | 20,060 |
| 71 | La Grange Road | b/w County Line & Bonds Flat Rd | 5 | 5 | 5 | 2,703 | 3,051 | 3,046 | 3,048 | 3,042 | 3,247 | 3,265 | 3,241 | 3,235 |
| 72 | | b/w Bonds Flat Rd & Red Hills Rd | 5 | 5 | 5 | 2,868 | 3,650 | 3,818 | 4,191 | 4,268 | 4,073 | 4,503 | 4,736 | 4,867 |
| 73 | | b/w Red Hills Rd & SR 108-SR 120 | 5 | 5 | 5 | 2,399 | 3,201 | 3,369 | 3,740 | 3,818 | 3,639 | 4,068 | 4,297 | 4,426 |
| 74 | Seco Street | b/w Camp Seco Rd & 3rd Ave | 213 | 211 | 211 | 1,050 | 1,122 | 1,107 | 1,175 | 1,174 | 1,193 | 1,221 | 1,226 | 1,273 |
| 75 | | b/w 3rd Ave & Main St | 213 | 211 | 211 | 2,902 | 3,590 | 3,541 | 4,118 | 3,684 | 3,979 | 3,859 | 4,399 | 3,919 |
| 76 | | s/o Campo Seco Rd | 213 | 211 | 211 | 1,036 | 1,068 | 1,068 | 1,068 | 1,068 | 1,089 | 1,089 | 1,089 | 1,089 |
| 77 | Tuolumne Road | b/w Mono Way & Lambert lake Rd | 210 | 210 | 208 | 15,203 | 15,768 | 15,802 | 15,884 | 15,783 | 19,553 | 19,397 | 19,627 | 19,175 |
| 78 | | b/w Lambert Lake Rd & Hess Ave | 210 | 210 | 208 | 13,042 | 14,055 | 13,741 | 13,930 | 13,741 | 14,466 | 14,331 | 14,476 | 14,110 |
| 79 | | b/w Hess Ave & Wards Ferry Rd | 210 | 210 | 210 | 12,283 | 13,115 | 12,913 | 13,085 | 12,853 | 13,733 | 13,582 | 13,697 | 13,335 |
| 80 | | b/w Wards Ferry Rd & Standard Rd | 210 | 210 | 210 | 11,745 | 12,651 | 12,398 | 12,590 | 12,300 | 13,129 | 12,934 | 13,059 | 12,670 |
| 81 | | b/w Standard Rd & Woodhams Carne | 6 | 6 | 6 | 11,955 | 13,115 | 12,918 | 13,002 | 12,715 | 13,380 | 13,179 | 13,264 | 12,972 |
| 82 | | b/w Woodhams Carne & Cherokee Rd | 6 | 6 | 6 | 11,848 | 12,803 | 12,624 | 12,704 | 12,459 | 13,399 | 13,214 | 13,200 | 12,818 |
| 83 | Wards Ferry Road | s/o Yosemite Rd | 9 | 9 | 9 | 2,399 | 2,472 | 2,472 | 2,472 | 2,472 | 2,522 | 2,522 | 2,522 | 2,522 |
| 84 | | s/o Tuolumne Rd | 213 | 211 | 211 | 1,799 | 1,854 | 1,854 | 1,854 | 1,854 | 1,891 | 1,891 | 1,891 | 1,891 |
| 85 | Twain Harte Drive | n/o Hunts Rd | 213 | 211 | 211 | 3,642 | 3,894 | 3,845 | 3,851 | 3,863 | 3,973 | 4,179 | 3,929 | 3,941 |
| 86 | | w/o East Ave | 213 | 211 | 211 | 4,466 | 4,859 | 4,822 | 4,784 | 4,845 | 5,149 | 5,005 | 5,244 | 5,128 |
| 87 | | e/o Tiffeni Dr (eastern most) | 213 | 211 | 211 | 1,914 | 2,142 | 2,096 | 2,072 | 2,112 | 2,382 | 2,224 | 2,481 | 2,376 |
| 88 | Shaws Flat Road | s/o SR 49 | 213 | 211 | 211 | 3,057 | 3,150 | 3,150 | 3,150 | 3,150 | 3,214 | 3,214 | 3,214 | 3,214 |
| 89 | | n/o SR 49 | 213 | 211 | 211 | 1,989 | 2,050 | 2,050 | 2,050 | 2,050 | 2,351 | 2,387 | 2,447 | 2,442 |
| 90 | Jamestown Road | s/o Shaws Flat Rd | 213 | 211 | 211 | 2,486 | 2,562 | 2,562 | 2,562 | 2,562 | 2,613 | 2,665 | 2,694 | 2,713 |
| 91 | | s/o Racetrack Rd | 213 | 211 | 211 | 3,134 | 3,229 | 3,229 | 3,229 | 3,229 | 3,362 | 3,457 | 3,506 | 3,519 |
| 92 | | b/w Golf links & Fifth Ave | 213 | 211 | 211 | 2,798 | 2,883 | 2,883 | 2,883 | 2,883 | 3,307 | 3,440 | 3,452 | 3,459 |
| 93 | Rawhide Road | n/o SR 49 & 108 (by the bridge) | 213 | 211 | 211 | 4,149 | 4,275 | 4,275 | 4,321 | 4,558 | 4,609 | 4,513 | 4,511 | 4,685 |
| 94 | | s/o SR 49 (near Tuttletown) | 8 | 8 | 8 | 2,407 | 2,480 | 2,480 | 2,480 | 2,671 | 2,715 | 2,609 | 2,530 | 2,725 |
| 95 | Phoenix Lake Road | e/o Creekside Dr | 213 | 211 | 211 | 2,095 | 2,534 | 2,703 | 2,647 | 2,654 | 2,585 | 2,758 | 2,700 | 2,708 |
| 96 | | e/o Paseo de Los Portales | 213 | 211 | 211 | 4,796 | 5,798 | 6,068 | 5,778 | 5,949 | 5,915 | 6,190 | 5,895 | 6,069 |
| 97 | | e/o Ridgewood | 213 | 211 | 211 | 5,495 | 6,448 | 6,775 | 6,492 | 6,650 | 6,578 | 6,912 | 6,623 | 6,784 |
| 98 | | e/o Hess Ave | 213 | 211 | 211 | 7,746 | 8,803 | 9,250 | 9,026 | 9,131 | 8,981 | 9,437 | 9,208 | 9,315 |
| 99 | | w/o Hess Ave | 213 | 211 | 211 | 4,729 | 4,873 | 5,129 | 5,028 | 5,143 | 4,971 | 5,233 | 5,129 | 5,247 |
| 100 | Old Wards Ferry Road | s/o Sanguinetti Rd (n/o of Walmart & Lowes Driveway) | 209 | 209 | 209 | 7,116 | 7,389 | 7,332 | 7,524 | 7,423 | 7,538 | 7,480 | 7,676 | 7,573 |
| 101 | | 1/4 mile s/o Sanguinetti Rd (over Highway 108) | 211 | 211 | 211 | 805 | 829 | 829 | 829 | 829 | 846 | 846 | 850 | 846 |
| 102 | | s/o Jacobs Rd | 8 | 8 | 8 | 502 | 556 | 551 | 602 | 576 | 567 | 562 | 614 | 588 |
| 103 | Soulsbyville Road | s/o Black Oak Dr | 7 | 7 | 7 | 1,033 | 1,139 | 1,174 | 1,140 | 1,170 | 1,162 | 1,198 | 1,221 | 1,194 |
| 104 | | s/o Willow Springs Dr | 213 | 211 | 211 | 1,817 | 2,203 | 2,256 | 2,119 | 2,169 | 2,247 | 2,302 | 2,162 | 2,213 |
| 105 | | n/o of SR 108 | 213 | 211 | 211 | 6,457 | 7,416 | 7,348 | 7,117 | 7,219 | 7,566 | 8,492 | 7,824 | 7,365 |
| 106 | Tuolumne Rd North | b/w Tuolumne Rd & Black Oak Casino Entrance St | 6 | 6 | 6 | 6,436 | 6,632 | 6,632 | 6,632 | 6,632 | 6,766 | 6,766 | 6,797 | 6,766 |
| 107 | | n/o Mi Wu St | 7 | 7 | 7 | 2,391 | 2,511 | 2,548 | 2,563 | 2,576 | 2,737 | 2,705 | 2,739 | 2,642 |
| 108 | | n/o East Ave | 213 | 211 | 211 | 1,436 | 1,480 | 1,480 | 1,480 | 1,480 | 1,616 | 1,603 | 1,659 | 1,560 |
| 109 | O'Byrnes Ferry Rd | n/o SR 108 | 7 | 7 | 7 | 5,998 | 6,529 | 6,521 | 6,533 | 6,517 | 6,828 | 6,861 | 6,844 | 6,828 |
| 110 | | n/o Prison/Calaveras County Line | 7 | 7 | 7 | 3,796 | 4,311 | 4,302 | 4,305 | 4,295 | 4,608 | 4,636 | 4,598 | 4,587 |
| 111 | Longeway Rd | e/o Soulsbville Rd | 213 | 211 | 211 | 8,050 | 8,295 | 8,295 | 8,295 | 8,295 | 9,722 | 9,898 | 9,685 | 9,516 |
| 112 | | e/o Crystal Falls Dr | 213 | 211 | 211 | 4,283 | 4,413 | 4,413 | 4,413 | 4,413 | 4,740 | 4,760 | 4,748 | 4,661 |
| 113 | Stewart St | b/w Lyons St & Elkin St | 213 | 211 | 211 | 6,597 | 6,798 | 6,798 | 6,798 | 6,798 | 6,935 | 6,935 | 6,935 | 6,935 |
| 114 | | b/w Mono wWay/Restano Way & Church St | 213 | 211 | 211 | 5,905 | 6,827 | 6,716 | 6,875 | 6,849 | 7,590 | 7,362 | 7,705 | 7,497 |

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## Appendix Table 9 - Future Year Average Daily Traffic (ADT) Volume Forecasts

| # | Roadway/Highway Segment | 2015 Type # | 2030 Type # | 2040 Type # | Existing (2014) ADT | Year 2030 - Distinctive Communities Proposed | Year 2030 - Public Services Proposed | Year 2030 - Recent Trends Existing | Year 2030 - Recent Trends Proposed | Year 2040 - Distinctive Communities Proposed | Year 2040 - Public Services Proposed | Year 2040 - Recent Trends Existing | Year 2040 - Recent Trends Proposed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 115 | **S Washington St** n/o SR 108 | 210 | 210 | 210 | 10,859 | 11,977 | 11,982 | 13,191 | 13,022 | 12,715 | 12,721 | 14,004 | 13,825 |
| 116 | b/w Restano Way & Church St | 210 | 210 | 210 | 18,595 | 16,678 | 16,600 | 16,687 | 16,497 | 17,706 | 17,623 | 17,716 | 17,514 |
| 117 | **Sanguinetti Rd** b/w Mono Way & S Greenley Rd (eb one-way) | 211 | 211 | 211 | 4,299 | 4,430 | 4,430 | 4,437 | 4,430 | 4,519 | 4,519 | 4,527 | 4,519 |
| 118 | b/w S Greenley Rd & Fir Dr | 209 | 209 | 209 | 8,500 | 11,397 | 11,282 | 11,542 | 11,532 | 12,932 | 13,136 | 13,231 | 12,364 |
| 119 | b/w Fir Dr & Mono Way | 211 | 211 | 211 | 3,182 | 4,217 | 4,274 | 5,013 | 4,646 | 7,289 | 6,305 | 5,952 | 6,097 |
| 120 | **Peaceful Oak Dr** n/o SR 108 Bypass | 213 | 211 | 211 | 596 | 614 | 614 | 614 | 614 | 627 | 627 | 627 | 627 |
| 121 | b/w SR 108 Ramps | 210 | 210 | 210 | 2,663 | 2,850 | 2,829 | 2,872 | 2,849 | 2,908 | 2,886 | 2,930 | 2,906 |
| 122 | b/w Mono Way and SR 108 | 208 | 208 | 208 | 5,316 | 5,510 | 5,503 | 5,578 | 5,549 | 6,128 | 6,075 | 5,691 | 6,072 |
| 123 | **Other Roads** Bell Mooney Rd, w/o Jacksonville Rd | 213 | 211 | 211 | 148 | 153 | 153 | 153 | 153 | 156 | 156 | 156 | 156 |
| 124 | Big Hill Rd, b/w Sawmill Flat Rd & N Bald Mountain Rd | 107 | 107 | 107 | 1,169 | 1,205 | 1,205 | 1,205 | 1,205 | 1,229 | 1,229 | 1,229 | 1,229 |
| 125 | Black Oak Rd, n/o Tuolumne Rd | 9 | 9 | 9 | 1,586 | 1,743 | 1,739 | 1,725 | 1,713 | 1,778 | 1,774 | 1,760 | 1,748 |
| 126 | Bonanza Rd, w/o Snell Rd | 213 | 211 | 211 | 1,330 | 1,560 | 1,549 | 1,441 | 1,370 | 1,591 | 1,580 | 1,470 | 1,521 |
| 127 | Bonds Flat Rd, e/o La Grange Rd | 6 | 6 | 6 | 1,113 | 1,561 | 1,690 | 2,082 | 2,140 | 1,784 | 2,207 | 2,466 | 2,547 |
| 128 | Campo Seco Rd, e/o Seco Rd | 213 | 211 | 211 | 1,454 | 1,498 | 1,498 | 1,498 | 1,498 | 1,528 | 1,528 | 1,528 | 1,528 |
| 129 | Cherokee Rd, w/o Tuolumne Rd North | 8 | 8 | 8 | 1,656 | 1,746 | 1,706 | 1,752 | 1,706 | 1,889 | 1,807 | 1,863 | 1,741 |
| 130 | Chicken Ranch Rd, w/o SR 108 | 11 | 11 | 11 | 1,406 | 1,449 | 1,449 | 1,450 | 1,449 | 1,478 | 1,478 | 1,479 | 1,478 |
| 131 | Draper Mine Rd, e/o SR 108 & SR 49 | 213 | 211 | 211 | 942 | 992 | 992 | 1,040 | 994 | 1,084 | 1,107 | 1,160 | 1,140 |
| 132 | East Ave, s/o Twain Harte Dr | 213 | 211 | 211 | 1,392 | 1,554 | 1,559 | 1,566 | 1,589 | 1,648 | 1,738 | 1,697 | 1,686 |
| 133 | Ferretti Road, s/o Pine Mt Dr | 7 | 7 | 7 | 2,870 | 2,973 | 2,973 | 2,957 | 3,026 | 3,099 | 3,213 | 3,072 | 3,160 |
| 134 | Golf Links Rd, n/o SR 108 | 213 | 211 | 211 | 1,032 | 1,294 | 1,374 | 1,334 | 1,314 | 1,358 | 1,450 | 1,386 | 1,369 |
| 135 | Hess Ave, b/w SR 108 & Mono Way | 212 | 210 | 210 | 8,137 | 9,296 | 9,263 | 9,048 | 9,034 | 9,484 | 9,450 | 9,231 | 9,216 |
| 136 | Jacksonville Rd, s/o Twist Ave | 6 | 6 | 6 | 1,301 | 1,341 | 1,341 | 1,341 | 1,341 | 1,368 | 1,368 | 1,368 | 1,368 |
| 137 | Jacobs Rd, w/o Old Wards Ferry Rd | 8 | 8 | 8 | 596 | 614 | 614 | 614 | 614 | 627 | 627 | 627 | 627 |
| 138 | Lime Kiln Rd, s/o Campo Seco Rd & SR 108 | 213 | 211 | 211 | 3,973 | 4,094 | 4,094 | 4,125 | 4,099 | 4,176 | 4,245 | 4,208 | 4,201 |
| 139 | Lyons Bald Mt.Rd, e/o Greenley Rd | 213 | 211 | 211 | 1,709 | 1,790 | 1,864 | 1,914 | 1,956 | 1,871 | 1,909 | 2,010 | 2,105 |
| 140 | Lyons St, w/o Greenley Rd | 213 | 211 | 211 | 5,501 | 5,668 | 5,668 | 5,668 | 5,668 | 5,783 | 5,783 | 5,783 | 5,783 |
| 141 | Main St (Jamestown), n/o Donovan St | 213 | 211 | 211 | 1,526 | 1,572 | 1,572 | 1,572 | 1,572 | 1,604 | 1,604 | 1,604 | 1,604 |
| 142 | Merrell Rd, s/o SR 120 | 9 | 9 | 9 | 480 | 495 | 495 | 495 | 495 | 505 | 505 | 505 | 505 |
| 143 | Moringstar Dr, w/o Greenley Rd | 213 | 211 | 211 | 1,517 | 1,563 | 1,563 | 1,563 | 1,563 | 1,625 | 1,598 | 1,631 | 1,603 |
| 144 | Old Priest Grade, 1/2 Mile e/o SR 120 | 109 | 109 | 109 | 2,172 | 2,238 | 2,238 | 2,238 | 2,238 | 2,283 | 2,283 | 2,283 | 2,283 |
| 145 | Sawmill Flat Rd, e/o Parrots Ferry Rd | 213 | 211 | 211 | 2,300 | 2,849 | 2,850 | 2,993 | 2,963 | 2,962 | 3,029 | 3,226 | 3,158 |
| 146 | Smith Station Rd, s/o SR 120 | 6 | 6 | 6 | 537 | 598 | 597 | 597 | 596 | 632 | 637 | 631 | 629 |
| 147 | Snell Rd-Racetrack Rd, n/o Bonanza Rd | 213 | 211 | 211 | 3,586 | 3,695 | 3,695 | 3,695 | 3,695 | 3,770 | 3,770 | 3,770 | 3,770 |
| 148 | South Greenley Rd, b/w Mono Way & Sanguinetti Rd | 208 | 208 | 208 | 8,815 | 13,025 | 12,842 | 12,323 | 12,363 | 14,812 | 14,950 | 14,931 | 14,163 |
| 149 | Springfield Rd, n/o Horseshoe Bend Rd | 213 | 211 | 211 | 1,892 | 1,950 | 1,950 | 1,950 | 1,950 | 2,213 | 2,246 | 2,314 | 2,293 |
| 150 | Woodhams Carne Rd, s/o Tuolumne Rd | 9 | 9 | 9 | 1,473 | 1,518 | 1,518 | 1,518 | 1,518 | 1,548 | 1,548 | 1,548 | 1,548 |
| 151 | Yankee Hill Rd, e/o Bigler St | 213 | 211 | 211 | 1,149 | 1,184 | 1,184 | 1,184 | 1,184 | 1,208 | 1,208 | 1,208 | 1,208 |
| 152 | Willow Springs Dr, e/o Bonnie St | 11 | 11 | 11 | 2,707 | 2,881 | 2,991 | 2,789 | 2,872 | 3,037 | 3,051 | 2,973 | 3,066 |
| | Sum: | | | | 1,015,705 | 1,132,344 | 1,132,194 | 1,140,406 | 1,136,365 | 1,211,905 | 1,222,490 | 1,219,456 | 1,213,589 |

Note: All volumes shown are Average Daily Traffic (ADT).

  = Improved under 2030 conditions.

  = Improved under 2040 conditions.

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# Appendix Table 10 - Future Year Roadway Level of Service (LOS)

| # | Corridor | Roadway/Highway Segment | 2015 Type # | 2030 Type # | 2040 Type # | Existing (2014) LOS | Year 2030 - Distinctive Communities Proposed | Year 2030 - Public Services Proposed | Year 2030 - Recent Trends Existing | Year 2030 - Recent Trends Proposed | Year 2040 - Distinctive Communities Proposed | Year 2040 - Public Services Proposed | Year 2040 - Recent Trends Existing | Year 2040 - Recent Trends Proposed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | SR 108 Corridor | w/o Tulloch rd | 1 | 1 | 1 | B | C | C | C | C | C | C | C | C |
| 2 | | b/w O'Byrnes Ferry Rd & La Grange Rd | 5 | 3 | 3 | E | C | C | D | D | D | D | D | D |
| 3 | | b/w O'Byrnes Ferry Rd & SR 120 | 5 | 3 | 3 | F | D | D | D | D | D | D | D | D |
| 4 | | b/w East Jct SR 120 and West Jct SR 49 | 5 | 3 | 3 | F | D | D | D | D | D | D | D | D |
| 5 | | e/o East Jct SR 49 | 211 | 208 | 208 | F | B | B | B | B | B | B | B | B |
| 6 | | w/o Mono Way | 204 | 204 | 204 | D | D | D | D | D | D | D | D | D |
| 7 | | b/w Mono Way and Hess Ave | 204 | 204 | 204 | D | D | D | D | D | D | D | D | D |
| 8 | | b/w Hess Ave and Peaceful Oak Rd | 204 | 204 | 204 | C | C | C | C | C | C | C | C | C |
| 9 | | b/w Peaceful Oak Rd and Mono Way | 204 | 204 | 204 | C | C | C | C | C | C | C | C | C |
| 11 | | b/w Mono Way and Soulsbyville Rd | 210 | 210 | 208 | D | D | D | D | D | A | A | A | A |
| 12 | | b/w Soulsbyville Rd and W Conn. Twain Harte Dr | 208 | 208 | 208 | A | A | A | A | A | A | A | A | A |
| 13 | | b/w W & E Conn Twain Harte Dr | 203 | 203 | 203 | A | A | A | A | A | B | B | B | B |
| 14 | | e/o East Conn. Twain Hart Rd | 211 | 211 | 211 | C | C | C | C | C | C | C | C | C |
| 15 | | w/o Chief Fuller Rd | 211 | 211 | 211 | B | B | B | B | B | C | C | C | C |
| 16 | | e/o Chief Fuller Rd | 211 | 211 | 211 | B | B | B | B | B | B | B | B | B |
| 17 | | w/o West Long Barn Conn. | 5 | 5 | 5 | B | B | B | B | B | B | B | B | B |
| 18 | | b/w West Long Barn Conn. and East Long Barn Conn. | 5 | 5 | 5 | B | B | B | B | B | B | B | B | B |
| 19 | | b/w Kennedy Meadows Rd and Tuolumne/ Mono Countyline | 5 | 5 | 5 | A | A | A | A | A | A | A | A | A |
| 20 | SR 49 Corridor | n/o Tuolumne/Mariposa County Line | 5 | 5 | 5 | A | A | A | A | A | A | A | A | A |
| 21 | | s/o South Jct SR 120 | 5 | 5 | 5 | A | A | A | A | A | A | A | A | A |
| 22 | | n/o North SR 120 Jct | 5 | 5 | 5 | A | B | B | B | B | B | B | B | B |
| 23 | | s/o South Jct SR 108 | 5 | 5 | 5 | A | B | B | B | B | B | B | B | B |
| 24 | | b/w Bell Mooney Rd and South Jct Main St | 210 | 208 | 208 | D | B | B | B | B | B | C | C | C |
| 25 | | b/w South Jct Main St and Rawhide Rd | 210 | 208 | 208 | D | B | C | C | C | C | C | C | C |
| 26 | | b/w Rawhide Rd and Fifth Ave | 210 | 208 | 208 | D | C | C | C | C | D | D | D | D |
| 27 | | b/w Fifth Ave and East Jct SR 108 | 210 | 208 | 208 | E | D | D | D | D | D | D | D | D |
| 28 | | btn SR 108 and Fairview Lane (Ponderosa) | 210 | 210 | 210 | C | C | C | C | C | C | C | C | C |
| 29 | | b/w Fairview Lane and Southgate Dr | 210 | 210 | 210 | C | C | C | C | C | C | C | C | C |
| 30 | | b/w Southgate Dr and Washington St | 210 | 210 | 210 | C | C | C | C | C | D | D | D | D |
| 31 | | b/w Washington St and Dodge St | 211 | 211 | 211 | E | E | E | E | E | E | E | E | E |
| 32 | | n/o Dodge St | 211 | 211 | 211 | E | D | D | D | D | D | D | E | D |
| 33 | | s/o N Washington St / Columbia Way | 210 | 210 | 210 | D | C | C | C | C | C | C | C | C |
| 34 | | n/o N Washington St / Columbia Way | 210 | 208 | 208 | D | A | A | A | A | A | A | A | A |
| 35 | | e/o Parrots Ferry Rd (Columbia WYE) | 211 | 208 | 208 | D | A | A | A | A | A | A | A | A |
| 36 | | w/o Parrots Ferry Rd (Columbia WYE) | 211 | 211 | 211 | B | B | B | B | B | B | B | B | B |
| 37 | | e/o Rawhide Rd | 5 | 5 | 5 | B | B | B | C | C | C | C | C | C |
| 38 | | b/w Rawhide Rd and Turttletown | 5 | 5 | 5 | B | B | B | B | B | B | B | B | B |
| 39 | | b/w Tuttletown and Tuolumne / Calveras County Line | 5 | 5 | 5 | B | C | C | C | C | C | C | C | C |
| 40 | SR 120 Corridor | b/w Tulloch Rd and La Grange Rd | 1 | 1 | 1 | B | C | C | C | C | C | C | C | C |
| 42 | | b/w East Jct 108 and North Jct SR 49 | 5 | 5 | 5 | A | B | A | A | B | B | B | B | B |
| 43 | | b/w North Jct SR 49 and Jacksonville Rd | 5 | 5 | 5 | B | B | B | B | B | B | B | B | B |
| 44 | | b/w Jacksonville Rd and South Jct SR 49 | 5 | 5 | 5 | B | B | B | B | B | C | C | C | C |
| 45 | | b/w South Jct SR 49 and Priest-Coulterville Rd | 5 | 5 | 5 | B | B | B | B | B | B | C | B | B |
| 46 | | w/o Ferretti Rd (Groveland Townsite) | 5 | 5 | 5 | B | B | B | B | B | B | B | B | B |
| 47 | | e/o Ferreti Rd (Groveland Townsite) | 5 | 5 | 5 | B | C | C | C | C | C | C | C | C |
| 48 | | w/o Hells Hollow Rd | 5 | 5 | 5 | B | B | B | B | B | B | B | B | B |
| 49 | | e/o Smiths Station Rd | 5 | 5 | 5 | B | B | B | B | B | B | B | B | B |
| 50 | | w/o Cherry Valley/Lake Rd | 5 | 5 | 5 | B | B | B | B | B | B | B | B | B |
| 51 | | w/oYosemite Park West Boundary | 5 | 5 | 5 | B | B | B | B | B | B | B | B | B |
| 52 | Mono Way | w/o Sanguinetti Rd | 210 | 210 | 210 | E | E | E | D | D | E | E | E | E |
| 53 | | b/W Sanguinetti Rd & Greenley Rd | 208 | 208 | 208 | A | A | A | A | A | A | A | A | A |
| 54 | | b/w Greenley Rd & Fir Dr | 208 | 208 | 208 | A | B | B | B | B | B | B | B | B |
| 55 | | b/w Fir Dr & Tuolumne Rd | 208 | 208 | 208 | C | C | C | D | D | D | D | D | D |
| 56 | | b/w Tuolumne Rd & Hess Ave | 208 | 208 | 208 | A | A | A | A | A | A | A | A | A |
| 57 | | b/w Hess Ave & Standard Rd / Peaceful Oak Dr | 210 | 210 | 208 | C | C | C | D | D | A | A | A | A |
| 58 | | b/w Standard Rd/Peaceful Oak Dr & SR 108 | 211 | 211 | 211 | C | C | C | C | C | C | C | C | C |

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| # | Roadway/Highway Segment | 2015 Type # | 2030 Type # | 2040 Type # | Existing (2014) LOS | Year 2030 - Distinctive Communities Proposed | Year 2030 - Public Services Proposed | Year 2030 - Recent Trends Existing | Year 2030 - Recent Trends Proposed | Year 2040 - Distinctive Communities Proposed | Year 2040 - Public Services Proposed | Year 2040 - Recent Trends Existing | Year 2040 - Recent Trends Proposed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 59 | **Standard Road** b/w Tuolumne Rd & Mono Way | 213 | 211 | 211 | B | B | B | B | B | B | B | B | B |
| 60 | **Cabezut Road** b/w Greenly Rd and Shannon Dr | 212 | 210 | 210 | B | B | B | B | B | B | B | B | B |
| 61 | e/o Shannon Dr | 213 | 211 | 211 | A | A | A | A | A | A | A | A | A |
| 62 | **Parrots Ferry Road** b/w SR 49 & Sawmill Flat Rd | 211 | 211 | 211 | C | D | D | D | D | D | D | D | D |
| 63 | b/w Sawmill Flat Rd & Springfield Dr | 211 | 211 | 211 | C | C | C | C | C | C | C | C | C |
| 64 | n/o Springfield Dr | 211 | 211 | 211 | C | C | C | C | C | C | C | C | C |
| 65 | s/o Calaveras County Line | 5 | 5 | 5 | B | B | B | B | B | B | B | B | B |
| 66 | **Fifth Avenue** s/o SR 108 / 49 | 213 | 211 | 211 | A | B | B | B | B | B | B | B | B |
| 67 | n/o SR 108 / 49 | 213 | 211 | 211 | A | A | A | A | A | A | A | A | A |
| 68 | **Greenley Road** b/wLyons Bald Mt Rd/Lyons Rd & Cabezut Rd | 210 | 210 | 210 | B | C | C | C | C | C | C | C | C |
| 69 | b/w Cabezut Rd/ Morning Star Rd & Delnero Dr | 210 | 210 | 210 | C | D | D | D | D | D | D | D | D |
| 70 | b/w Delnero Dr & Mono Way | 209 | 209 | 209 | A | B | B | B | B | B | B | B | B |
| 71 | **La Grange Road** b/w County Line & Bonds Flat Rd | 5 | 5 | 5 | A | A | A | A | A | B | B | B | B |
| 72 | b/w Bonds Flat Rd & Red Hills Rd | 5 | 5 | 5 | A | B | B | B | B | B | B | B | B |
| 73 | b/wRed Hills Rd & SR 108-SR 120 | 5 | 5 | 5 | A | B | B | B | B | B | B | B | B |
| 74 | **Seco Street** b/w Camp Seco Rd & 3rd Ave | 213 | 211 | 211 | A | A | A | A | A | A | A | A | A |
| 75 | b/w 3rd Ave & Main St | 213 | 211 | 211 | B | B | B | B | B | B | B | B | B |
| 76 | s/o Campo Seco Rd | 213 | 211 | 211 | A | A | A | A | A | A | A | A | A |
| 77 | **Tuolumne Road** b/w Mono Way & Lambert lake Rd | 210 | 210 | 208 | D | D | D | D | D | A | A | A | A |
| 78 | b/w Lambert Lake Rd & Hess Ave | 210 | 210 | 208 | C | C | C | C | C | A | A | A | A |
| 79 | b/w Hess Ave & Wards Ferry Rd | 210 | 210 | 210 | C | C | C | C | C | C | C | C | C |
| 80 | b/w Wards Ferry Rd & Standard Rd | 210 | 210 | 210 | C | C | C | C | C | C | C | C | C |
| 81 | b/w Standard Rd & Woodhams Carne | 6 | 6 | 6 | D | D | D | D | D | D | D | D | D |
| 82 | b/w Woodhams Carne & Cherokee Rd | 6 | 6 | 6 | D | D | D | D | D | D | D | D | D |
| 83 | **Wards Ferry Road** s/o Yosemite Rd | 9 | 9 | 9 | B | B | B | B | B | B | B | B | B |
| 84 | s/o Tuolumne Rd | 213 | 211 | 211 | A | A | A | A | A | A | A | A | A |
| 85 | n/o Hunts Rd | 213 | 211 | 211 | B | B | B | B | B | B | B | B | B |
| 86 | **Twain Harte Drive** w/o East Ave | 213 | 211 | 211 | B | B | B | B | B | B | B | B | B |
| 87 | e/o Tiffeni Dr (eastern most) | 213 | 211 | 211 | A | A | A | A | A | A | A | A | A |
| 88 | **Shaws Flat Road** s/o SR 49 | 213 | 211 | 211 | B | B | B | B | B | B | B | B | B |
| 89 | n/o SR 49 | 213 | 211 | 211 | A | A | A | A | A | A | A | A | A |
| 90 | **Jamestown Road** s/o Shaws Flat Rd | 213 | 211 | 211 | A | A | A | A | A | A | A | A | A |
| 91 | s/o Racetrack Rd | 213 | 211 | 211 | B | B | B | B | B | B | B | B | B |
| 92 | b/w Golf links & Fifth Ave | 213 | 211 | 211 | B | A | A | A | A | B | B | B | B |
| 93 | **Rawhide Road** n/o SR 49 & 108 (by the bridge) | 213 | 211 | 211 | B | B | B | B | B | B | B | B | B |
| 94 | s/o SR 49 (near Tuttletown) | 8 | 8 | 8 | A | A | A | A | B | B | B | A | B |
| 95 | **Phoenix Lake Road** e/o Creekside Dr | 213 | 211 | 211 | A | A | A | A | A | A | A | A | A |
| 96 | e/o Paseo de Los Portales | 213 | 211 | 211 | B | B | B | B | B | B | B | B | B |
| 97 | e/o Ridgewood | 213 | 211 | 211 | B | B | B | B | B | B | B | B | B |
| 98 | e/o Hess Ave | 213 | 211 | 211 | C | C | C | C | C | C | C | C | C |
| 99 | w/o Hess Ave | 213 | 211 | 211 | B | B | B | B | B | B | B | B | B |
| 100 | **Old Wards Ferry Road** s/o Sanguinetti Rd (n/o of Walmart & Lowes Driveway) | 209 | 209 | 209 | A | A | A | A | A | A | A | A | A |
| 101 | 1/4 mile s/o Sanguinetti Rd (over Highway 108) | 211 | 211 | 211 | A | A | A | A | A | A | A | A | A |
| 102 | s/o Jacobs Rd | 8 | 8 | 8 | A | A | A | A | A | A | A | A | A |
| 103 | **Soulsbyville Road** s/o Black Oak Dr | 7 | 7 | 7 | A | A | A | A | A | A | A | A | A |
| 104 | s/o Willow Springs Dr | 213 | 211 | 211 | A | A | A | A | A | A | A | A | A |
| 105 | n/o of SR 108 | 213 | 211 | 211 | C | C | C | B | C | C | C | C | C |
| 106 | **Tuolumne Rd North** b/w Tuolumne Rd & Black Oak Casino Entrance St | 6 | 6 | 6 | B | B | B | B | B | B | B | B | B |
| 107 | n/o Mi Wu St | 7 | 7 | 7 | A | A | A | A | A | A | A | A | A |
| 108 | n/o East Ave | 213 | 211 | 211 | A | A | A | A | A | A | A | A | A |
| 109 | **O'Byrnes Ferry Rd** n/o SR 108 | 7 | 7 | 7 | C | C | C | C | C | C | C | C | C |
| 110 | n/o Prison/Calaveras County Line | 7 | 7 | 7 | B | B | B | B | B | B | B | B | B |
| 111 | **Longeway Rd** e/o Soulsbyville Rd | 213 | 211 | 211 | C | C | C | C | C | C | C | C | C |
| 112 | e/o Crystal Falls Dr | 213 | 211 | 211 | B | B | B | B | B | B | B | B | B |
| 113 | **Stewart St** b/w Lyons St & Elkin St | 213 | 211 | 211 | C | B | B | B | B | B | B | B | B |
| 114 | b/w Mono wWay/Restano Way & Church St | 213 | 211 | 211 | C | B | B | B | B | C | C | C | C |

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# Appendix Table 10 - Future Year Roadway Level of Service (LOS)

| # | | Roadway/Highway Segment | 2015 Type # | 2030 Type # | 2040 Type # | Existing (2014) LOS | Year 2030 - Distinctive Communities Proposed | Year 2030 - Public Services Proposed | Year 2030 - Recent Trends Existing | Year 2030 - Recent Trends Proposed | Year 2040 - Distinctive Communities Proposed | Year 2040 - Public Services Proposed | Year 2040 - Recent Trends Existing | Year 2040 - Recent Trends Proposed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 115 | S Washington St | n/o SR 108 | 210 | 210 | 210 | C | C | C | C | C | C | C | C | C |
| 116 | | b/w Restano Way & Church St | 210 | 210 | 210 | D | D | D | D | D | D | D | D | D |
| 117 | Sanguinetti Rd | b/w Mono Way & S Greenley Rd (eb one-way) | 211 | 211 | 211 | B | B | B | B | B | B | B | B | B |
| 118 | | b/w S Greenley Rd & Fir Dr | 209 | 209 | 209 | A | A | A | A | A | A | A | A | A |
| 119 | | b/w Fir Dr & Mono Way | 211 | 211 | 211 | B | B | B | B | B | C | B | B | B |
| 120 | Peaceful Oak Dr | n/o SR 108 Bypass | 213 | 211 | 211 | A | A | A | A | A | A | A | A | A |
| 121 | | b/w SR 108 Ramps | 210 | 210 | 210 | A | A | A | A | A | B | A | B | B |
| 122 | | b/w Mono Way and SR 108 | 208 | 208 | 208 | A | A | A | A | A | A | A | A | A |
| 123 | Other Roads | Bell Mooney Rd, w/o Jacksonville Rd | 213 | 211 | 211 | A | A | A | A | A | A | A | A | A |
| 124 | | Big Hill Rd, b/w Sawmill Flat Rd & N Bald Mountain Rd | 107 | 107 | 107 | A | A | A | A | A | A | A | A | A |
| 125 | | Black Oak Rd, n/o Tuolumne Rd | 9 | 9 | 9 | A | A | A | A | A | A | A | A | A |
| 126 | | Bonanza Rd, w/o Snell Rd | 213 | 211 | 211 | A | A | A | A | A | A | A | A | A |
| 127 | | Bonds Flat Rd, e/o La Grange Rd | 6 | 6 | 6 | A | A | A | A | A | A | A | A | A |
| 128 | | Campo Seco Rd, e/o Seco Rd | 213 | 211 | 211 | A | A | A | A | A | A | A | A | A |
| 129 | | Cherokee Rd, w/o Tuolumne Rd North | 8 | 8 | 8 | A | A | A | A | A | A | A | A | A |
| 130 | | Chicken Ranch Rd, w/o SR 108 | 11 | 11 | 11 | A | A | A | A | A | A | A | A | A |
| 131 | | Draper Mine Rd, e/o SR 108 & SR 49 | 213 | 211 | 211 | A | A | A | A | A | A | A | A | A |
| 132 | | East Ave, s/o Twain Harte Dr | 213 | 211 | 211 | A | A | A | A | A | A | A | A | A |
| 133 | | Ferretti Road, s/o Pine Mt Dr | 7 | 7 | 7 | A | B | B | B | B | B | B | B | B |
| 134 | | Golf Links Rd, n/o SR 108 | 213 | 211 | 211 | A | A | A | A | A | A | A | A | A |
| 135 | | Hess Ave, b/w SR 108 & Mono Way | 212 | 210 | 210 | C | C | C | C | C | C | C | C | C |
| 136 | | Jacksonville Rd, s/o Twist Ave | 6 | 6 | 6 | A | A | A | A | A | A | A | A | A |
| 137 | | Jacobs Rd, w/o Old Wards Ferry Rd | 8 | 8 | 8 | A | A | A | A | A | A | A | A | A |
| 138 | | Lime Kiln Rd, s/o Campo Seco Rd & SR 108 | 213 | 211 | 211 | B | B | B | B | B | B | B | B | B |
| 139 | | Lyons Bald Mt.Rd, e/o Greenley Rd | 213 | 211 | 211 | A | A | A | A | A | A | A | A | A |
| 140 | | Lyons St, w/o Greenley Rd | 213 | 211 | 211 | B | B | B | B | B | B | B | B | B |
| 141 | | Main St (Jamestown), n/o Donovan St | 213 | 211 | 211 | A | A | A | A | A | A | A | A | A |
| 142 | | Merrell Rd, s/o SR 120 | 9 | 9 | 9 | A | A | A | A | A | A | A | A | A |
| 143 | | Moringstar Dr, w/o Greenley Rd | 213 | 211 | 211 | A | A | A | A | A | A | A | A | A |
| 144 | | Old Priest Grade, 1/2 Mile e/o SR 120 | 109 | 109 | 109 | B | B | B | B | B | B | B | B | B |
| 145 | | Sawmill Flat Rd, e/o Parrots Ferry Rd | 213 | 211 | 211 | A | A | A | B | B | B | B | B | B |
| 146 | | Smith Station Rd, s/o SR 120 | 6 | 6 | 6 | A | A | A | A | A | A | A | A | A |
| 147 | | Snell Rd-Racetrack Rd, n/o Bonanza Rd | 213 | 211 | 211 | B | B | B | B | B | B | B | B | B |
| 148 | | South Greenley Rd, b/w Mono Way & Sanguinetti Rd | 208 | 208 | 208 | A | A | A | A | A | A | A | A | A |
| 149 | | Springfield Rd, n/o Horseshoe Bend Rd | 213 | 211 | 211 | A | A | A | A | A | A | A | A | A |
| 150 | | Woodhams Carne Rd, s/o Tuolumne Rd | 9 | 9 | 9 | A | A | A | A | A | A | A | A | A |
| 151 | | Yankee Hill Rd, e/o Bigler St | 213 | 211 | 211 | A | A | A | A | A | A | A | A | A |
| 152 | | Willow Springs Dr, e/o Bonnie St | 11 | 11 | 11 | B | B | B | B | B | B | B | B | B |
| | | **Total Segments Below LOS Standard\*:** | | | | 8 | 2 | 2 | 1 | 1 | 2 | 2 | 3 | 2 |

*Minimum acceptable LOS for Tuolumne County is LOS "D" (as defined by Tuolumne County Transportation Council).*

  = Improved under 2030 conditions.
  = Improved under 2040 conditions.

8341.008 - Tuolumne County EIR Traffic Study
Wood Rodgers, Inc.

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# APPENDIX FIGURES

WOOD RODGERS

# Appendix Figure 1 – Tuolumne County Urban Area Boundaries

DRAFT

**Legend**

XXX (XXX) = AM (PM)
Peak Hour Volumes

**Year 2015 Existing Intersection Turning Movement Volumes (TMVs)**

Tuolomne County EIR Traffic Study

APPENDIX FIGURE 2

WOOD RODGERS
DEVELOPING INNOVATIVE DESIGN SOLUTIONS

**Year 2030 Intersection Turning Movement Volumes - Distinctive Communities (Proposed)**

Tuolomne County EIR Traffic Study

APPENDIX FIGURE 3

DRAFT

**Legend**

XXX (XXX) = AM (PM)
Peak Hour Volumes

WOOD RODGERS
DEVELOPING INNOVATIVE DESIGN SOLUTIONS

Intersection panels:

1. O'Byrnes Ferry Rd & SR 108-SR 120
2. SR 120 & SR 108-SR 120/SR 108 (Yosemite Junction)
3. SR 49-SR 120/SR 120 & SR 49 (Chinese Camp)
4. SR 49 (Montezuma Rd) & SR 108/SR 49-SR 108
5. SR 49-SR 108 & Chicken Ranch Rd
6. SR 49-SR 120 & Main St
7. Main St/Rawhide Rd & SR 49-SR 108
8. Jamestown Rd & SR 49-SR 108
9. 5th Ave & SR 49-SR 108
10. 5th Ave & Jamestown Rd
11. SR 49 (W Stockton St) & SR 49-SR 108/SR 108
12. Shaws Flat Rd & SR 49
13. Parrotts Ferry Rd & Sawmill Flat Rd
14. Parrotts Ferry Rd & SR 49 (Columbia Jctn)
15. S Forest Rd & SR 49 (W Stockton St)
16. Southgate Dr/Woods Creek Dr & SR 49 (W Stockton St)
17. Save Mart Drwy & SR 49 (W Stockton St)
18. Save Mart Drwy & SR 49 (W Stockton St)
19. SR 49 (N Washington St) & Shaws Flat Rd/Columbia Way
20. SR 49 (N Washington St) & School St
21. SR 49 (N Washington St) & W Snell St/Elkin St
22. SR 49 (N Washington St) & Bradford St
23. S Washington St/SR 49 (S Washington St) & SR 49 (Stockton St)
24. S Washington St & Church St
25. S Washington St & Bulwer St/Restano Way
26. Mono Way/S Stewart St & Restano Way
27. Lime Kiln Rd/S Washington St & SR 108
28. Greenley Rd & Lyons Bald Mountain Rd
29. Greenley Rd & Cabezut Rd/Morning Star Dr
30. Greenley Rd & Mono Way
31. Old Wards Ferry Rd/Greenley Rd & Sanguinetti Rd
32. Tuolumne Rd & Mono Way
33. Jctn Shopping Cntr Dr & Mono Way
34. Tuolumne Rd & Jctn Shopping Cntr Drwy
35. Standard Rd/SR 108 (Peaceful Oak Rd) & Mono Way
36. Draper Mine Rd/Cripple Hill Rd & SR 108 (Mono Way)
37. Soulsbyville Rd & SR 108 (Mono Way)
38. Woodham Carne Rd/Black Oak Rd & Tuolumne Rd
39. Driveway/Soulsbyville Rd & Tuolumne Rd
40. Tuolumne Rd/E Twaine Hart Dr & SR 108
41. Ferretti Rd & SR 120 (Main St)

**Year 2030 Intersection Turning Movement Volumes - Public Services (Proposed)**

Tuolomne County EIR Traffic Study

**APPENDIX FIGURE 4**

DRAFT

**Legend**

XXX (XXX) = AM (PM)
Peak Hour Volumes

WOOD RODGERS
DEVELOPING INNOVATIVE DESIGN SOLUTIONS

**Intersection diagrams (numbered 1–41):**

1. O'Byrnes Ferry Rd & SR 108-SR 120
2. SR 120 & SR 108-SR 120/SR 108 (Yosemite Junction)
3. SR 49-SR 120/SR 120 & SR 49 (Chinese Camp)
4. SR 49 (Montezuma Rd) & SR 108/SR 49-SR 108
5. SR 49-SR 108 & Chicken Ranch Rd
6. SR 49-SR 120 & Main St
7. Main St/Rawhide Rd & SR 49-SR 108
8. Jamestown Rd & SR 49-SR 108
9. 5th Ave & SR 49-SR 108
10. 5th Ave & Jamestown Rd
11. SR 49 (W Stockton St) & SR 49-SR 108/SR 108
12. Shaws Flat Rd & SR 49
13. Parrotts Ferry Rd & Sawmill Flat Rd
14. Parrotts Ferry Rd & SR 49 (Columbia Jctn)
15. S Forest Rd & SR 49 (W Stockton St)
16. Southgate Dr/Woods Creek Dr & SR 49 (W Stockton St)
17. Save Mart Drwy & SR 49 (W Stockton St)
18. Save Mart Drwy & SR 49 (W Stockton St)
19. SR 49 (N Washington St) & Shaws Flat Rd/Columbia Way
20. SR 49 (N Washington St) & School St
21. SR 49 (N Washington St) & W Snell St/Elkin St
22. SR 49 (S Washington St) & Bradford St
23. S Washington St/SR 49 (S Washington St) & SR 49 (Stockton St)
24. S Washington St & Church St
25. S Washington St & Bulwer St/Restano Way
26. Mono Way/S Stewart St & Restano Way
27. Lime Kiln Rd/S Washington St & SR 108
28. Greenley Rd & Lyons Bald Mountain Rd
29. Greenley Rd & Cabezut Rd/Morning Star Dr
30. Greenley Rd & Mono Way
31. Old Wards Ferry Rd/Greenley Rd & Sanguinetti Rd
32. Twaine Rd & Mono Way
33. Jctn Shopping Cntr Dr & Mono Way
34. Tuolumne Rd & Jctn Shopping Cntr Drwy
35. Standard Rd/SR 108 (Peaceful Oak Rd) & Mono Way
36. Draper Mine Rd/Cripple Hill Rd & SR 108 (Mono Way)
37. Soulsbyville Rd & SR 108 (Mono Way)
38. Woodham Carne Rd/Black Oak Rd & Tuolumne Rd
39. Driveway/Soulsbyville Rd & Tuolumne Rd
40. Tuolumne Rd/E Twaine Hart Dr & SR 108
41. Ferretti Rd & SR 120 (Main St)

**Legend**

XXX (XXX) = AM (PM)
Peak Hour Volumes

DRAFT

**Year 2030 Intersection Turning Movement Volumes - Recent Trends (Existing)**

Tuolomne County EIR Traffic Study

APPENDIX FIGURE 5

WOOD RODGERS
DEVELOPING INNOVATIVE DESIGN SOLUTIONS

**Year 2030 Intersection Turning Movement Volumes - Recent Trends (Proposed)**

Tuolomne County EIR Traffic Study

**APPENDIX FIGURE 6**

DRAFT

**Legend**

XXX (XXX) = AM (PM)
Peak Hour Volumes

WOOD RODGERS
DEVELOPING INNOVATIVE DESIGN SOLUTIONS

Intersection panels:

1. O'Byrnes Ferry Rd & SR 108-SR 120
2. SR 120 & SR 108-SR 120/SR 108 (Yosemite Junction)
3. SR 49-SR 120/SR 120 & SR 49 (Chinese Camp)
4. SR 49 (Montezuma Rd) & SR 108/SR 49-SR 108
5. SR 49-SR 108 & Chicken Ranch Rd
6. SR 49-SR 120 & Main St
7. Main St/Rawhide Rd & SR 49-SR 108
8. Jamestown Rd & SR 49-SR 108
9. 5th Ave & SR 49-SR 108
10. 5th Ave & Jamestown Rd
11. SR 49 (W Stockton St) & SR 49-SR 108/SR 108
12. Shaws Flat Rd & SR 49
13. Parrotts Ferry Rd & Sawmill Flat Rd
14. Parrotts Ferry Rd & SR 49 (Columbia Jctn)
15. S Forest Rd & SR 49 (W Stockton St)
16. Southgate Dr/Woods Creek Dr & SR 49 (W Stockton St)
17. Save Mart Drwy & SR 49 (W Stockton St)
18. Save Mart Drwy & SR 49 (W Stockton St)
19. SR 49 (N Washington St) & Shaws Flat Rd/Columbia Way
20. SR 49 (N Washington St) & School St
21. SR 49 (N Washington St) & W Snell St/Elkin St
22. SR 49 (S Washington St) & Bradford St
23. S Washington St/SR 49 (S Washington St) & SR 49 (Stockton St)
24. S Washington St & Church St
25. S Washington St & Bulwer St/Restano Way
26. Mono Way/S Stewart St & Restano Way
27. Lime Kiln Rd/S Washington St & SR 108
28. Greenley Rd & Lyons Bald Mountain Rd
29. Greenley Rd & Cabezut Rd/Morning Star Dr
30. Greenley Rd & Mono Way
31. Old Wards Ferry Rd/Greenley Rd & Sanguinetti Rd
32. Twaine Rd & Mono Way
33. Jctn Shopping Cntr Dr & Mono Way
34. Twaine Rd & Jctn Shopping Cntr Drwy
35. Standard Rd/SR 108 (Peaceful Oak Rd) & Mono Way
36. Draper Mine Rd/Cripple Hill Rd & SR 108 (Mono Way)
37. Soulsbyville Rd & SR 108 (Mono Way)
38. Woodham Carne Rd/Black Oak Rd & Tuolumne Rd
39. Driveway/Soulsbyville Rd & Tuolumne Rd
40. Tuolumne Rd/E Twaine Hart Dr & SR 108
41. Ferretti Rd & SR 120 (Main St)

Intersection headers:

1. O'Byrnes Ferry Rd & SR 108-SR 120
2. SR 120 & SR 108-SR 120/SR 108 (Yosemite Junction)
3. SR 49-SR 120/SR 120 & SR 49 (Chinese Camp)
4. SR 49 (Montezuma Rd) & SR 108/SR 49-SR 108
5. SR 49-SR 108 & Chicken Ranch Rd
6. SR 49-SR 120 & Main St
7. Main St/Rawhide Rd & SR 49-SR 108
8. Jamestown Rd & SR 49-SR 108
9. 5th Ave & SR 49-SR 108
10. 5th Ave & Jamestown Rd
11. SR 49 (W Stockton St) & SR 49-SR 108/SR 108
12. Shaws Flat Rd & SR 49
13. Parrotts Ferry Rd & Sawmill Flat Rd
14. Parrotts Ferry Rd & SR 49 (Columbia Jctn)
15. S Forest Rd & SR 49 (W Stockton St)
16. Southgate Dr/Woods Creek Dr & SR 49 (W Stockton St)
17. Save Mart Drwy & SR 49 (W Stockton St)
18. Save Mart Drwy & SR 49 (W Stockton St)
19. SR 49 (N Washington St) & Shaws Flat Rd/Columbia Way
20. SR 49 (N Washington St) & School St
21. SR 49 (N Washington St) & W Snell St/Elkin St
22. SR 49 (N Washington St) & Bradford St
23. S Washington St/SR 49 (S Washington St) & SR 49 (Stockton St)
24. S Washington St & Church St
25. S Washington St & Bulwer St/Restano Way
26. Mono Way/S Stewart St & Restano Way
27. Lime Kiln Rd/S Washington St & SR 108
28. Greenley Rd & Lyons Bald Mountain Rd
29. Greenley Rd & Cabezut Rd/Morning Star Dr
30. Greenley Rd & Mono Way
31. Old Wards Ferry Rd/Greenley Rd & Sanguinetti Rd
32. Tuolumne Rd & Mono Way
33. Jctn Shopping Cntr Dr & Mono Way
34. Tuolumne Rd & Jctn Shopping Cntr Drwy
35. Standard Rd/SR 108 (Peaceful Oak Rd) & Mono Way
36. Draper Mine Rd/Cripple Hill Rd & SR 108 (Mono Way)
37. Soulsbyville Rd & SR 108 (Mono Way)
38. Woodham Carne Rd/Black Oak Rd & Tuolumne Rd
39. Driveway/Soulsbyville Rd & Tuolumne Rd
40. Tuolumne Rd/E Twaine Hart Dr & SR 108
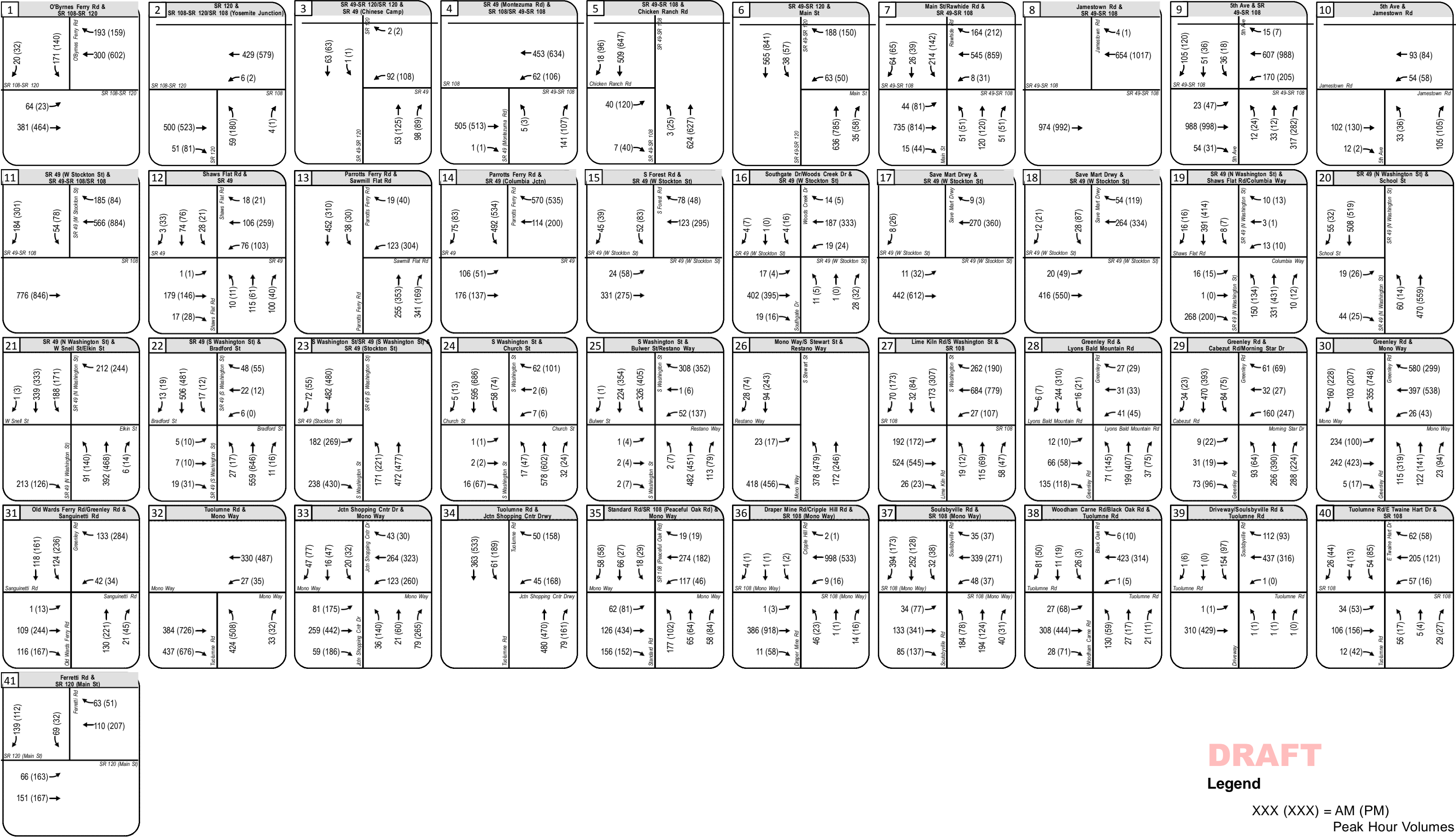41. Ferretti Rd & SR 120 (Main St)

**Legend**

XXX (XXX) = AM (PM)
Peak Hour Volumes

**Year 2040 Intersection Turning Movement Volumes - Distinctive Communities (Proposed)**

Tuolomne County EIR Traffic Study

APPENDIX FIGURE 7

WOOD RODGERS
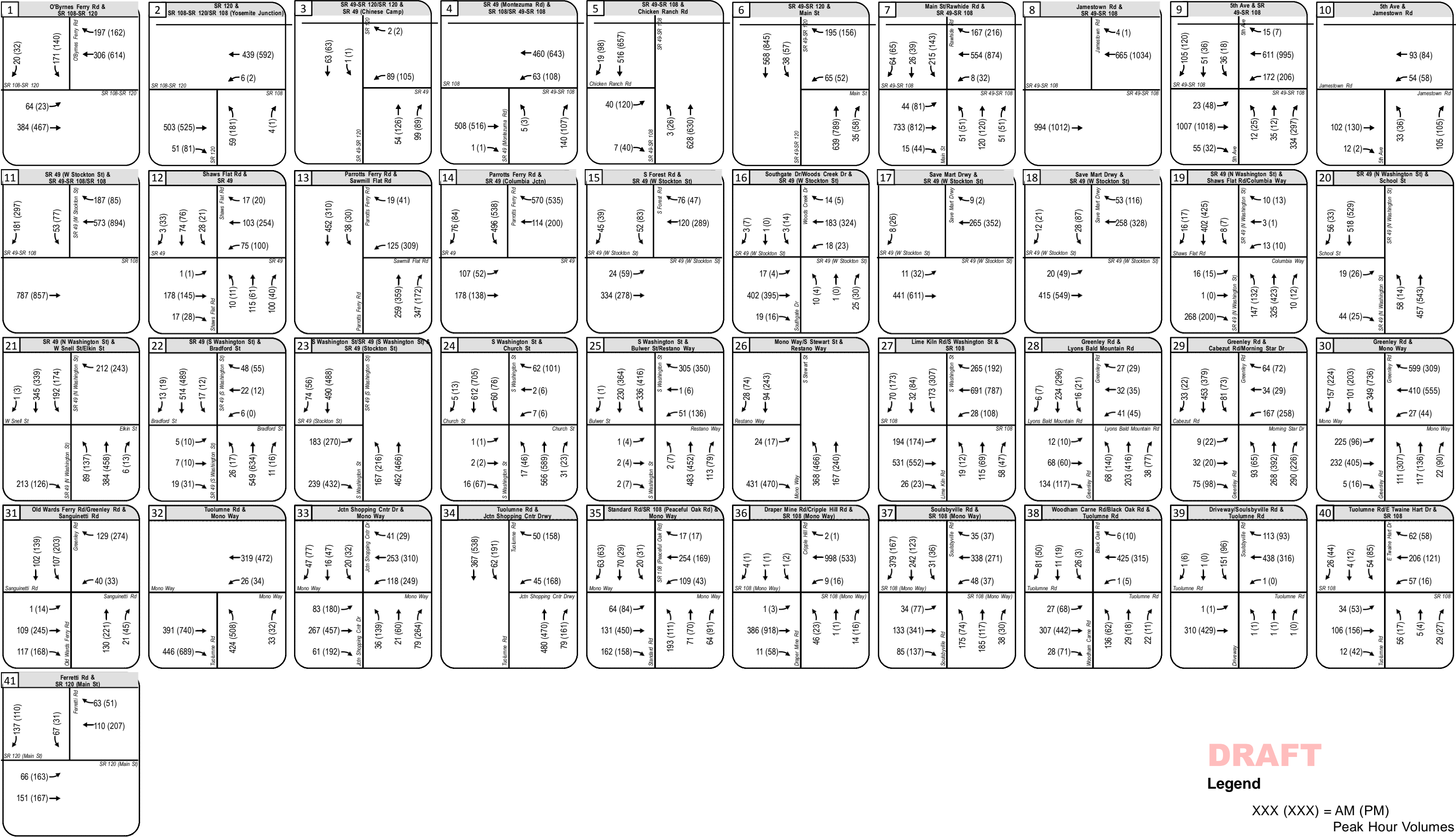DEVELOPING INNOVATIVE DESIGN SOLUTIONS

DRAFT

**Legend**

XXX (XXX) = AM (PM)
Peak Hour Volumes

# Year 2040 Intersection Turning Movement Volumes - Public Services (Proposed)
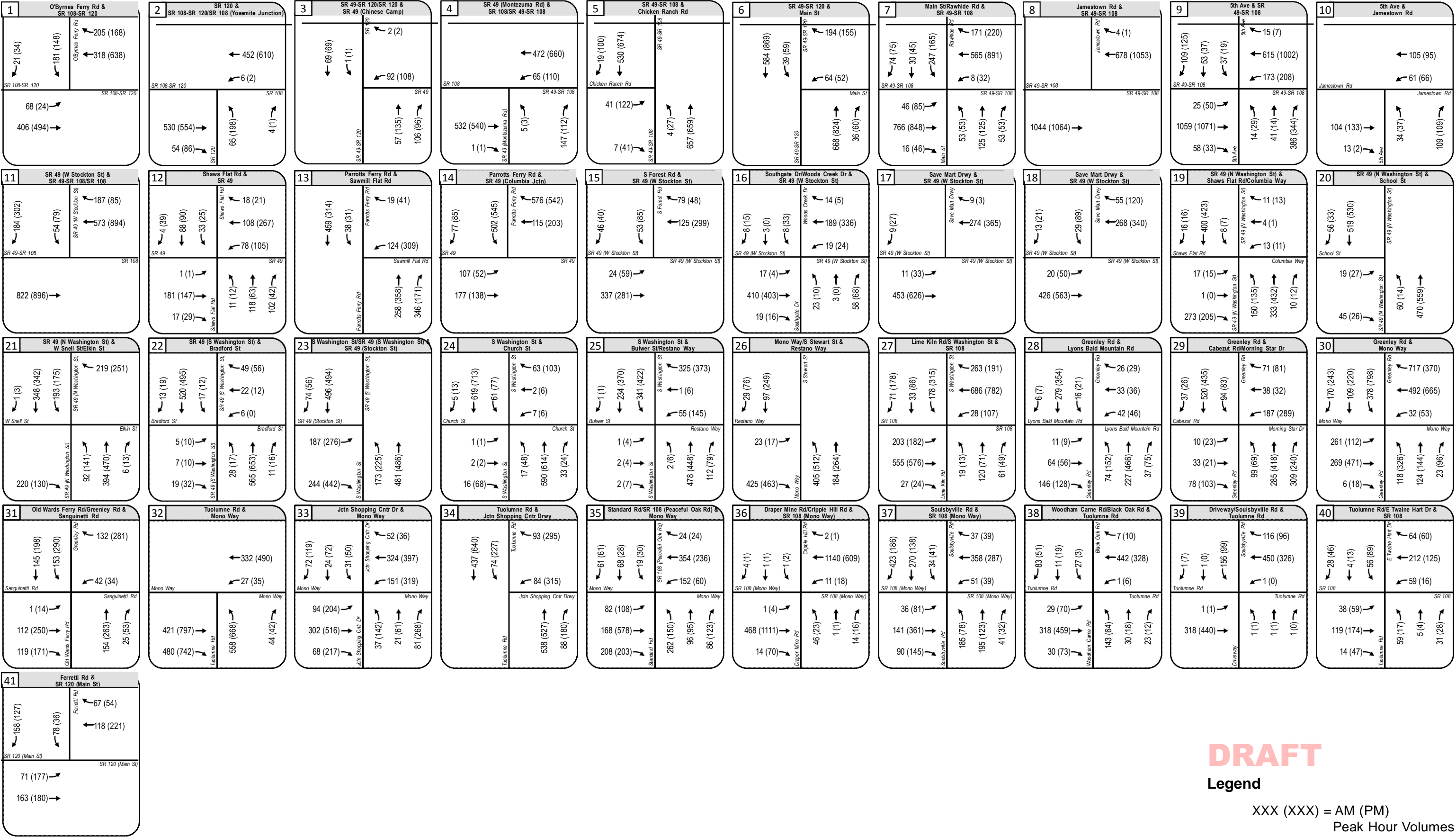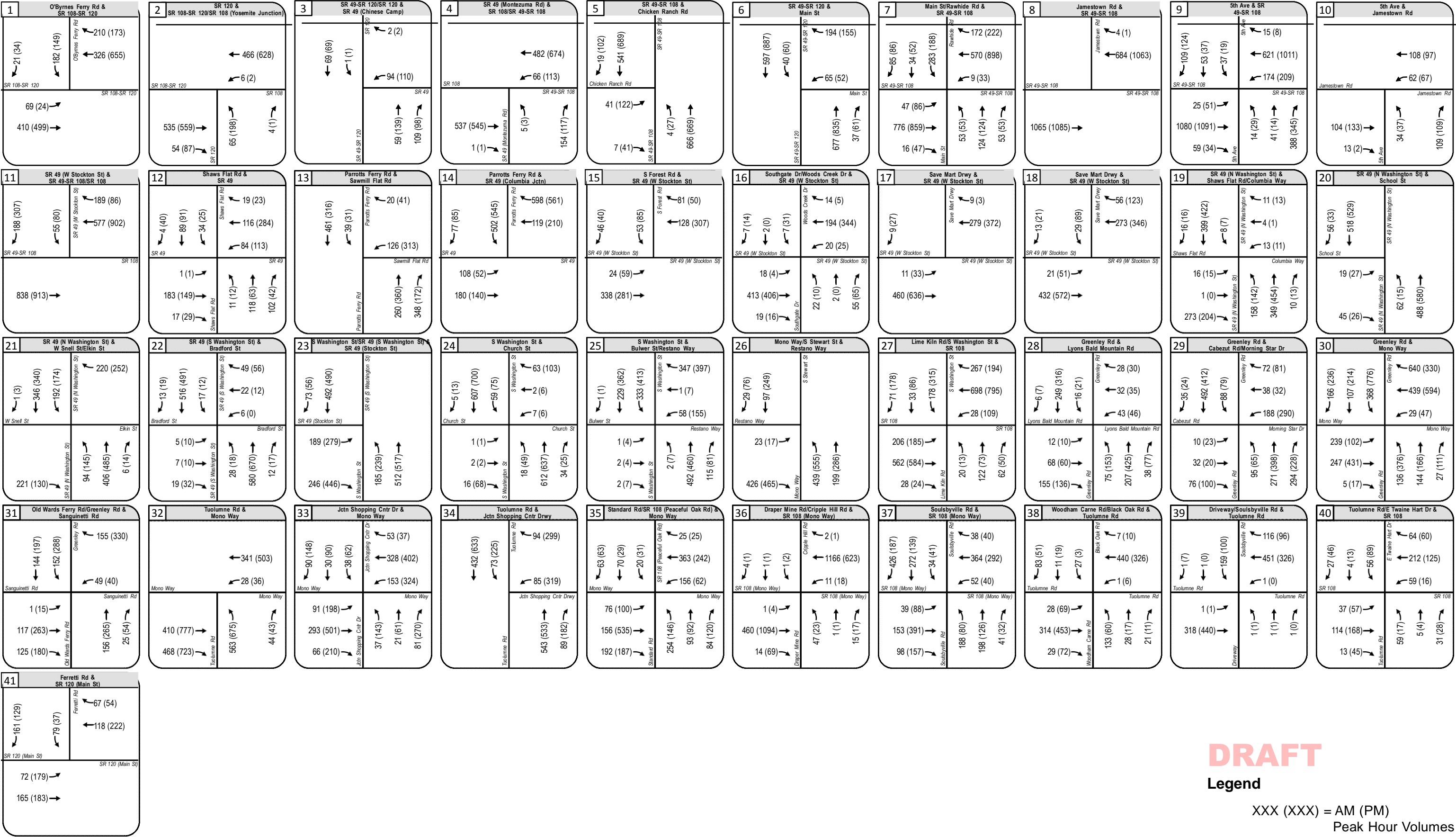
Tuolomne County EIR Traffic Study

**APPENDIX FIGURE 8**

WOOD RODGERS
DEVELOPING INNOVATIVE DESIGN SOLUTIONS

**Year 2040 Intersection Turning Movement Volumes - Recent Trends (Existing)**

Tuolomne County EIR Traffic Study

**Legend**

XXX (XXX) = AM (PM)
Peak Hour Volumes

**APPENDIX FIGURE 9**

WOOD RODGERS
DEVELOPING INNOVATIVE DESIGN SOLUTIONS

**DRAFT**

**Legend**

XXX (XXX) = AM (PM)
Peak Hour Volumes

# Year 2040 Intersection Turning Movement Volumes - Recent Trends (Proposed)

APPENDIX FIGURE 10

Tuolomne County EIR Traffic Study

WOOD RODGERS
DEVELOPING INNOVATIVE DESIGN SOLUTIONS

# APPENDIX ATTACHMENTS
# (UNDER SEPARATE COVER)

WOOD RODGERS