

**El Dorado County
Traffic Impact Mitigation Fee Update
2005**



**Prepared for:
El Dorado County
Department of Transportation**

Submitted by:

Dowling Associates, Inc.

Transportation Engineering • Planning • Research • Education



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February 14, 2006

Dowling Associates, Inc.

Transportation Planning, Engineering, and Research

February 14, 2006

Mr. Steve Borroum
Deputy Director
El Dorado County Public Works
2850 Fairlane Court
Placerville, CA 95667

Subject: Traffic Impact Mitigation (TIM) Fee Update – 2005

P05-112.2

Dear Mr. Borroum:

Dowling Associates is pleased to present this report for the El Dorado County Traffic Impact Mitigation Fee Update 2005.

The purpose of this study has been to refine and update the County Traffic Impact Fee Mitigation projects descriptions in light of additional engineering that has been performed on the projects by several firms including URS Corp, Mark Thomas & Company, DMJM, Fehr & Peers, and Wilbur Smith Associates.

Our role was to determine which projects or portions of projects in the TIM project list needed to be implemented by 2015. We were also asked to extend the TIM project list 10 years to meet projected needs through 2025 according to the 2004 County General Plan.

I would like to thank the above listed engineering firms for their cooperation and assistance throughout this effort. I would also like to give credit to the key Dowling professionals who contributed to this project. They are: Mike Carroll, Kevin Chen, Jaskamal Singh, and Franklin Cai.

Please give me a call at extension 302 if you have any questions.

Sincerely,

Dowling Associates



Richard G. Dowling, Ph.D., P.E.
Principal

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1. Introduction

The Interim 2004 General Plan Traffic Impact Mitigation Fee Program included a mix of improvement projects to mitigate the impacts of growth through the year 2015 as forecasted in the 2004 El Dorado County General Plan EIR. These improvement projects included several major interchange improvements, which because of their expense and Caltrans requirements addressed the needs of growth through the year 2025.

Study Purpose

The purpose of the analysis documented in this report is to identify what portion of the US 50 interchange improvements are needed by the year 2015 and which additional improvements are needed on US 50 and all county roads by the year 2025.

Approach

The County General Plan Traffic Model was run for 2015 and 2025 to determine future AM and PM peak hour volumes on county roads and state highways in the county. The PM peak hour volumes were used to determine deficient county road and state highway segments. Road capacity improvements were then determined to mitigate the level of service to the General Plan level of service standards.

For the US 50 Freeway and the major interchanges along it, special focused and more detailed traffic studies were conducted to determine specific deficiencies and to identify needed improvements for 2015 and 2025.

The US 50 Strategic Corridor Operations Study, by Dowling Associates, Inc., evaluated freeway mainline operations for 2015 and 2025 from the Mather Field Road interchange in Sacramento County to the Ponderosa Road interchange in El Dorado County. This study, completed in November 2005, developed recommended mainline lane and HOV lane additions for US 50.

The freeway interchanges of Silva Valley, Bass Lake, Cambridge, Cameron Park, Ponderosa, Missouri Flats, and Placerville/Forni Road were the subject of on-going studies by Wilbur Smith Associates, Fehr & Peers, URS Corp, and Mark Thomas & Company, at the time of this report. Interim results and recommendations from these studies were used to identify the portions of these projects required by 2015 and 2025.

2. Preliminary Screening Analysis

A preliminary screening analysis was first performed to determine which county road and state highway segments would fail to meet County General Plan level of service standards. This preliminary analysis identified order of magnitude improvements required to fully mitigate the traffic impacts of growth.

Traffic Forecast Approach

The El Dorado County 2004 General Plan travel demand model was used to forecast 2025 PM peak hour volumes. AM peak hour volumes are usually lower than PM peak hour volumes (except on US 50 freeway), so the PM peak hour volumes were used to identify level of service deficiencies for all county roads and state highways, with the exception of the US 50 freeway.

The Fehr & Peers model run for 2025 completed in June 2005 was the source of the 2025 forecasts. The adjusted two-way volumes were used.

The 2001 and 2005 PM peak hour traffic counts were taken from the Fehr & Peers Technical Memorandum from Ron Milam and Jeff Gulden to Steve Borroum and Craig McKibbin, dated March 18, 2005, entitled El Dorado County Traffic Impact Fee Program – Travel Demand Forecasts and Roadway, Segment Traffic Analysis Technical Support Documentation (Exhibit C of the El Dorado TIM documentation).

The 2015 PM peak hour traffic volumes were linearly interpolated between the model 2025 forecasts and the 2005 counts.

The resulting forecasts are shown in Exhibit 1. Identification of Needed Mitigation Projects.

Level of Service Computations

The maximum volume thresholds for each level of service (A-F) are determined by the number of lanes and the functional class of each segment of road and state highway. The volume per lane thresholds by functional class were taken from Attachment “C” of the previously cited Fehr and Peers memorandum (see Exhibit 2. Functional Class Codes and LOS Thresholds).

If the computed LOS was worse than the General Plan standard then a preliminary mitigation was determined for the deficient road section. The resulting levels of service and preliminary recommendations for mitigations are shown in Exhibit 1. Identification of Needed Mitigation Projects.

Exhibit 1. Identification of Needed Mitigation Projects

Road Name and Segment	Exist. Funct. Class	G.P. Max. LOS	PM Pk Hr Volume (Both Dir.)				Unmitigated LOS				Improvements				Mitigated LOS			
			2001	2005	2015	2025	2001	2005	2015	2025	2001	2005	2015	2025	2001	2005	2015	2025
BASS LAKE ROAD																		
1. US 50 to Country Club Dr	W22	D	430	930	1,565	2,199	C	D	F	F	-	-	2A	4AU	C	D	D	D
2. Country Club Dr to Bass Lake	W22	D	430	500	896	1,292	C	C	D	E	-	-	-	2A	C	C	D	D
3. Bass Lake to Green Valley Rd	W22	E	300	300	486	671	C	C	C	D	-	-	-	-	C	C	C	D
BASS LAKE ROAD, NEW																		
1. Bass Lake Rd to Green Valley Rd	N/A	D	-	-	124	247	N/A	N/A	N/A	N/A	-	-	2A	2A	N/A	N/A	C	C
BIG CUT ROAD																		
1. Pleasant Valley Rd to Placerville City Limits	W18	D	80	80	78	75	A	B	B	B	-	-	-	-	A	B	B	B
BUCKS BAR ROAD																		
1. Mt Aukum to Cattle Cr Ln	W18	D	340	400	480	560	C	C	D	D	-	-	-	-	C	C	D	D
2. Cattle Cr Ln to Pleasant Valley Rd	W20	D	400	430	507	584	C	C	C	D	-	-	-	-	C	C	C	D
CAMBRIDGE ROAD																		
1. US 50 EB ramps to Country Club Dr	2A	E	700	1,040	1,143	1,245	C	D	D	D	-	-	-	-	C	D	D	D
2. Country Club Dr to Oxford Rd	2A	F	630	910	1,001	1,092	C	C	D	D	-	-	-	-	C	C	D	D
3. Oxford Rd to Green Valley Rd	2U	E	390	460	520	580	C	C	C	C	-	-	-	-	C	C	C	C
CAMERON PARK DRIVE																		
1. Durock Rd to Coach Ln	4AU	F	880	2,180	2,369	2,558	C	D	D	D	-	-	-	-	C	D	D	D
2. Coach Ln to Palmer Dr	4AU	E	1,970	2,080	2,697	3,314	D	D	D	F	-	-	-	4AD	D	D	D	D
3. Palmer Dr to Oxford Rd	2A	E	1,690	1,690	2,310	2,930	E	D	F	F	-	-	4AU	4AD	E	D	D	D
4. Oxford Rd to Green Valley Rd	2U	E	840	840	956	1,071	D	D	D	D	-	-	-	-	D	D	D	D
CARSON ROAD																		
1. Placerville City Limits to Union Ridge Rd	2R	D	190	190	297	403	B	B	C	C	-	-	-	-	B	B	C	C
2. Union Ridge Rd to US 50	2R	D	200	200	252	303	B	B	C	C	-	-	-	-	B	B	C	C
3. US 50 to Barkley Rd	2R	D	350	350	443	535	C	C	C	C	-	-	-	-	C	C	C	C
4. Barkley Rd to Pony Express Tr	2R	E	270	270	290	309	C	C	C	C	-	-	-	-	C	C	C	C
CEDAR RAVINE ROAD																		
1. Pleasant Valley Rd to Quarry Rd	W20	D	140	150	168	185	B	B	C	C	-	-	-	-	B	B	C	C
2. Quarry Rd to Placerville City Limits	2R	D	220	270	303	335	C	C	C	C	-	-	-	-	C	C	C	C
COLD SPRINGS ROAD																		

Road Name and Segment	Exist.	G.P.	PM Pk Hr Volume (Both Dir.)				Unmitigated LOS				Improvements				Mitigated LOS			
	Funct. Class	Max. LOS	2001	2005	2015	2025	2001	2005	2015	2025	2001	2005	2015	2025	2001	2005	2015	2025
1. Placerville City Limits to Cool Water Cr	2R	E	390	480	619	757	C	C	C	D	-	-	-	-	C	C	C	D
2. Cool Water Cr to Gold Hill Rd	2R	D	220	330	398	466	C	C	C	C	-	-	-	-	C	C	C	C
3. Gold Hill Rd to SR 49	W22	D	170	170	210	250	B	B	C	C	-	-	-	-	B	B	C	C
COUNTRY CLUB DRIVE								0	0	0	-	-	-	-	0	0	0	0
1. Bass Lake Rd to Merrychase Dr	2R	D	230	360	599	838	C	C	C	D	-	-	-	-	C	C	C	D
2. Merrychase Dr to Cambridge Rd	2R	E	240	480	577	674	C	C	C	C	-	-	-	-	C	C	C	C
3. Cambridge Rd to Royal Dr (W)	2R	E	300	680	824	967	C	C	D	D	-	-	-	-	C	C	D	D
4. Royal Dr (W) to Cameron Park Dr	2R	E	430	490	543	596	C	C	C	C	-	-	-	-	C	C	C	C
COUNTRY CLUB DRIVE EXTENSION																		
1. Silva Valley Pkwy to Bass Lake Rd	N/A	D	-	-	400	799	N/A	N/A	N/A	N/A	-	-	2A	2A	N/A	N/A	C	C
DUROCK ROAD																		
1. Cameron Park Dr to Heinz Rd	2U	E	340	1,030	1,224	1,417	C	D	D	D	-	-	-	-	C	D	D	D
2. Hines Rd to S Shingle Rd	2U	E	470	960	1,127	1,294	C	D	D	D	-	-	-	-	C	D	D	D
EL DORADO HILLS BLVD																		
1. US 50 to Lassen Ln	4AD	E	2,250	3,520	4,122	4,724	D	D	F	F	-	-	6A	6A	D	D	D	D
2. Lassen Ln to Olson Ln	4AD	E	1,660	2,290	2,030	1,770	C	D	D	C	-	-	-	-	C	D	D	C
3. Olson Ln to St Andrews Dr	4AD	E	1,410	1,760	1,506	1,252	C	C	C	C	-	-	-	-	C	C	C	C
4. St Andrews Dr to Francisco Dr	2A	E	1,220	1,740	1,456	1,171	D	D	D	D	-	-	-	-	D	D	D	D
5. Francisco Dr to Green Valley Rd	2A	E	390	520	483	446	C	C	C	C	-	-	-	-	C	C	C	C
EL DORADO ROAD																		
1. Pleasant Valley Rd to Mother Lode Dr	W22	E	200	220	363	506	B	C	C	C	-	-	-	-	B	C	C	C
2. Mother Lode Dr to US 50	W22	E	380	450	591	732	C	C	C	D	-	-	-	-	C	C	C	D
3. US 50 Interchange	2A	D	380	440	565	690	C	C	C	C	-	-	-	-	C	C	C	C
4. US 50 to Missouri Flat Rd	W22	E	220	220	399	577	C	C	C	C	-	-	-	-	C	C	C	C
5. Missouri Flat Rd to Green Valley Rd	W22	E	290	290	404	518	C	C	C	C	-	-	-	-	C	C	C	C
FAIRPLAY ROAD																		
1. Mt Aukum to Omo Ranch Rd	W20	D	170	170	178	186	B	C	C	C	-	-	-	-	B	C	C	C
FORNI ROAD																		
1. SR49 to Enterprise Dr	2R	E	220	220	303	385	C	C	C	C	-	-	-	-	C	C	C	C
2. Enterprise Dr to Missouri Flat Rd	2R	E	360	730	685	639	C	D	C	C	-	-	-	-	C	D	C	C
3. Missouri Flat Rd to Wamego Rd	2R	E	170	190	372	554	B	B	C	C	-	-	-	-	B	B	C	C
4. Wamego Rd to Placerville City Limits	W20	D	120	190	372	554	B	C	C	D	-	-	-	-	B	C	C	D
FRANCISCO DRIVE																		

Road Name and Segment	Exist. Funct. Class	G.P. Max. LOS	PM Pk Hr Volume (Both Dir.)				Unmitigated LOS				Improvements				Mitigated LOS			
			2001	2005	2015	2025	2001	2005	2015	2025	2001	2005	2015	2025	2001	2005	2015	2025
1. EDH Blvd to Green Valley Rd	2A	E	950	1,260	1,036	811	C	D	D	C	-	-	-	-	C	D	D	C
GARDEN VALLEY ROAD																		
1. SR 193 to Marshall Rd	W20	D	120	170	168	166	B	C	C	C	-	-	-	-	B	C	C	C
GOLD HILL ROAD																		
1. Lotus Rd to Cold Springs Rd	W22	D	120	150	178	205	B	B	B	C	-	-	-	-	B	B	B	C
2. Cold Springs Rd to SR 49	W22	D	30	30	27	24	A	A	A	A	-	-	-	-	A	A	A	A
GREEN VALLEY ROAD																		
1. County Line to Francisco Dr	2U	E	2,110	2,700	2,622	2,543	F	F	F	F	-	4M	4M	4M	F	D	D	D
2. Francisco Dr to Salmon Falls Rd	2U	E	1,210	1,260	1,587	1,914	D	D	D	E	-	-	-	-	D	D	D	E
3. Salmon Falls Rd to Deer Valley Rd (W)	2U	E	1,210	1,210	1,679	2,147	D	D	E	F	-	-	-	4AU	D	D	E	D
4. Deer Valley Rd (W) to Bass Lake Rd	2U	D	910	930	966	1,002	D	D	D	D	-	-	-	-	D	D	D	D
5. Bass Lake Rd to Cameron Park Dr	2U	E	990	990	1,180	1,369	D	D	D	D	-	-	-	-	D	D	D	D
6. Cameron Park Dr to Deer Valley Rd (E)	W22	E	560	560	681	801	C	C	D	D	-	-	-	-	C	C	D	D
7. Deer Valley Rd (E) to Lotus Rd	W18	D	650	740	1,007	1,274	C	D	E	F	-	-	2R	2R	C	D	D	D
8. Lotus Rd to Greenstone Rd	W20	D	360	410	618	825	C	C	D	D	-	-	-	-	C	C	D	D
9. Greenstone Rd to Missouri Flat Rd	W20	D	550	550	699	847	C	D	D	D	-	-	-	-	C	D	D	D
10. Missouri Flat Rd to Placerville City Limits	W18	D	440	440	656	871	C	C	D	D	-	-	-	-	C	C	D	D
GREENSTONE ROAD																		
1. Mother Lode Dr to US 50	W18	D	110	220	352	484	B	C	C	D	-	-	-	-	B	C	C	D
2. US 50 Interchange	2A	D	230	300	372	443	C	C	C	C	-	-	-	-	C	C	C	C
3. US 50 to Green Valley Rd	2R	D	230	230	246	262	C	C	C	C	-	-	-	-	C	C	C	C
HEADINGTON ROAD																		
1. Missouri Flat Rd to El Dorado Road	N/A	D	-	-	-	500	N/A	N/A	N/A	N/A	-	-	-	2A	N/A	N/A	N/A	C
LATROBE ROAD																		
1. County Line to S Shingle Rd	2U	D	220	230	335	439	B	B	C	C	-	-	-	-	B	B	C	C
2. S Shingle Rd to Wetsel Oviatt	2R	D	260	300	373	446	C	C	C	C	-	-	-	-	C	C	C	C
3. Wetsel Oviatt to Investment Blvd	2U	D	330	480	712	943	C	C	C	D	-	-	-	-	C	C	C	D
4. Investment Blvd to Carson Creek	2U	D	640	1,170	2,159	3,149	C	D	F	F	-	-	4AD	4AD	C	D	D	D
5. Carson Creek to White Rock Rd	4AD	E	1,390	2,000	3,600	5,199	C	D	E	F	-	-	-	6A	C	D	E	D
6. White Rock Rd to US 50	4AD	E	1,840	3,910	4,609	5,307	C	F	F	F	-	6A	6A	6A	C	D	D	D
LOTUS ROAD																		
1. Green Valley Rd to Springvale Rd	2U	D	590	650	771	891	C	C	C	D	-	-	-	-	C	C	C	D
2. Springvale Rd to Thompson Hill Rd	2U	D	370	380	432	484	C	C	C	C	-	-	-	-	C	C	C	C

Road Name and Segment	Exist. Funct. Class	G.P. Max. LOS	PM Pk Hr Volume (Both Dir.)				Unmitigated LOS				Improvements				Mitigated LOS			
			2001	2005	2015	2025	2001	2005	2015	2025	2001	2005	2015	2025	2001	2005	2015	2025
3. Thompson Hill Rd to SR 49	2R	D	350	420	465	509	C	C	C	C	-	-	-	-	C	C	C	C
MARSHALL ROAD																		
1. SR 49 to Mt Murphy Rd	2R	D	240	280	304	327	C	C	C	C	-	-	-	-	C	C	C	C
2. Mt Murphy Rd to Black Oak Mine Rd	2R	D	240	280	282	283	C	C	C	C	-	-	-	-	C	C	C	C
MEDER ROAD																		
1. Cameron Park Dr to Rosebud Dr	W22	E	330	330	488	645	C	C	C	D	-	-	-	-	C	C	C	D
2. Rosebud Dr to Ponderosa Rd	W22	E	330	350	418	486	C	C	C	C	-	-	-	-	C	C	C	C
MISSOURI FLAT ROAD																		
1. Green Valley Rd to El Dorado Rd	2U	E	480	510	663	815	C	C	C	D	-	-	-	-	C	C	C	D
2. El Dorado Rd to Headington Rd	2U	E	710	710	951	1,191	C	C	D	D	-	-	-	-	C	C	D	D
3. Headington Rd to US 50	2A	E	1,670	1,670	2,007	2,343	D	D	F	F	-	-	4AD	4AD	D	D	D	D
4. US 50 to Mother Lode Dr	2A	F	2,340	2,430	2,940	3,450	F	F	F	F	-	4AD	4AD	4AD	F	D	D	D
5. Mother Lode Dr to China Garden Rd	4AU	F	2,340	2,340	2,812	3,284	D	D	E	F	-	-	-	4AD	D	D	E	D
6. China Garden Rd to SR 49	2A	E	1,600	1,340	1,283	1,225	D	D	D	D	-	-	-	-	D	D	D	D
MISSOURI FLAT ROAD CONNECTOR																		
1. Missouri Flat Rd to SR-49	N/A	E	-	-	1,003	2,006	N/A	N/A	N/A	N/A	-	-	2A	4AU	N/A	N/A	D	D
2. SR-49 to Pleasant Valley Rd	N/A	E	-	-	770	1,539	N/A	N/A	N/A	N/A	-	-	2A	2A	N/A	N/A	C	D
MORMON EMIGRANT TRAIL																		
1. Sly Park Rd to 2nd Dam	2U	D	60	140	225	309	A	B	B	C	-	-	-	-	A	B	B	C
MOSQUITO ROAD																		
1. Placerville City Limits to Union Ridge Rd	2R	E	290	290	285	280	C	C	C	C	-	-	-	-	C	C	C	C
2. Union Ridge Rd to Rock Creek Rd	W18	D	80	90	167	244	A	B	C	C	-	-	-	-	A	B	C	C
MOTHER LODE DRIVE																		
1. S Shingle Rd to French Creek Rd	2U	E	1,300	1,300	1,511	1,721	D	D	D	E	-	-	-	-	D	D	D	E
2. French Crk Rd to Greenstone Rd	2U	D	850	850	1,125	1,400	D	D	D	D	-	-	-	-	D	D	D	D
3. Greenstone Rd to Pleasant Valley Rd	2U	E	850	900	1,165	1,430	D	D	D	D	-	-	-	-	D	D	D	D
4. Pleasant Valley Rd to El Dorado Rd	2U	E	380	380	374	367	C	C	C	C	-	-	-	-	C	C	C	C
5. El Dorado Rd to Missouri Flat Rd	2U	E	400	430	595	759	C	C	C	C	-	-	-	-	C	C	C	C
MT AUKUM ROAD																		
1. County Line to Omo Ranch Rd	2R	D	160	220	278	336	B	C	C	C	-	-	-	-	B	C	C	C
2. Omo Ranch Rd to Grizzly Flat Rd	2R	D	300	360	439	517	C	C	C	C	-	-	-	-	C	C	C	C
3. Grizzly Flat Rd to Sly Park Rd	2R	D	300	320	362	403	C	C	C	C	-	-	-	-	C	C	C	C
NEWTOWN ROAD																		

Road Name and Segment	Exist. Funct. Class	G.P. Max. LOS	PM Pk Hr Volume (Both Dir.)				Unmitigated LOS				Improvements				Mitigated LOS			
			2001	2005	2015	2025	2001	2005	2015	2025	2001	2005	2015	2025	2001	2005	2015	2025
1. Pleasant Valley Rd to Snows Rd	2R	D	250	290	345	400	C	C	C	C	-	-	-	-	C	C	C	C
2. Snows Rd to Weber Creek	2R	D	250	360	391	421	C	C	C	C	-	-	-	-	C	C	C	C
3. Weber Creek to Placerville City Limits	2R	E	350	380	392	404	C	C	C	C	-	-	-	-	C	C	C	C
NORTH SHINGLE ROAD																		
1. Ponderosa Rd to Tennessee Dr	2R	D	620	680	764	847	C	C	D	D	-	-	-	-	C	C	D	D
2. Tennessee Dr to Green Valley Rd	W22	D	440	560	646	732	C	C	D	D	-	-	-	-	C	C	D	D
OMO RANCH ROAD																		
1. Mt Aukum Rd to Fairplay Rd	2R	D	90	110	101	92	A	B	B	A	-	-	-	-	A	B	B	A
PLEASANT VALLEY ROAD																		
1. Mother Lode Dr to El Dorado Rd	2U	E	650	650	825	1,000	C	C	D	D	-	-	-	-	C	C	D	D
2. El Dorado Rd to SR 49 (S)	2U	F	650	810	1,069	1,328	C	D	D	D	-	-	-	-	C	D	D	D
3. SR 49 (N) to Big Cut Rd	2U	E	1,320	1,550	1,489	1,428	D	D	D	D	-	-	-	-	D	D	D	D
4. Big Cut Rd to Cedar Ravine Rd	2R	E	760	990	1,111	1,232	D	D	D	D	-	-	-	-	D	D	D	D
5. Cedar Ravine Rd to Bucks Bar Rd	2R	D	760	920	1,033	1,145	D	D	D	D	-	-	-	-	D	D	D	D
6. Bucks Bar Rd to Newtown Rd	2R	D	420	470	505	540	C	C	C	C	-	-	-	-	C	C	C	C
7. Newtown Rd to Mt Aukum Rd	2R	D	480	560	647	733	C	C	C	D	-	-	-	-	C	C	C	D
PONDEROSA ROAD																		
1. US 50 to N Shingle Rd	2A	E	1,480	1,580	1,825	2,070	D	D	E	F	-	-	-	4AU	D	D	E	D
2. N Shingle Rd to Meder Rd	2R	E	550	1,010	1,163	1,315	D	D	D	D	-	-	-	-	D	D	D	D
3. Meder Rd to Green Valley Rd	W20	D	120	170	182	194	B	C	C	C	-	-	-	-	B	C	C	C
PONY EXPRESS TRAIL																		
1. Carson Rd to Ridgeway Dr	2R	E	300	350	371	391	C	C	C	C	-	-	-	-	C	C	C	C
2. Ridgeway Dr to Sly Park Rd	2R	E	600	650	665	680	C	C	C	C	-	-	-	-	C	C	C	C
SALMON FALLS ROAD																		
1. Green Valley Rd to Lake Hills Dr	2U	E	470	490	676	862	C	C	C	D	-	-	-	-	C	C	C	D
2. Lake Hills Dr to Manzanita Ln	2U	E	160	200	327	454	B	B	C	C	-	-	-	-	B	B	C	C
3. Manzanita Ln to Rattlesnake Bar Rd	W22	D	110	160	247	333	B	B	C	C	-	-	-	-	B	B	C	C
SARATOGA WAY EXTENSION																		
1. County Line to EDH Blvd	N/A	E	-	-	1,128	2,255	N/A	N/A	N/A	N/A	-	-	2A	4AU	N/A	N/A	D	D
SERRANO PARKWAY																		
1. EDH Blvd to Silva Valley Pkwy	2A	E	470	660	696	732	C	C	C	C	-	-	-	-	C	C	C	C
SERRANO PARKWAY EXTENSION																		
1. Silva Valley Pkwy to Bass Lake Rd	N/A	E	-	-	222	444	N/A	N/A	N/A	N/A	-	-	2A	2A	N/A	N/A	C	C

Road Name and Segment	Exist. Funct. Class	G.P. Max. LOS	PM Pk Hr Volume (Both Dir.)				Unmitigated LOS				Improvements				Mitigated LOS			
			2001	2005	2015	2025	2001	2005	2015	2025	2001	2005	2015	2025	2001	2005	2015	2025
SHINGLE SPRINGS DRIVE																		
1. Mother Lode Dr to US 50	2R	D	160	180	388	596	B	B	C	C	-	-	-	-	B	B	C	C
2. US 50 Interchange	2A	D	160	160	241	322	C	C	C	C	-	-	-	-	C	C	C	C
SILVA VALLEY PARKWAY																		
1. Serrano Pkwy to Harvard Way	4AD	E	340	630	1,202	1,774	C	C	C	C	-	-	-	-	C	C	C	C
2. Harvard Way to Green Valley Rd	2A	E	340	550	966	1,381	C	C	C	D	-	-	-	-	C	C	C	D
SILVA VALLEY PARKWAY EXTENSION																		
1. US-50 to Serrano Pkwy	N/A	E	-	-	1,553	3,106	N/A	N/A	N/A	N/A	-	-	2A	4AD	N/A	N/A	D	D
SLY PARK ROAD																		
1. Mt Aukum Rd to Clear Creek Rd	2R	D	270	360	423	486	C	C	C	C	-	-	-	-	C	C	C	C
2. Clear Creek Rd to Mormon Emigrant Tr	W18	D	180	220	264	307	B	C	C	C	-	-	-	-	B	C	C	C
3. Mormon Emigrant Tr to Park Creek Rd	2R	E	340	430	464	497	C	C	C	C	-	-	-	-	C	C	C	C
4. Park Creek Rd to US 50	2R	E	470	540	581	621	C	C	C	C	-	-	-	-	C	C	C	C
5. US 50 to Pony Express Trail	2R	E	630	630	619	608	C	C	C	C	-	-	-	-	C	C	C	C
SNOWS ROAD																		
1. Newtown Rd to Carson Rd	2R	E	190	190	215	239	B	B	C	C	-	-	-	-	B	B	C	C
SOPHIA PARKWAY																		
1. County Line to Green Valley Rd	N/A	D	-	-	654	1,307	N/A	N/A	N/A	N/A	-	-	2A	2A	N/A	N/A	C	D
SOUTH SHINGLE ROAD																		
1. Latrobe Rd to Brandon Rd	W18	D	70	270	255	240	A	C	C	C	-	-	-	-	A	C	C	C
2. Brandon Rd to Sunset Ln	W20	D	200	300	273	245	B	C	C	C	-	-	-	-	B	C	C	C
3. Sunset Ln to Durock Rd	2R	E	500	500	514	527	C	C	C	C	-	-	-	-	C	C	C	C
4. Durock Rd to US 50	2A	E	1,190	1,190	1,327	1,464	D	D	D	D	-	-	-	-	D	D	D	D
SUNCAST LANE EXTENSION																		
1. County Line to White Rock Rd	N/A	E	-	-	250	500	N/A	N/A	N/A	N/A	-	-	2A	2A	N/A	N/A	C	C
2. White Rock Rd to Latrobe Rd	N/A	E	-	-	500	1,000	N/A	N/A	N/A	N/A	-	-	2A	2A	N/A	N/A	C	D
WHITE ROCK ROAD																		
1. County Line to Manchester Dr.	W18	E	470	560	714	867	C	D	D	D	-	-	-	-	C	D	D	D
2. Manchester Dr. to Latrobe Rd.	W22	E	470	1,610	2,538	3,466	C	F	F	F	-	4AU	4AU	4AD	C	C	D	D
3. Latrobe Rd to Silva Valley Pkwy	W18	E	270	1,400	2,929	4,457	B	F	F	F	-	4AU	4AD	6A	B	C	D	D
SR 49																		
1. County Line to Sand Ridge Rd	2R	D	270	310	405	500	C	C	C	C	-	-	-	-	C	C	C	C
2. Sand Ridge Rd to Crystal Blvd	2R	D	340	350	445	540	C	C	C	C	-	-	-	-	C	C	C	C

Road Name and Segment	Exist.	G.P.	PM Pk Hr Volume (Both Dir.)				Unmitigated LOS				Improvements				Mitigated LOS			
	Funct. Class	Max. LOS	2001	2005	2015	2025	2001	2005	2015	2025	2001	2005	2015	2025	2001	2005	2015	2025
3. Crystal Blvd to China Hill Rd	2R	E	340	600	736	872	C	C	D	D	-	-	-	-	C	C	D	D
4. China Hill Rd to Pleasant Valley Rd	W22	E	470	600	736	872	C	C	D	D	-	-	-	-	C	C	D	D
5. Pleasant Valley Rd to Missouri Flat Rd	W22	E	1,160	1,160	1,324	1,487	D	D	E	E	-	-	-	-	D	D	E	E
6. Missouri Flat Rd to Pleasant Valley Rd	2A	E	1,280	1,040	946	851	D	D	C	C	-	-	-	-	D	D	C	C
7. Pleasant Valley Rd to Placerville City Lim.	2R	E	540	630	1,083	1,536	C	C	D	E	-	-	-	-	C	C	D	E
8. Placerville City Limits to Gold Hill Rd	2R	D	300	300	304	307	C	C	C	C	-	-	-	-	C	C	C	C
9. Gold Hill Rd to SR 153	W22	D	180	400	450	499	B	C	C	C	-	-	-	-	B	C	C	C
10. SR 153 to Marshall Rd	2R	D	410	510	599	687	C	C	C	D	-	-	-	-	C	C	C	D
11. Marshall Rd to Rattlesnake Bar Rd	2U	D	290	540	673	805	B	C	C	D	-	-	-	-	B	C	C	D
12. Rattlesnake Bar Rd to SR 193	W22	D	360	590	874	1,157	C	C	D	D	-	-	-	-	C	C	D	D
13. SR 193 to County Line	2R	F	970	970	1,166	1,361	D	D	D	D	-	-	-	-	D	D	D	D
SR 193																		
1. SR 49 to Greenwood Rd	2U	D	630	630	781	932	C	C	C	D	-	-	-	-	C	C	C	D
2. Greenwood Rd to Main St (Georgetown)	2R	D	430	430	319	208	C	C	C	C	-	-	-	-	C	C	C	C
3. Main St (Georgetown) to Shoo Fly Rd	2R	D	170	210	245	280	B	C	C	C	-	-	-	-	B	C	C	C
4. Shoo Fly Rd to Placerville City Limits	2R	D	210	270	304	338	C	C	C	C	-	-	-	-	C	C	C	C
US HIGHWAY 50																		
WB 1. County Line to EDH Blvd/Latrobe Rd	2F	E	1,730	2,310	3,230	4,149	B	C	C	E	-	-	-	-	B	C	C	E
EB	2F	E	3,900	3,900	5,117	6,333	E	E	F	F	-	-	E.S.	E.S.	E	E	D	E
WB 2. EDH Blvd/Latrobe Rd to Bass Lake Rd	2F	E	1,460	2,900	3,581	4,261	B	D	D	E	-	-	-	-	B	D	D	E
EB	2F	E	3,760	4,000	5,007	6,014	E	E	F	F	-	-	E.S.	E.S.	E	E	D	D
WB 3. Bass Lake Rd to Cambridge Rd	2F	E	2,350	2,690	3,781	4,872	C	C	D	F	-	-	-	E.S.	C	C	D	C
EB	2F	E	3,320	3,440	4,606	5,772	D	D	F	F	-	-	E.S.	E.S.	D	D	D	D
WB 4. Cambridge Rd to Cameron Park Dr	2F	E	2,330	2,380	3,409	4,438	C	C	D	E	-	-	-	-	C	C	D	E
EB	2F	E	3,140	3,140	4,087	5,033	D	D	E	F	-	-	-	E.S.	D	D	E	D
WB 5. Cameron Park Dr to Ponderosa Rd	2F	E	1,970	2,320	3,164	4,007	B	C	C	E	-	-	-	-	B	C	C	E
EB	2F	E	2,930	2,930	3,447	3,964	D	D	D	E	-	-	-	-	D	D	D	E
WB 6. Ponderosa Rd to Shingle Springs Dr	2F	E	1,020	2,140	3,004	3,868	A	C	D	E	-	-	-	-	A	C	D	E
EB	2F	E	2,550	2,550	3,040	3,529	C	C	D	D	-	-	-	-	C	C	D	D
WB 7. Shingle Springs Dr to Greenstone Rd	2F	D	1,190	1,800	2,437	3,073	B	B	C	D	-	-	-	-	B	B	C	D
EB	2F	D	2,470	2,470	2,872	3,274	C	C	C	D	-	-	-	-	C	C	C	D
WB 8. Greenstone Rd to El Dorado Rd	2F	E	1,590	2,110	2,705	3,299	B	C	C	D	-	-	-	-	B	C	C	D
EB	2F	E	2,320	2,320	2,714	3,107	C	C	C	D	-	-	-	-	C	C	C	D

Road Name and Segment	Exist. Funct. Class	G.P. Max. LOS	PM Pk Hr Volume (Both Dir.)				Unmitigated LOS				Improvements				Mitigated LOS			
			2001	2005	2015	2025	2001	2005	2015	2025	2001	2005	2015	2025	2001	2005	2015	2025
WB 9. El Dorado Rd to Missouri Flat Rd	2F	E	1,740	1,790	2,344	2,898	B	B	C	D	-	-	-	-	B	B	C	D
EB	2F	E	2,160	2,230	2,730	3,229	C	C	C	D	-	-	-	-	C	C	C	D
WB 10. Missouri Flat Rd to Placerville City Limits	2F	E	2,200	2,380	2,768	3,155	C	C	C	D	-	-	-	-	C	C	C	D
EB	2F	E	2,380	2,380	2,508	2,636	C	C	C	C	-	-	-	-	C	C	C	C
WB 11. Placerville City Limits to Newtown Rd	2F	E	1,300	1,300	1,403	1,506	B	B	B	B	-	-	-	-	B	C	C	C
EB	2F	E	1,330	1,330	1,445	1,560	B	B	B	B	-	-	-	-	B	B	B	B
12. Newtown Rd to Carson Rd. (W)	4M	D	2,580	2,580	2,968	3,355	D	D	D	E	-	-	-	E.S.	D	D	D	D
13. Carson Rd (W) to Carson Rd (E)	4M	D	2,120	2,230	2,670	3,109	C	C	D	D	-	-	-	-	C	C	D	D
EB 14. Carson Rd (E) to Sawmill Rd	2F	D	1,220	1,220	1,788	2,356	B	B	B	C	-	-	-	-	B	B	B	C
EB 15. Sawmill Rd to Sly Park Rd	2F	D	1,010	1,010	1,694	2,378	A	A	B	C	-	-	-	-	A	A	B	C
16. Sly Park Rd to Fresh Pond	4M	D	970	1,150	1,391	1,632	D	B	B	B	-	-	-	-	D	B	B	B
17. Fresh Pond to Ice House Rd	4M	D	1,140	1,140	1,348	1,555	B	B	B	B	-	-	-	-	B	B	B	B
18. Ice House Rd to Echo Lake	2U	F	1,340	1,510	1,788	2,066	D	D	E	F	-	-	-	-	D	D	E	F

Notes:

1. Exist. Funct. Class = Existing Function Class Code (explained in following exhibit)
2. G.P. Max. LOS = 2004 General Plan level of service standard for road section.
3. LOS = level of service, in this case for weekday PM peak hour.
4. Improvement codes are explained in following exhibit.
5. All volumes are two-way totals except for freeway sections.

Exhibit 2. Functional Class Codes and LOS Thresholds

Code	Facility Type	A	B	C	D	E
2R	Minor 2-lane (24' wide pavement)	90	200	680	1,410	1,740
2U	Major 2-Lane Highway	120	290	790	1,600	2,050
4M	4-Lane, Multilane Highway	1,070	1,760	2,530	3,280	3,650
2A	2-Lane Arterial	-	-	970	1,760	1,870
4AU	4-Lane Arterial, Undivided	-	-	1,750	2,740	2,890
4AD	4-Lane Arterial, Divided	-	-	1,920	3,540	3,740
6A	6-Lane Arterial, Divided	-	-	2,710	5,320	5,600
8A	8-Lane Arterial, Divided	-	-	3,720	7,110	7,470
2F	2-Lane Freeway	1,110	2,010	2,880	3,570	4,010
2FA	2-Lane Freeway + Auxiliary Lane	1,410	2,550	3,640	4,490	5,035
3F	3-Lane Freeway	1,700	3,080	4,400	5,410	6,060
3FA	3-Lane Freeway + Auxiliary Lane	2,010	3,640	5,180	6,350	7,100
4F	4-Lane Freeway	2,320	4,200	5,950	7,280	8,140
W22	Minor 2-lane (22' wide pavement)	80	180	610	1250	1550
W20	Minor 2-lane (20' wide pavement)	70	160	540	1110	1370
W18	Minor 2-lane (18' wide pavement)	60	130	450	930	1150
E.S.	Engineering Study Recommended					

Identification of Existing and Future Deficiencies

The following road segments were found deficient in the preliminary planning level screening analysis.

Bass Lake Road

The section of Bass Lake Road from US 50 to Country Club will require upgrading to a 2-lane arterial (2A) by 2015. It will need to be widened to four lanes undivided (4AU) between 2015 and 2025.

The section of Bass Lake Road from Country Club Drive to Bass Lake will require widening to 2-lane arterial (2A) between 2015 and 2025.

Cameron Park Drive

The section from Coach Lane to Palmer Drive will require widening to 4-lane divided arterial (4AD) between 2015 and 2025.

The section from Palmer Drive to Oxford Road will require widening to 4-lane arterial undivided (4AU) by 2015 and to 4-lane arterial divided (4AD) by 2025.

El Dorado Hills Blvd.

The section from US 50 to Lassen Lane will require widening to 6-lane divided arterial (6A) by 2015. No further widening will be required through 2025.

Green Valley Road

The section from County Line to Francisco Drive is estimated to be operating at LOS F under current conditions. However, field observations by county staff indicate that this section is still operating at better than LOS F. The preliminary screening method used to estimate LOS under estimates the capacity of this section of Green Valley Road.

Consequently, the section is not considered deficient. However, continuing growth in 2015 and on suggests that this road must be widened to 4-lane multilane highway (4M) by 2015. No further widening is required through 2025.

The section between Salmon Falls Road and Deer Valley Road will need to be widened to 4-lane undivided arterial (4AU) between 2015 and 2025.

The section between Deer Valley Road (East) and Lotus Road will need to be upgraded to minor 2-lane road with 24-foot wide pavement (2R) by 2015. No further widening is required through 2025.

Latrobe Road

The section between Investment Blvd and Carson Creek will need to be widened to 4-lane divided arterial (4AD) by 2015. No further widening is required through 2025.

The section between Carson Creek and White Rock Road will need to be widened to 6-lane divided arterial (6A) between 2015 and 2025.

The section between White Rock Road and US 50 currently needs to be widened to 6-lane divided arterial (6A). No further widening is required through 2025.

Missouri Flat Road

The section between Headington Road and US 50 will need to be widened to 4-lane divided arterial (4AD) by 2015. No further widening is required through 2025.

The section between US 50 and Mother Lode Drive currently operates at LOS “F”. The 2004 General Plan sets a level of service standard of “F” for this section. Widening this section to 4-lane divided arterial (4AD) would improve the LOS to “D”. No further widening is required through 2025.

The section between Mother Lode Drive and China Gardens would operate at LOS “F” after 2015. The 2004 General Plan sets a level of service standard of “F” for this section. Widening this section to 4-lane divided arterial (4AD) would improve the LOS to “D”.

Ponderosa Road

The section between US 50 and North Shingle Road will need to be widened to 4-lane undivided arterial (4AU) between 2015 and 2025.

White Rock Road

The section between Manchester Drive and Latrobe Road currently needs to be widened to 4-lane undivided arterial (4AU). It will need to be widened to 4-lane divided arterial (4AD) between 2015 and 2025.

The section between Latrobe and Silva Valley Parkway currently needs to be widened to 4-lane undivided arterial (4AU). It will need to be widened to 4-lane divided arterial (4AD) by 2015 and to 6-lane divided arterial (6A) by 2025.

US 50

The section of US 50 the Sacramento County Line and Cambridge Road will require additional capacity by 2015. The section between Cambridge Road and Cameron Park Drive will require additional capacity by 2025. The specific improvements are described in a later chapter on US 50.

The section of US 50 between Newtown Road and Carson Road West will require additional capacity between 2015 and 2025. The planning level analysis suggests that

this section of US 50 may have to be upgraded to freeway status, however, other options may be available for obtaining the added capacity. It is recommended that an engineering study be conducted to determine the recommended improvements.

The section of US 50 between Ice House Road and Echo Lake is forecasted to operate at LOS "F" by 2025, however, the 2004 General Plan establishes LOS "F" as the standard for this section of US 50. Consequently no capacity increases are recommended.

Interpretation of Results

The above deficiencies and recommended capacity improvements are based upon a preliminary planning level analysis.

The LOS thresholds used in this preliminary planning level analysis were developed by Fehr and Peers employing the Year 2000 Highway Capacity Manual plus various standard assumptions as to peaking, directionality, geometric characteristics, and signal timing for each functional class. These thresholds are useful as screening criteria to determine when mitigation may be required, however, they are not detailed enough to determine the most cost-effective mitigation. That is why engineering analysis is appropriate to follow up the results of this planning level analysis.

For cost estimation purposes the planning level analysis is sufficient for most county roads and state highways. However the US 50 freeway, its major interchanges, and the county roads feeding these interchanges require a more detailed freeway and intersection level of service analysis to determine the needed mitigations.

3. US 50 Freeway Analysis

The preliminary screening analysis indicated that there would be potential capacity problems on the US 50 freeway from the Sacramento County line to the Ponderosa Road interchange. This section of US 50 consequently was the subject to a more detailed operations analysis.

Approach

The analysis approach of the operations analysis is explained in the report, US 50 Strategic Corridor Operations Study, by Dowling Associates, Inc., dated November 17, 2005. This section summarizes the key elements of the approach.

Existing 2003 and forecasted 2015 and 2025 AM and PM peak period conditions were evaluated for a 24 mile section of the US 50 freeway from Mather Field Road in Sacramento County to Ponderosa Road in El Dorado County. Freeway operations were evaluated for two 4-hour peak periods (6-10 AM, 3-7PM).

Counts of ramp and mainline traffic for the 4-hour peak periods in 2003 were obtained from Caltrans.

The SACMET model (MTP 2027 version) was used to develop AM and PM Peak 4-hour period forecasts for US 50 because the Sacramento County portion of US 50 included in the study area lies outside of the boundaries of the El Dorado County Travel Demand Model. It was also desired to produce traffic forecasts for US 50 consistent with the 2027 Metropolitan Transportation Plan, adopted in 2005.

The SACMET model forecasts for US 50 inside El Dorado County were compared to the 2025 forecasts produced by the El Dorado County model for the 2004 General Plan and separate improvements developed to address the two different traffic forecast levels produced by the two models. In addition, a combined set of improvements was developed that addresses the maximum forecast produced by the two models for any given directional segment of the freeway.

The 2015 AM and PM peak hour forecasts were obtained by linearly interpolating the 2025 forecasts and the 2003 counts (see Exhibit 3 and Exhibit 4).

The FREQ model, developed by Dr. Adolf May of the University of California for Caltrans, was used to evaluate existing and future freeway mainline, merge, and weaving operations for each hour of each 4-hour peak period. The FREQ model was calibrated against Caltrans congestion data and field observations of backups.

Exhibit 3. US 50 Westbound Peak Hour Volume Forecasts

	2003 Count			2003 Count			2015 Interpolated GP			2015 Interpolated GP			2025 General Plan			2025 General Plan			2027 SACMET			2027 SACMET		
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
US 50 Westbound																								
No. Subsection	On	Off	Main	On	Off	Main	On	Off	Main	On	Off	Main	On	Off	Main	On	Off	Main	On	Off	Main	On	Off	Main
1 US 50 Mainline WB In to Ponderosa Off	0	239	2237	0	289	1832	0	354	2660	0	532	2943	450	3012	735	3868	0	278	2772	0	351	2237		
2 Ponderosa Off to Shingle Sp NB Loop On	0	0	1998	0	0	1543	0	0	2306	0	0	2411	2562	3133	0	0	2494	0	0	1886				
3 Shingle Sp NB Loop On to Merge	929	0	2927	416	0	1959	694	0	3000	480	0	2891	498	3060	534	3667	372	0	2866	180	0	2066		
4 Merge to Ponderosa On	0	0	2927	0	0	1959	0	0	3000	0	0	2891	3060	3667	0	0	2866	0	0	2066				
5 Ponderosa SB On to Merge	599	0	3526	267	0	2226	544	0	3544	307	0	3198	498	3558	340	4007	239	0	3105	118	0	2184		
6 Merge to Cameron Off	0	651	3526	0	647	2226	0	466	3544	0	729	3198	311	3558	797	4007	0	678	3105	0	758	2184		
7 Cameron Off to Cameron NB Loop On	0	0	2875	0	0	1579	0	0	3078	0	0	2469	3247	3210	0	0	2427	0	0	1426				
8 Cameron NB Loop On to Merge	158	0	3033	199	0	1778	375	0	3453	483	0	2952	555	3802	719	3929	249	0	2676	305	0	1731		
9 Merge to Cameron SB On	0	0	3033	0	0	1778	0	0	3453	0	0	2952	3802	3929	0	0	2676	0	0	1731				
10 Cameron SB On to Merge	389	0	3422	231	0	2009	589	0	4042	383	0	3335	755	4557	509	4438	611	0	3287	332	0	2063		
11 Merge to Cambridge Off	0	406	3422	0	295	2009	0	232	4042	0	217	3335	87	4557	152	4438	0	423	3287	0	274	2063		
12 Cambridge Off to On	0	0	3016	0	0	1714	0	0	3810	0	0	3118	4470	4286	0	0	2864	0	0	1789				
13 Cambridge On to Lane Drop	403	0	3419	212	0	1926	666	0	4476	416	0	3534	886	5356	586	4872	400	0	3264	320	0	2109		
14 Lane Drop to Bass Off	0	65	3419	0	58	1926	0	183	4476	0	302	3534	282	5356	506	4872	0	195	3264	0	110	2109		
15 Bass Off to On	0	0	3354	0	0	1868	0	0	4293	0	0	3232	5074	4366	0	0	3069	0	0	1999				
16 Bass On to Merge	1098	0	4452	268	0	2136	1006	0	5299	487	0	3719	930	6004	670	5036	1099	0	4168	424	0	2423		
17 Merge to Silva Off	0	0	4452	0	479	2136	0	683	5299	0	1019	3719	1253	6004	1469	5036	0	332	4168	0	194	2423		
18 Silva Off to Silva NB Loop On	0	0	4452	0	0	1657	0	0	4616	0	0	2700	4751	3567	0	0	3836	0	0	2229				
19 Silva NB Loop On to Silva SB On	0	0	4452	0	0	1657	359	0	4975	211	0	2911	659	5410	386	3953	153	0	3989	286	0	2515		
20 Silva SB On to El Dorado Off	0	498	4452	0	479	1657	425	817	5400	168	810	3079	780	1083	6190	308	1086	4261	741	612	4730	447	572	2962
21 El Dorado Off HOV Start	0	0	3954	0	0	1178	0	0	4583	0	0	2269	5107	3175	0	405	4118	0	203	2390				
22 HOV Start to El Dorado On	0	0	3954	0	0	1178	0	0	4583	0	0	2269	5107	3175	0	0	3713	0	0	2187				
23 El Dorado On to Empire Off	1163	0	5117	1264	0	2442	1162	0	5745	1088	0	3357	1161	6268	941	4116	1049	763	4762	1370	1023	3557		
	6976	6976		4689	4689		8480	8480		6966	6966		9734	9734		8861	8861		7685	7685		6019	6019	

Exhibit 4. US 50 Eastbound Peak Hour Volume Forecasts

US 50 Eastbound No. Subsection Description	2003 Count			2003 Count			2015 Interpolated GP			2015 Interpolated GP			2025 General Plan			2025 General Plan			2027 SACMET			2027 SACMET		
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
	On	Off	Main	On	Off	Main	On	Off	Main	On	Off	Main	On	Off	Main	On	Off	Main	On	Off	Main	On	Off	Main
38 Empire On to HOV End			3481			3566	0	0	3822	0	0	5062			4107			6309	762	0	3032	789	0	5022
39 HOV End to Latrobe SB Off	0	1143	3481	0	321	3566	0	794	3822	0	513	5062	503	4107		673	6309	0	1253	3032	0	375	5022	
40 Latrobe SB Off to El Dorado NB Off	0	283	2338	0	82	3245	0	402	3028	0	416	4549	502	3604		695	5636	0	313	1779	0	94	4647	
41 El Dorado NB Off to El Dorado On	0	0	2055	0	0	3163	0	0	2626	0	0	4133		3102		4941		0	0	1466	0	0	4553	
42 El Dorado On to Silva Off	313	0	2368	924	0	4087	699	336	3325	1005	683	5138	1021	616	4123	1073	1252	6014	399	81	1865	1051	635	5604
43 Silva Off to Silva SB On	0	0	2368	0	0	4087	0	0	2989	0	0	4455		3507		4762		0	0	1784	0	0	4969	
44 Silva SB On to Silva NB On	0	0	2368	0	0	4087	383	0	3372	374	0	4829	702	4209		685	5447	915	0	2699	101	0	5070	
45 Silva NB On to Bass Off	0	180	2368	0	459	4087	313	380	3685	461	698	5290	573	546	4782	846	897	6293	432	247	3131	204	492	5274
46 Bass Lake Off to End Truck Lane	0	0	2188	0	0	3628	0	0	3305	0	0	4592		4236		5396		0	0	2884	0	0	4782	
47 End Truck Lane to Bass Lake On	0	0	2188	0	0	3628	0	0	3305	0	0	4592		4236		5396		0	0	2884	0	0	4782	
48 Bass Lake On to Merge	53	0	2241	63	0	3691	249	0	3554	234	0	4826	412	4648		376	5772	129	0	3013	231	0	5013	
49 Merge to Cambridge Off	0	162	2241	0	398	3691	0	332	3554	0	667	4826		473	4648		892	5772	0	250	3013	0	540	5013
50 Cambridge Off to Cambridge On	0	0	2079	0	0	3293	0	0	3222	0	0	4159		4175		4880		0	0	2763	0	0	4473	
51 Cambridge On to Merge	364	0	2443	304	0	3597	243	0	3465	222	0	4381	143	4318		154	5034	386	0	3149	343	0	4816	
52 Merge to Cameron Park Off	0	390	2443	0	698	3597	0	821	3465	0	1148	4381		1180	4318		1523	5034	0	501	3149	0	999	4816
53 Cameron Off to Cameron On	0	0	2053	0	0	2899	0	0	2644	0	0	3233		3138		3511		0	0	2648	0	0	3817	
54 Cameron On to Grade Change	506	0	2559	761	0	3660	660	0	3304	594	0	3827	788	3926		454	3965	666	0	3314	783	0	4600	
55 Grade Change to Ponderosa Off	0	695	2559	0	1035	3660	0	758	3304	0	1057	3827		811	3926		1075	3965	0	946	3314	0	1408	4600
56 Ponderosa Off to Ponderosa On	0	0	1864	0	0	2625	0	0	2546	0	0	2770		3115		2890		0	0	2368	0	0	3192	
57 Ponderosa On to Mainline Out	202	0	2066	253	0	2878	469	0	3015	464	0	3234	692	3807		640	3530	307	0	2675	377	0	3569	
Subtotal	4919	4919		5871	5871		6838	6838		8416	8416		8438	8438		10537	10537		6266	6266		8112	8112	

Recommended Mitigations - 2015

The recommended interim improvements that will preserve a low level of service “E” (0.90 to 0.95 volume/capacity) on the freeway through 2015 are shown in Exhibit 5 and Exhibit 6 below.

A total of 1.3 lane-miles of HOV lane and 2.8 lane-miles of auxiliary lanes are required in the westbound direction by the year 2015. These include the planned auxiliary lanes and HOV lanes for the Silva Valley and Empire Ranch interchanges. In addition a westbound auxiliary lane needs to be built between the Bass Lake on-ramp and the future Silva Valley off-ramp, by the year 2015.

A total of 2.2 lane-miles of HOV lane and 3.5 lane-miles of auxiliary lanes are required in the eastbound direction by the year 2015. These include the planned auxiliary lanes and HOV lanes for the Silva Valley and Empire Ranch interchanges. In addition, the existing eastbound truck climbing lane between Silva Valley and Bass Lake needs to be extended to the Cambridge off-ramp by the year 2015.

Recommended Mitigations - 2025

The recommended interim improvements that will preserve a low level of service “E” (0.90 to 0.95 volume/capacity) on the freeway through 2025 are shown in Exhibit 5 and Exhibit 6 below.

A total of 5.4 lane-miles of HOV lane and 3.8 lane-miles of auxiliary lanes are required in the westbound direction by the year 2025. A total of 5.1 lane-miles of HOV lane and 6.0 lane-miles of auxiliary lanes are required in the eastbound direction by the year 2025.

The specific improvements shown in Exhibit 7 and Exhibit 8 are described below:

Westbound US 50

- Construct 5.4-mile long HOV lane starting at Cambridge and tying into existing HOV lane at El Dorado Hills.
- Add auxiliary lane from Bass Lake to Silva Valley.
- Add auxiliary lane from Cambridge to Bass Lake.
- Construct additional auxiliary lanes between Silva Valley and Empire Ranch as part of Silva Valley and Empire Ranch interchange projects.

Eastbound US 50

- Construct 5.1-mile long HOV lane tying into existing HOV lane at El Dorado Hills and continuing to Cambridge.
- Construct additional auxiliary lanes between Silva Valley and Empire Ranch as part of Silva Valley and Empire Ranch interchange projects.
- Extend truck climb lane through Bass Lake to Cambridge.
- Add auxiliary lane from Cambridge to Cameron Park.
- Add auxiliary lane from Cameron Park to Ponderosa.

Exhibit 5. Improvements Needed by 2015 – Westbound US 50

US 50 Westbound No. Subsection	Length (ft)	Existing		Added		Total		2015 UnMitigated		2015 Mitigated	
		HOV Lanes	Mixed Lanes	HOV Lanes	Mixed Lanes	HOV Lanes	Mixed Lanes	HOV V/C	Mixed V/C	HOV V/C	Mixed V/C
1 US 50 Mainline WB In to Ponderosa Off	6,920		2			-	2		0.60		0.60
2 Ponderosa Off to Shingle Sp NB Loop On	1,320		2			-	2		0.49		0.49
3 Shingle Sp NB Loop On to Merge	300		3			-	3		0.41		0.41
4 Merge to Ponderosa On	740		2			-	2		0.61		0.61
5 Ponderosa SB On to Merge	300		3			-	3		0.48		0.48
6 Merge to Cameron Off	6,810		2			-	2		0.72		0.72
7 Cameron Off to Cameron NB Loop On	1,210		2			-	2		0.63		0.63
8 Cameron NB Loop On to Merge	300		3			-	3		0.47		0.47
9 Merge to Cameron SB On	740		2			-	2		0.70		0.70
10 Cameron SB On to Merge	320		3			-	3		0.55		0.55
11 Merge to Cambridge Off	5,700		2			0	2		0.82		0.82
12 Cambridge Off to On	1,160		2			0	2		0.78		0.78
13 Cambridge On to Lane Drop	2,320		3			0	3		0.61		0.61
14 Lane Drop to Bass Off	5,280		2			0	2		0.91		0.91
15 Bass Off to On	2,380		2			0	2		0.88		0.88
16 Bass On to Merge	300		3			0	3		0.72		0.72
17 Merge to Silva Off	4,760		2		1	0	3		1.08		0.72
18 Silva Off to Silva NB Loop On	1,820		2		1	1	2		0.94	0.30	0.85
19 Silva NB Loop On to Silva SB On	1,190		2		1	1	3		1.02	0.32	0.61
20 Silva SB On to El Dorado Off	2,100		2		1	1	3		1.10	0.35	0.66
21 El Dorado Off HOV Start	1,584		2		1	1	3		0.94	0.30	0.56
22 HOV Start to El Dorado On	1,056	1	2		1	1	3	0.30	0.84	0.30	0.56
23 El Dorado On to Empire Off	4,342	1	2		1	1	3	0.37	1.06	0.37	0.71
Subtotal El Dorado - Miles	10.0			1.3	2.8						

Exhibit 6. Improvements Needed by 2015 – Eastbound US 50

US 50 Eastbound No. Subsection Description	Length (ft)	Existing		Added		Total		2015 UnMitigated		2015 Mitigated	
		HOV Lanes	Mixed Lanes	HOV Lanes	Mixed Lanes	HOV Lanes	Mixed Lanes	HOV V/C	Mixed V/C	HOV V/C	Mixed V/C
38 Empire On to HOV End	3,152	1	2	1		1	3	0.33	0.93	0.33	0.62
39 HOV End to Latrobe SB Off	1,584		3	1		1	3		0.69	0.33	0.62
40 Latrobe SB Off to El Dorado NB Off	1,400		3	1		1	3		0.62	0.30	0.56
41 El Dorado NB Off to El Dorado On	1,640		2	1	1	1	3		0.84	0.27	0.51
42 El Dorado On to Silva Off	4,380		2	1	1	1	3		1.05	0.33	0.63
43 Silva Off to Silva SB On	1,800		2	1	1	1	3		0.91	0.29	0.55
44 Silva SB On to Silva NB On	590		2	1	1	1	3		0.99	0.31	0.59
45 Silva NB On to Bass Off	5,740		3			0	3		0.72		0.72
46 Bass Lake Off to End Truck Lane	1,320		3			0	3		0.62		0.62
47 End Truck Lane to Bass Lake On	792		2		1	0	3		0.94		0.62
48 Bass Lake On to Merge	300		3			0	3		0.66		0.66
49 Merge to Cambridge Off	6,200		2		1	0	3		0.98		0.66
50 Cambridge Off to Cambridge On	1,375		2			0	2		0.85		0.85
51 Cambridge On to Merge	300		3			-	3		0.60		0.60
52 Merge to Cameron Park Off	7,230		2			-	2		0.89		0.89
53 Cameron Off to Cameron On	2,480		2			-	2		0.66		0.66
54 Cameron On to Grade Change	5,280		2			-	2		0.78		0.78
55 Grade Change to Ponderosa Off	844		2			-	2		0.78		0.78
56 Ponderosa Off to Ponderosa On	1,270		2			-	2		0.57		0.57
57 Ponderosa On to Mainline Out	2,640		2			-	2		0.66		0.66
Subtotal - El Dorado - Miles	9.5			2.2	3.5						

Exhibit 7. Improvements to US 50 Westbound – 2025

US 50 Westbound No. Subsection Description	Length (ft)	Existing		Added		Total		UnMitigated		Mitigated	
		HOV Mixed Lanes	HOV Mixed Lanes	HOV Mixed Lanes	HOV Mixed Lanes	HOV Mixed Lanes	HOV Mixed Lanes	V/C	V/C	V/C	V/C
1 US 50 Mainline WB to Ponderosa	6,920	2				-	2	0.79		0.79	
2 Ponderosa Off to Shingle NB Lp On	1,320	2				-	2	0.64		0.64	
3 Shingle Sp NB Loop On to Merge	300	3				-	3	0.50		0.50	
4 Merge to Ponderosa On	740	2				-	2	0.75		0.75	
5 Ponderosa SB On to Merge	300	3				-	3	0.55		0.55	
6 Merge to Cameron Off	6,810	2				-	2	0.82		0.82	
7 Cameron Off to Cameron NB Lp On	1,210	2				-	2	0.66		0.66	
8 Cameron NB Loop On to Merge	300	3				-	3	0.53		0.53	
9 Merge to Cameron SB On	740	2				-	2	0.80		0.80	
10 Cameron SB On to Merge	320	3				-	3	0.62		0.62	
11 Merge to Cambridge Off	5,700	2	1			1	2	0.93	0.30	0.84	
12 Cambridge Off to On	1,160	2	1			1	2	0.91	0.29	0.82	
13 Cambridge On to Lane Drop	2,320	3	1			1	3	0.73	0.35	0.66	
14 Lane Drop to Bass Off	5,280	2	1	1		1	3	1.09	0.35	0.66	
15 Bass Off to On	2,380	2	1			1	2	1.04	0.33	0.93	
16 Bass On to Merge	300	3	1			1	3	0.82	0.39	0.74	
17 Merge to Silva Off	4,760	2	1	1		1	3	1.23	0.39	0.74	
18 Silva Off to Silva NB Loop On	1,820	2	1			1	2	0.97	0.31	0.87	
19 Silva NB Loop On to Silva SB On	1,190	2	1	1		1	3	1.10	0.35	0.66	
20 Silva SB On to El Dorado Off	2,100	2	1	1		1	3	1.26	0.40	0.76	
21 El Dorado Off HOV Start	1,584	2	1	1		1	3	1.04	0.33	0.63	
22 HOV Start to El Dorado On	1,056	1	2		1	1	3	0.33	0.94	0.33	0.63
23 El Dorado On to Empire Off	4,342	1	2		1	1	3	0.41	1.15	0.41	0.77
Total El Dorado - Miles	10.0			5.42	3.8						

Notes:

1. Table assumes that the White Rock Road Connector is built.
2. Improvements include 3 new interchanges: Rancho Cordova Parkway, Empire Ranch, and Silva Valley.
3. Forecasts exclude Shingle Springs Rancheria Casino.

Exhibit 8. Improvements to US 50 Eastbound – 2025

US 50 Eastbound No. Subsection Description	Length (ft)	Existing		Added		Total		UnMitigated		Mitigated	
		HOV Mixed Lanes	Mixed Lanes	HOV Mixed Lanes	Mixed Lanes	HOV Mixed Lanes	Mixed Lanes	HOV Mixed V/C	Mixed V/C	HOV Mixed V/C	Mixed V/C
38 Empire On to HOV End	3,152	1	2	1	1	1	3	0.41	1.16	0.41	0.77
39 HOV End to Latrobe SB Off	1,584		3	1		1	3		0.86	0.41	0.77
40 Latrobe SB Off to El Dorado NB Off	1,400		3	1		1	3		0.77	0.37	0.69
41 El Dorado NB Off to El Dorado On	1,640		2	1	1	1	3		1.01	0.32	0.61
42 El Dorado On to Silva Off	4,380		2	1	1	1	3		1.23	0.39	0.74
43 Silva Off to Silva SB On	1,800		2	1	1	1	3		1.01	0.32	0.61
44 Silva SB On to Silva NB On	590		2	1	1	1	3		1.11	0.35	0.67
45 Silva NB On to Bass Off	5,740		3	1		1	3		0.86	0.41	0.77
46 Bass Lake Off to End Truck Lane	1,320		3	1		1	3		0.73	0.35	0.66
47 End Truck Lane to Bass Lake On	792		2	1	1	1	3		1.10	0.35	0.66
48 Bass Lake On to Merge	300		3	1		1	3		0.79	0.38	0.71
49 Merge to Cambridge Off	6,200		2	1	1	1	3		1.18	0.38	0.71
50 Cambridge Off to Cambridge On	1,375		2	1		1	2		1.00	0.32	0.90
51 Cambridge On to Merge	300		3			0	3		0.68		0.68
52 Merge to Cameron Park Off	7,230		2		1	0	3		1.03		0.68
53 Cameron Off to Cameron On	2,480		2			-	2		0.78		0.78
54 Cameron On to Grade Change	5,280		2		1	-	3		0.94		0.63
55 Grade Change to Ponderosa Off	844		2		1	-	3		0.94		0.63
56 Ponderosa Off to Ponderosa On	1,270		2			-	2		0.65		0.65
57 Ponderosa On to Mainline Out	2,640		2			-	2		0.78		0.78
Total - El Dorado - Miles	9.5			5.1	6.0						

Notes:

1. Table assumes that the White Rock Road Connector is built.
2. Improvements include 3 new interchanges: Rancho Cordova Parkway, Empire Ranch, and Silva Valley.
3. Forecasts exclude Shingle Springs Rancheria Casino.

4. US 50 Interchange Analyses

The US 50 freeway interchanges of Silva Valley, Bass Lake, Cambridge, Cameron Park, Ponderosa, and Missouri Flat are the subject of on-going engineering studies by URS Corp, Mark Thomas & Company, Fehr and Peers, and Wilbur Smith Associates. This chapter will highlight the applicable interim results from these on-going studies where possible. However, it should be recognized that these are on-going studies and the specifics will change as these studies mature.

4.1 Silva Valley Parkway Interchange

The Silva Valley Parkway Interchange is currently being studied by Wilbur Smith Associates and HDR Inc. A memo from Sam Morrissey and Carlton Haack to Steve Borroum, entitled “Traffic Volume Development and Preliminary Required Configurations for the El Dorado Hills Boulevard / Silva Valley Parkway Traffic Operational Analysis”, dated November 16, 2005 is the source of the preliminary information provided here.

The preliminary analysis of 2015 suggests that Silva Valley Parkway will need to be widened to 4-lanes divided between Tong Road (north of US 50) to Valley View (south of US 50).

White Rock will need to be 6-lanes divided with dual left turn lanes at Latrobe. Latrobe will need to be 8-lanes divided with dual left turn lanes at White Rock.

The preliminary analysis for 2030 suggests that Silva Valley Parkway and White Rock will need to be an 8-lane divided arterial between Latrobe and Tong Road. The intersection of White Rock and Latrobe would operate at an unacceptable level of service in 2030 unless a grade separation or other traffic reliever will built.

4.2 Bass Lake Road Interchange

This interchange is the subject of an on-going study by URS Corp and Fehr and Peers. Preliminary figures showing proposed improvements were provided by URS on December 7, 2005.

Current recommendations are to signalize the two ramp intersections at this interchange and to widen the westbound on-ramp to 3 lanes to accommodate 2015 demands. Bass Lake will need to be widened to 3 lanes divided underneath the freeway by the year 2025. These recommendations are of course subject to change as the study proceeds.

4.3 Cambridge Road Interchange

This interchange is the subject of an on-going study by URS Corp and Fehr and Peers. Preliminary figures showing proposed improvements were provided by URS on December 7, 2005.

Current recommendations for 2015 are to construct a new westbound slip on-ramp (with HOV bypass lane), and to close Merry Chase Drive at Cambridge. An HOV bypass lane would be added to the eastbound on ramp.

For the year 2025, an HOV bypass lane should be added to the existing westbound loop on-ramp. The bridge over US 50 would be widened to 4-lanes across the freeway.

These recommendations are of course subject to change as the study proceeds.

4.4 Cameron Park Drive Interchange

This interchange is the subject of an on-going study by URS Corp and Fehr and Peers. Preliminary figures showing proposed improvements were provided by URS on December 7, 2005.

Current recommendations for 2015 are to widen Cameron Park Drive under US 50 to 6-lanes divided. Additional turn lanes would be added to key intersections. HOV Bypass lanes would be added to each on-ramp. The eastbound on-ramp would be widened to 2 mixed flow lanes plus an HOV Bypass lane.

For the year 2025, no additional improvements are recommended.

These recommendations are of course subject to change as the study proceeds.

4.5 Ponderosa Road Interchange

This interchange is the subject of an on-going study by URS Corp and Fehr and Peers. Preliminary figures showing proposed improvements were provided by URS on December 7, 2005.

Current recommendations for 2015 are to widen Ponderosa Road over US 50 to 4-lanes divided. Additional turn lanes would be added to key intersections. HOV Bypass lanes would be added to each on-ramp. The intersections of North Shingle Road and Durock Road with Ponderosa would be shifted away from the interchange.

For the year 2025, no additional improvements are recommended.

These recommendations are subject to change as the study proceeds.

4.6 Missouri Flat Interchange

The engineering studies of this interchange are still on-going. Preliminary 2015 and 2025 weekday PM peak hour turning movement forecasts and geometric concepts were obtained from Fehr and Peers.

The final recommended interchange improvements will be determined once the Fehr & Peers study is complete.

For the purposes of estimating mitigation costs at this time, it currently looks like the current ramp configuration could be retained through the year 2025. To serve 2015 demands, the bridge would need to be widened to 4 lanes across the freeway with dual left turn lanes at each intersection. To serve 2025 demands, the bridge would need to be 6 lanes with dual left turn lanes across the freeway.

The extension of Heddington Road from Missouri Flat to El Dorado Road does not appear to be necessary to serve 2015 or 2025 demands under the current ramp configuration. The Heddington Rd connector to El Dorado Road would take at most 200 vph (total of both directions) off of Missouri Flat Road at the US 50 interchange during the PM peak hour in the year 2025. This is slightly less than 10% of the model forecasted PM peak hour volume for Missouri Flat Road, between Plaza Drive and the US 50 interchange. The Heddington Road connector itself would carry about 500 vph, total of both directions, during the PM peak hour.

The driveway connections to Heddington, if any, could influence this result. The more direct connections to Heddington from any new retail center the more traffic will use the extension.

The intersection geometries and level of service computations for 2015 and 2025 are shown in Exhibit 9 and Exhibit 10.

Exhibit 9. Missouri Flat Interchange LOS Computations- 2015

1: Plaza Dr & Missouri Flat Rd												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<1>	1	1	<1>	0	2	2>	0	1	2>	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	0	1559	1504	1681	1630	0	3433	3376	0	1770	3479	0
Flt Permitted		0.990		0.950	0.976		0.950			0.950		
Satd. Flow (perm)	0	1559	1504	1681	1630	0	3433	3376	0	1770	3479	0
Satd. Flow (RTOR)		142	113		25			73			12	
Volume (vph)	70	20	690	200	20	50	600	450	200	30	390	50
Lane Group Flow (vph)	0	372	495	149	151	0	667	722	0	33	489	0
Turn Type	Split		pm+ov	Split			Prot			Prot		
Protected Phases	4	4	5	8	8		5	2		1	6	
Permitted Phases			4									
Total Split (s)	35.0	35.0	24.0	20.0	20.0	0.0	24.0	35.0	0.0	10.0	21.0	0.0
Act Effct Green (s)		20.6	46.2	13.3	13.3		25.6	48.1		5.9	24.5	
Actuated g/C Ratio		0.21	0.46	0.13	0.13		0.26	0.48		0.06	0.24	
v/c Ratio		0.86	0.65	0.67	0.63		0.76	0.43		0.32	0.57	
Control Delay		41.5	12.3	55.6	45.9		35.9	17.6		53.4	37.6	
Queue Delay		0.6	0.3	0.0	0.1		2.9	0.3		0.0	1.7	
Total Delay		42.1	12.6	55.6	46.0		38.8	17.9		53.4	39.3	
LOS		D	B	E	D		D	B		D	D	
Approach Delay		25.3			50.7			27.9			40.2	
Approach LOS		C			D			C			D	
Queue Length 50th (ft)		154	90	95	80		218	109		21	146	
Queue Length 95th (ft)		238	121	161	146		#327	235		52	#232	
Internal Link Dist (ft)		232			137			262			1484	
Turn Bay Length (ft)										80		
Base Capacity (vph)		581	756	270	283		880	1662		106	861	
Starvation Cap Reductn		0	0	0	0		121	380		0	0	
Spillback Cap Reductn		43	40	0	3		0	0		0	212	
Storage Cap Reductn		0	0	0	0		0	0		0	0	
Reduced v/c Ratio		0.69	0.69	0.55	0.54		0.88	0.56		0.31	0.75	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 90 (90%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 31.5

Intersection LOS: C

Intersection Capacity Utilization 69.5%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Missouri Flat Interchange Traffic Study 4:30 pm 3/4/2005 2015 Weekday PM (Phase 1A)

2: US50 WB On-Off Ramp & Missouri Flat Rd												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	2		2				2	2			2	1
Total Lost Time (s)	4.0		4.0				4.0	4.0			4.0	4.0
Satd. Flow (prot)	3433		2787				3433	3539			3539	1583
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433		2787				3433	3539			3539	1583
Satd. Flow (RTOR)			776									38
Volume (vph)	440		800				560	810			985	265
Lane Group Flow (vph)	489		889				622	900			1094	294
Turn Type			Perm				Prot					pm+ov
Protected Phases	4						5	2			6	4
Permitted Phases			4									6
Total Split (s)	28.0		28.0				29.0	72.0			43.0	28.0
Act Effct Green (s)	22.4		22.4				22.0	69.6			43.6	70.0
Actuated g/C Ratio	0.22		0.22				0.22	0.70			0.44	0.70
v/c Ratio	0.64		0.73				0.82	0.37			0.71	0.26
Control Delay	39.0		8.8				53.1	4.3			22.3	4.1
Queue Delay	0.0		0.0				0.0	0.0			3.1	0.6
Total Delay	39.0		8.8				53.1	4.3			25.4	4.6
LOS	D		A				D	A			C	A
Approach Delay	19.5							24.3			21.0	
Approach LOS	B							C			C	
Queue Length 50th (ft)	142		32				194	31			282	34
Queue Length 95th (ft)	195		99				259	98			m380	m59
Internal Link Dist (ft)	145							623			262	
Turn Bay Length (ft)							200					
Base Capacity (vph)	824		1259				858	2464			1544	1144
Starvation Cap Reductn	0		0				0	0			336	513
Spillback Cap Reductn	0		0				0	34			0	0
Storage Cap Reductn	0		0				0	0			0	0
Reduced v/c Ratio	0.59		0.71				0.72	0.37			0.91	0.47

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 21.7

Intersection LOS: C

Intersection Capacity Utilization 65.8%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Missouri Flat Interchange Traffic Study 4:30 pm 3/4/2005 2015 Weekday PM (Phase 1A)

3: US50 EB On Ramp & Missouri Flat Rd												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	<1	2	0	0	0	0	2	1	2	2	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	1681	1681	2787	0	0	0	0	3539	1583	3433	3539	0
Flt Permitted	0.950	0.950								0.950		
Satd. Flow (perm)	1681	1681	2787	0	0	0	0	3539	1583	3433	3539	0
Satd. Flow (RTOR)			64						722			
Volume (vph)	290	0	550	0	0	0	0	1080	710	355	1430	0
Lane Group Flow (vph)	161	161	611	0	0	0	0	1200	789	394	1589	0
Turn Type	Perm		Perm						Perm	Prot		
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2			
Total Split (s)	33.0	33.0	33.0	0.0	0.0	0.0	0.0	47.0	47.0	20.0	67.0	0.0
Act Effct Green (s)	23.6	23.6	23.6					48.4	48.4	16.0	68.4	
Actuated g/C Ratio	0.24	0.24	0.24					0.48	0.48	0.16	0.68	
v/c Ratio	0.41	0.41	0.87					0.70	0.69	0.72	0.66	
Control Delay	34.4	34.4	45.7					23.9	7.2	37.6	4.1	
Queue Delay	0.0	0.0	65.2					1.5	0.3	0.0	0.2	
Total Delay	34.4	34.4	111.0					25.4	7.5	37.6	4.3	
LOS	C	C	F					C	A	D	A	
Approach Delay		84.6						18.3			10.9	
Approach LOS		F						B			B	
Queue Length 50th (ft)	91	91	192					335	121	127	76	
Queue Length 95th (ft)	144	144	248					445	240	173	122	
Internal Link Dist (ft)		460			141			150			623	
Turn Bay Length (ft)			250							280		
Base Capacity (vph)	487	487	854					1714	1139	549	2422	
Starvation Cap Reductn	0	0	0					314	58	0	246	
Spillback Cap Reductn	0	0	314					0	0	0	118	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	0.33	0.33	1.13					0.86	0.73	0.72	0.73	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 27.9

Intersection Capacity Utilization 72.1%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service C

Missouri Flat Interchange Traffic Study 4:30 pm 3/4/2005 2015 Weekday PM (Phase 1A)

4: Mother Lode Dr & Missouri Flat Rd												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	2		1				1	3			2	1
Total Lost Time (s)	4.0		4.0				4.0	4.0			4.0	4.0
Satd. Flow (prot)	3433		1583				1770	5085			3539	1583
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433		1583				1770	5085			3539	1583
Satd. Flow (RTOR)			78									272
Volume (vph)	300		70				40	1490			1735	245
Lane Group Flow (vph)	333		78				44	1656			1928	272
Turn Type			Perm				Prot					pm+ov
Protected Phases	4						5	2			6	4
Permitted Phases			4									6
Total Split (s)	20.0		20.0				15.0	80.0			65.0	20.0
Act Effct Green (s)	14.1		14.1				7.8	77.9			70.1	89.7
Actuated g/C Ratio	0.14		0.14				0.08	0.78			0.70	0.90
v/c Ratio	0.69		0.27				0.32	0.42			0.78	0.19
Control Delay	48.6		11.3				48.9	4.1			11.3	0.5
Queue Delay	0.3		0.0				0.0	0.1			0.5	0.5
Total Delay	48.9		11.3				48.9	4.2			11.9	1.0
LOS	D		B				D	A			B	A
Approach Delay	41.8							5.4			10.5	
Approach LOS	D							A			B	
Queue Length 50th (ft)	104		0				27	104			321	4
Queue Length 95th (ft)	148		40				60	133			621	m8
Internal Link Dist (ft)	105							266			150	
Turn Bay Length (ft)							180					
Base Capacity (vph)	549		319				195	3963			2480	1449
Starvation Cap Reductn	0		0				0	0			206	795
Spillback Cap Reductn	29		0				0	810			0	0
Storage Cap Reductn	0		0				0	0			0	0
Reduced v/c Ratio	0.64		0.24				0.23	0.53			0.85	0.42

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 96 (96%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 11.5

Intersection LOS: B

Intersection Capacity Utilization 63.2%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Missouri Flat Interchange Traffic Study 4:30 pm 3/4/2005 2015 Weekday PM (Phase 1A)

Exhibit 10. Missouri Flat Interchange LOS Computations - 2025

1: Plaza Dr & Missouri Flat Rd												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<1>	1	1	<1>	0	2	2	1	1	2>	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	0	1581	1504	1681	1630	0	3433	3539	1583	1770	3486	0
Flt Permitted		0.986		0.950	0.976		0.950			0.950		
Satd. Flow (perm)	0	1581	1504	1681	1630	0	3433	3539	1583	1770	3486	0
Satd. Flow (RTOR)		83	133		29				222		12	
Volume (vph)	70	20	650	200	20	50	660	500	200	30	440	50
Lane Group Flow (vph)	0	268	554	149	151	0	733	556	222	33	545	0
Turn Type	Split		pm+ov	Split			Prot		Perm	Prot		
Protected Phases	4	4	5	8	8		5	2		1	6	
Permitted Phases			4						2			
Total Split (s)	21.0	21.0	27.0	20.0	20.0	0.0	27.0	40.0	40.0	9.0	22.0	0.0
Act Effct Green (s)		14.6	41.6	12.6	12.6		23.0	44.9	44.9	5.9	23.8	
Actuated g/C Ratio		0.16	0.46	0.14	0.14		0.26	0.50	0.50	0.07	0.26	
v/c Ratio		0.82	0.72	0.63	0.60		0.84	0.32	0.25	0.29	0.58	
Control Delay		45.7	20.4	48.3	38.7		43.0	19.6	8.3	47.0	32.8	
Queue Delay		0.5	0.5	0.0	0.0		1.4	0.2	0.0	0.0	3.8	
Total Delay		46.2	20.9	48.3	38.7		44.4	19.8	8.3	47.0	36.7	
LOS		D	C	D	D		D	B	A	D	D	
Approach Delay		29.1			43.5			30.1			37.2	
Approach LOS		C			D			C			D	
Queue Length 50th (ft)		105	187	85	68		165	110	17	18	144	
Queue Length 95th (ft)		#222	317	145	129		m#264	m153	m66	48	#211	
Internal Link Dist (ft)		232			137			262			1484	
Turn Bay Length (ft)										80		
Base Capacity (vph)		366	766	299	314		877	1764	900	115	932	
Starvation Cap Reductn		0	0	0	0		45	461	0	0	0	
Spillback Cap Reductn		10	38	0	3		0	0	0	0	294	
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio		0.75	0.76	0.50	0.49		0.88	0.43	0.25	0.29	0.85	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 32.4

Intersection LOS: C

Intersection Capacity Utilization 71.8%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

2: US50 WB On-Off Ramp & Missouri Flat Rd												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	2		2				2	3			2	1
Total Lost Time (s)	4.0		4.0				4.0	4.0			4.0	4.0
Satd. Flow (prot)	3433		2787				3433	5085			3539	1583
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433		2787				3433	5085			3539	1583
Satd. Flow (RTOR)			36									24
Volume (vph)	470		940				730	890			1020	370
Lane Group Flow (vph)	522		1044				811	989			1133	411
Turn Type			pm+ov				Prot					pm+ov
Protected Phases	4		5				5	2			6	4
Permitted Phases			4									6
Total Split (s)	21.0		30.0				30.0	69.0			39.0	21.0
Act Effct Green (s)	16.6		46.0				25.4	65.4			36.0	56.6
Actuated g/C Ratio	0.18		0.51				0.28	0.73			0.40	0.63
v/c Ratio	0.82		0.72				0.84	0.27			0.80	0.41
Control Delay	47.4		19.8				44.8	3.2			27.4	9.2
Queue Delay	0.0		0.0				0.0	0.0			46.0	1.3
Total Delay	47.4		19.8				44.8	3.2			73.4	10.5
LOS	D		B				D	A			E	B
Approach Delay	29.0							21.9			56.7	
Approach LOS	C							C			E	
Queue Length 50th (ft)	147		234				257	50			295	131
Queue Length 95th (ft)	#221		316				#322	47			397	m164
Internal Link Dist (ft)	145							299			262	
Turn Bay Length (ft)							200					
Base Capacity (vph)	648		1461				992	3694			1415	1011
Starvation Cap Reductn	0		0				0	0			379	386
Spillback Cap Reductn	0		0				0	0			0	0
Storage Cap Reductn	0		0				0	0			0	0
Reduced v/c Ratio	0.81		0.71				0.82	0.27			1.09	0.66

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 35.1

Intersection LOS: D

Intersection Capacity Utilization 72.4%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

3: US50 EB On Ramp & Missouri Flat Rd												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	<1	2	0	0	0	0	3	1	2	3	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	1681	1681	2787	0	0	0	0	5085	1583	3433	5085	0
Flt Permitted	0.950	0.950								0.950		
Satd. Flow (perm)	1681	1681	2787	0	0	0	0	5085	1583	3433	5085	0
Satd. Flow (RTOR)			36						759			
Volume (vph)	485	0	670	0	0	0	0	1135	850	410	1550	0
Lane Group Flow (vph)	270	269	744	0	0	0	0	1261	944	456	1722	0
Turn Type	Perm		Perm						Perm	Prot		
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2			
Total Split (s)	33.0	33.0	33.0	0.0	0.0	0.0	0.0	40.0	40.0	17.0	57.0	0.0
Act Effct Green (s)	26.2	26.2	26.2					37.9	37.9	13.9	55.8	
Actuated g/C Ratio	0.29	0.29	0.29					0.42	0.42	0.15	0.62	
v/c Ratio	0.55	0.55	0.89					0.59	0.85	0.86	0.55	
Control Delay	31.1	31.0	42.6					19.8	13.1	49.1	9.8	
Queue Delay	0.0	0.0	0.1					1.1	1.9	0.0	0.5	
Total Delay	31.1	31.0	42.7					20.9	15.0	49.1	10.3	
LOS	C	C	D					C	B	D	B	
Approach Delay		37.8						18.4			18.4	
Approach LOS		D						B			B	
Queue Length 50th (ft)	131	130	211					226	209	140	175	
Queue Length 95th (ft)	209	208	#289					271	#433	m#210	249	
Internal Link Dist (ft)		460			141			150			244	
Turn Bay Length (ft)			250							280		
Base Capacity (vph)	542	542	922					2139	1106	532	3153	
Starvation Cap Reductn	0	0	0					585	67	0	0	
Spillback Cap Reductn	0	0	6					0	0	0	864	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	0.50	0.50	0.81					0.81	0.91	0.86	0.75	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 22.8

Intersection LOS: C

Intersection Capacity Utilization 87.8%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Missouri Flat Interchange Traffic Study 4:30 pm 3/4/2005 2025 Weekday PM (Phase 1A) Synchro 6 Report

4: Mother Lode Dr & Missouri Flat Rd												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	2		1				1	3			3	1
Total Lost Time (s)	4.0		4.0				4.0	4.0			4.0	4.0
Satd. Flow (prot)	3433		1583				1770	5085			5085	1583
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433		1583				1770	5085			5085	1583
Satd. Flow (RTOR)			78									300
Volume (vph)	415		70				40	1570			1950	270
Lane Group Flow (vph)	461		78				44	1744			2167	300
Turn Type			Perm				Prot					pm+ov
Protected Phases	4						5	2			6	4
Permitted Phases			4									6
Total Split (s)	25.0		25.0				8.0	65.0			57.0	25.0
Act Effct Green (s)	16.7		16.7				5.9	65.3			59.4	81.7
Actuated g/C Ratio	0.19		0.19				0.07	0.73			0.66	0.91
v/c Ratio	0.72		0.22				0.38	0.47			0.65	0.20
Control Delay	40.9		8.6				51.8	6.0			12.7	1.3
Queue Delay	0.0		0.0				0.0	0.1			0.6	0.5
Total Delay	40.9		8.6				51.8	6.1			13.3	1.8
LOS	D		A				D	A			B	A
Approach Delay	36.3							7.3			11.9	
Approach LOS	D							A			B	
Queue Length 50th (ft)	128		0				24	124			280	22
Queue Length 95th (ft)	169		34				#75	186			416	m23
Internal Link Dist (ft)	105							266			150	
Turn Bay Length (ft)							180					
Base Capacity (vph)	801		429				116	3687			3355	1482
Starvation Cap Reductn	0		0				0	0			695	779
Spillback Cap Reductn	1		0				0	606			0	0
Storage Cap Reductn	0		0				0	0			0	0
Reduced v/c Ratio	0.58		0.18				0.38	0.57			0.81	0.43

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 12.9

Intersection LOS: B

Intersection Capacity Utilization 56.2%

ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Missouri Flat Interchange Traffic Study 4:30 pm 3/4/2005 2025 Weekday PM (Phase 1A) Synchro 6 Report

5. Allocation Percentages

The El Dorado County General Plan Travel Demand Model was run to determine the percentage of trip ends by impact fee district using each recommended improvement for the years 2015 and 2025. The PM peak hour was used to estimate percents.

The number of trips using each improved road segment in 2005, 2015 and 2025 were determined by using a “select link” analysis for each link with an improvement. The model generated a PM peak hour OD table for each direction of the link. This table was compressed to a 10 by 10 table (8 districts plus Placerville and externals) using a traffic analysis zone to impact fee district correspondence table (see Exhibit 11). The two compressed OD tables for each link were then summed to get total OD for both direction on the link.

The amount of traffic from each district attributable to growth in the district was determined by subtracting the 2005 compressed OD table from the 2015 and 2025 compressed OD tables for each link with improvements. The result is a 2015 growth OD table and a 2025 growth OD table for each improved link.

Two methods were used to compute percent of new traffic (growth) using an improved link that is attributable to a specific district. The first method assigns the external end of an internal-external trip to the internal trip end district, and then computes the percent of trips from the district that are added to the link. The second method computes the percent strictly according to where the ends of each trip are located.

In the first method the external ends of the internal-external trips are added to the appropriate internal district trip ends before dividing by twice the total trip ends. The City of Placerville is treated as an external trip end for the purpose of this second computation. The total trips ends added by the district are divided by the total trip ends added to the link from all sources to get the percentage contribution.

In the second method, the percent of new traffic from each district was determined by summing the trip ends added by the district to the link (without adjustment for external trip ends) and dividing by twice the total trip ends added to the link from all sources.

For a few links the growth was negative, so the total forecasted future traffic (rather than the growth) was used to estimate the percent of traffic contributed by each fee district.

The resulting percentages are shown below. Exhibit 12 and Exhibit 13 show the allocation percentages for 2015 and 2025 according to Method #1 and Method #2, respectively.

Exhibit 11. Impact Fee District to Traffic Analysis Zone Correspondence Table

District	Traffic Analysis Zones
1	127, 134, 135, 293, 299, 300, 301, 302, 303
2	112, 142, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 175, 187, 188, 329, 336, 338, 341, 343, 354, 360, 361, 365, 366
3	183, 184, 185, 186, 191, 199, 201, 224, 225, 247, 249, 305, 306, 309, 311, 312, 313, 316, 317, 318, 319, 320, 321, 322, 323, 324, 331, 332, 333, 342, 347, 348, 349, 350, 351, 352, 355
4	101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 128, 129, 130, 131, 132, 177, 178, 179, 180, 181, 182, 189, 190, 192, 363
5	133, 205, 208, 209, 210, 211, 215, 220, 221, 222, 245, 246, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 271, 272, 275, 280, 281, 362
6	267, 268, 269, 270, 273, 274, 276, 277, 278, 279, 298, 314, 315, 325, 326, 357
7	145, 146, 149, 174, 176, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 294, 295, 296, 297, 304, 307, 308, 310, 330, 340, 356
8	136, 137, 138, 139, 140, 141, 143, 144, 147, 148, 150, 327, 334, 335, 337, 339, 344, 345, 346, 353, 358, 359, 364, 367, 368
Placerville	193, 194, 195, 196, 197, 198, 200, 202, 203, 204, 206, 207, 212, 213, 214, 216, 217, 218, 219, 223, 226, 227, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 248, 250, 328
External	1, 2, 3, 4, 5, 6, 7, 8, 9, 10

Key:

- DISTRICT 1 = Area east of Pollock Pines
- DISTRICT 2 = Cameron Park and Rescue
- DISTRICT 3 = Area west of Placerville along Highway 50
- DISTRICT 4 = Northwest area of the County
- DISTRICT 5 = Area along Highway 50 east of Placerville
- DISTRICT 6 = Area southeast of Placerville
- DISTRICT 7 = Southwest corner of the County
- DISTRICT 8 = El Dorado Hills
- City of Placerville = Within city limits
- External = Outside of El Dorado County

Exhibit 12. Allocation of Impacts by District - Method 1 (Wrap) – 2015 & 2025

Road Name and Segment	2015 Trip Contribution from Impact Fee Districts										2025 Trip Contribution from Impact Fee Districts									
	1	2	3	4	5	6	7	8	External	Total	1	2	3	4	5	6	7	8	External	Total
BASS LAKE ROAD																				
1. US 50 to Country Club Dr	0.15%	35.90%	10.38%	0.64%	1.66%	0.60%	0.51%	49.42%	0.75%	100.0%	0.14%	34.87%	9.18%	0.36%	1.70%	0.69%	0.90%	51.34%	0.82%	100.0%
2. Country Club Dr to Bass Lake	0.12%	26.18%	4.99%	0.63%	0.40%	0.14%	0.42%	67.11%	0.00%	100.0%	0.10%	28.87%	4.01%	0.73%	0.36%	0.11%	0.59%	65.24%	0.00%	100.0%
3. Bass Lake to Green Valley Rd	0.00%	53.89%	9.10%	2.99%	1.39%	0.33%	0.59%	31.72%	0.00%	100.0%	0.01%	57.45%	8.69%	2.54%	1.41%	0.35%	0.54%	29.02%	0.00%	100.0%
BASS LAKE ROAD, NEW																				
1. Bass Lake Rd to Green Valley Rd	--	33.49%	--	0.51%	--	--	0.04%	65.97%	0.00%	100.0%	--	38.07%	--	0.58%	--	--	0.05%	61.30%	0.00%	100.0%
BIG CUT ROAD																				
1. Pleasant Valley Rd to Placerville City Limits	6.94%	7.05%	36.38%	1.69%	3.01%	32.04%	7.27%	3.22%	2.40%	100.0%	7.76%	5.58%	33.13%	3.67%	3.49%	37.16%	3.35%	2.47%	3.38%	100.0%
BUCKS BAR ROAD																				
1. Mt Aukum to Cattle Cr Ln	6.40%	10.93%	35.18%	1.65%	1.96%	6.05%	24.51%	6.65%	6.66%	100.0%	6.03%	11.02%	35.40%	1.62%	1.79%	6.01%	24.78%	6.68%	6.69%	100.0%
2. Cattle Cr Ln to Pleasant Valley Rd	5.86%	10.44%	37.69%	1.83%	0.81%	11.82%	19.62%	6.27%	5.66%	100.0%	5.51%	10.54%	37.80%	1.89%	0.80%	11.95%	19.55%	6.30%	5.66%	100.0%
CAMBRIDGE ROAD																				
1. US 50 EB ramps to Country Club Dr	0.02%	82.08%	0.97%	0.17%	0.05%	--	0.28%	16.42%	0.00%	100.0%	0.02%	80.48%	1.40%	0.18%	0.08%	--	0.30%	17.54%	0.00%	100.0%
2. Country Club Dr to Oxford Rd	--	83.51%	0.07%	0.02%	--	--	0.15%	16.25%	0.00%	100.0%	--	82.49%	0.10%	0.46%	--	--	0.12%	16.83%	0.00%	100.0%
3. Oxford Rd to Green Valley Rd	--	69.50%	4.16%	--	1.09%	0.46%	1.16%	23.64%	0.00%	100.0%	--	65.94%	4.77%	0.95%	0.98%	0.42%	1.13%	25.82%	0.00%	100.0%
CAMERON PARK DRIVE																				
1. Durock Rd to Coach Ln	--	78.76%	0.60%	--	--	0.05%	0.04%	20.56%	0.00%	100.0%	--	77.79%	1.72%	--	--	0.05%	0.09%	20.35%	0.01%	100.0%
2. Coach Ln to Palmer Dr	0.01%	79.43%	4.14%	0.00%	0.11%	0.08%	0.12%	16.10%	0.00%	100.0%	0.02%	77.68%	5.86%	0.06%	0.45%	0.11%	0.16%	15.67%	0.00%	100.0%
3. Palmer Dr to Oxford Rd	0.01%	79.43%	4.14%	0.00%	0.11%	0.08%	0.12%	16.10%	0.00%	100.0%	0.02%	77.68%	5.86%	0.06%	0.45%	0.11%	0.16%	15.67%	0.00%	100.0%
4. Oxford Rd to Green Valley Rd	0.06%	64.43%	6.20%	0.46%	0.49%	0.14%	0.05%	28.18%	0.00%	100.0%	0.07%	63.18%	7.00%	0.67%	0.82%	0.19%	0.06%	28.00%	0.00%	100.0%
CARSON ROAD																				
1. Placerville City Limits to Union Ridge Rd	--	4.11%	16.65%	1.43%	70.59%	0.65%	0.22%	6.37%	0.00%	100.0%	--	4.06%	16.64%	1.45%	70.09%	0.71%	0.26%	6.79%	0.00%	100.0%
2. Union Ridge Rd to US 50	0.96%	2.14%	7.09%	1.41%	86.71%	0.07%	0.10%	1.52%	0.00%	100.0%	1.08%	1.82%	5.85%	1.34%	88.15%	0.17%	0.24%	1.36%	0.00%	100.0%
3. US 50 to Barkley Rd	0.20%	2.26%	13.20%	1.81%	76.50%	0.72%	--	5.31%	0.00%	100.0%	0.17%	2.16%	13.68%	1.72%	76.34%	0.74%	--	5.20%	0.00%	100.0%
4. Barkley Rd to Pony Express Tr	2.30%	--	--	--	93.20%	3.98%	0.53%	--	0.00%	100.0%	2.28%	--	--	--	92.91%	4.22%	0.59%	--	0.00%	100.0%
CEDAR RAVINE ROAD																				
1. Pleasant Valley Rd to Quarry Rd	3.10%	3.13%	6.22%	7.61%	11.04%	27.73%	18.22%	2.48%	20.48%	100.0%	2.20%	7.75%	6.64%	4.01%	10.86%	30.81%	12.61%	4.79%	20.33%	100.0%
2. Quarry Rd to Placerville City Limits	2.02%	2.10%	13.59%	8.07%	13.73%	36.24%	8.78%	5.10%	10.37%	100.0%	1.68%	4.61%	17.67%	6.49%	12.70%	32.94%	6.23%	6.82%	10.87%	100.0%
COLD SPRINGS ROAD																				
1. Placerville City Limits to Cool Water Cr	0.02%	0.74%	33.61%	53.12%	1.35%	0.44%	0.74%	1.59%	8.39%	100.0%	0.07%	0.87%	33.56%	50.71%	2.16%	0.93%	0.82%	1.55%	9.33%	100.0%
2. Cool Water Cr to Gold Hill Rd	0.31%	--	32.28%	58.27%	--	0.78%	0.48%	0.54%	6.35%	100.0%	0.31%	--	32.68%	58.35%	--	1.06%	0.46%	0.94%	6.21%	100.0%

Road Name and Segment	2015 Trip Contribution from Impact Fee Districts										2025 Trip Contribution from Impact Fee Districts									
	1	2	3	4	5	6	7	8	External	Total	1	2	3	4	5	6	7	8	External	Total
3. Gold Hill Rd to SR 49	--	--	37.20%	53.68%	--	0.21%	0.83%	--	8.07%	100.0%	--	--	37.26%	53.28%	--	0.48%	0.83%	--	8.15%	100.0%
COUNTRY CLUB DRIVE																				
1. Bass Lake Rd to Merrychase Dr	0.02%	74.89%	2.05%	0.24%	0.18%	0.14%	0.19%	22.29%	0.00%	100.0%	0.07%	65.32%	5.50%	0.66%	1.80%	0.74%	0.49%	20.96%	4.45%	100.0%
2. Merrychase Dr to Cambridge Rd	0.18%	70.34%	7.75%	0.46%	0.13%	0.07%	0.52%	20.55%	0.00%	100.0%	0.15%	65.70%	7.86%	0.80%	1.57%	0.59%	0.66%	18.61%	4.06%	100.0%
3. Cambridge Rd to Royal Dr (W)	0.11%	73.19%	4.81%	0.29%	0.10%	0.06%	0.52%	20.91%	0.00%	100.0%	0.16%	59.23%	8.96%	0.57%	2.13%	0.81%	0.94%	21.69%	5.52%	100.0%
4. Royal Dr (W) to Cameron Park Dr	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
COUNTRY CLUB DRIVE EXTENSION																				
1. Silva Valley Pkwy to Bass Lake Rd	0.12%	29.92%	8.55%	0.50%	1.61%	0.57%	0.60%	57.26%	0.88%	100.0%	0.15%	35.98%	9.07%	1.03%	2.31%	0.91%	1.10%	46.63%	2.84%	100.0%
DUROCK ROAD																				
1. Cameron Park Dr to Heinz Rd	--	81.39%	1.96%	0.69%	0.01%	0.01%	0.58%	15.38%	0.00%	100.0%	--	79.67%	3.69%	0.63%	0.01%	0.01%	0.63%	15.36%	0.01%	100.0%
2. Hines Rd to S Shingle Rd	0.10%	73.08%	18.49%	2.57%	2.12%	--	2.17%	1.47%	0.00%	100.0%	0.09%	71.67%	19.44%	2.32%	1.97%	--	1.85%	2.65%	0.02%	100.0%
EL DORADO HILLS BLVD																				
1. US 50 to Lassen Ln	0.03%	15.22%	3.29%	0.79%	1.21%	0.37%	2.00%	76.16%	0.92%	100.0%	0.02%	17.74%	4.05%	0.61%	1.48%	0.44%	2.26%	72.23%	1.17%	100.0%
2. Lassen Ln to Olson Ln	0.07%	0.02%	1.88%	3.38%	0.35%	0.07%	1.16%	93.07%	0.00%	100.0%	0.04%	--	2.19%	2.54%	0.57%	--	1.18%	93.48%	0.00%	100.0%
3. Olson Ln to St Andrews Dr	0.10%	2.58%	4.76%	4.24%	0.56%	0.12%	0.56%	87.09%	0.00%	100.0%	0.11%	1.71%	4.66%	3.79%	0.56%	0.05%	0.62%	88.50%	0.00%	100.0%
4. St Andrews Dr to Francisco Dr	0.06%	2.25%	1.93%	8.93%	0.34%	0.16%	0.77%	85.57%	0.00%	100.0%	0.07%	0.53%	2.51%	8.01%	0.58%	0.02%	0.86%	87.43%	0.00%	100.0%
5. Francisco Dr to Green Valley Rd	0.06%	18.46%	5.40%	13.87%	1.71%	0.53%	0.72%	57.70%	1.56%	100.0%	0.04%	8.32%	0.79%	13.10%	0.14%	0.12%	0.94%	76.56%	0.00%	100.0%
EL DORADO ROAD																				
1. Pleasant Valley Rd to Mother Lode Dr	0.16%	4.07%	83.12%	4.44%	3.32%	0.91%	1.77%	2.21%	0.00%	100.0%	0.18%	3.83%	83.11%	5.41%	2.65%	0.36%	1.80%	2.57%	0.09%	100.0%
2. Mother Lode Dr to US 50	0.09%	6.85%	72.15%	5.92%	3.92%	2.18%	0.66%	8.22%	0.00%	100.0%	0.10%	3.53%	77.34%	5.35%	5.97%	2.08%	0.45%	5.13%	0.06%	100.0%
3. US 50 Interchange	--	13.49%	65.89%	4.38%	1.64%	0.75%	0.62%	12.09%	1.14%	100.0%	--	9.07%	72.83%	3.93%	3.96%	1.00%	0.44%	7.62%	1.15%	100.0%
4. US 50 to Missouri Flat Rd	--	11.65%	71.49%	2.09%	3.52%	1.04%	1.05%	8.01%	1.15%	100.0%	--	12.42%	70.49%	2.29%	3.20%	1.00%	1.27%	7.94%	1.41%	100.0%
5. Missouri Flat Rd to Green Valley Rd	0.08%	6.79%	76.98%	4.88%	2.43%	0.95%	1.00%	5.12%	1.79%	100.0%	0.07%	7.86%	75.88%	4.63%	2.52%	0.84%	1.20%	5.12%	1.89%	100.0%
FAIRPLAY ROAD																				
1. Mt Aukum to Omo Ranch Rd	14.78%	--	21.59%	2.27%	5.68%	3.41%	45.45%	6.82%	0.00%	100.0%	14.78%	--	21.59%	2.27%	5.68%	3.41%	45.45%	6.82%	0.00%	100.0%
FORNI ROAD																				
1. SR49 to Enterprise Dr	0.01%	3.49%	78.26%	3.13%	0.48%	0.01%	8.07%	1.41%	5.14%	100.0%	0.02%	4.35%	81.30%	2.77%	0.56%	0.01%	6.42%	1.47%	3.10%	100.0%
2. Enterprise Dr to Missouri Flat Rd	0.04%	7.93%	74.84%	2.83%	0.19%	0.11%	3.59%	7.87%	2.61%	100.0%	0.06%	7.98%	77.31%	2.07%	0.21%	0.14%	2.68%	8.07%	1.48%	100.0%
3. Missouri Flat Rd to Wamego Rd	0.02%	1.62%	81.76%	6.44%	0.37%	1.02%	4.67%	1.23%	2.87%	100.0%	0.04%	0.45%	82.40%	6.57%	0.58%	1.11%	5.21%	0.49%	3.16%	100.0%
4. Wamego Rd to Placerville City Limits	0.02%	1.62%	81.76%	6.44%	0.37%	1.02%	4.67%	1.23%	2.87%	100.0%	0.04%	0.45%	82.40%	6.57%	0.58%	1.11%	5.21%	0.49%	3.16%	100.0%
FRANCISCO DRIVE																				
1. EDH Blvd to Green Valley Rd	0.12%	1.21%	2.43%	--	0.38%	0.15%	0.97%	94.74%	0.00%	100.0%	0.12%	1.10%	2.72%	--	0.50%	0.05%	0.75%	94.77%	0.00%	100.0%
GARDEN VALLEY ROAD																				

Road Name and Segment	2015 Trip Contribution from Impact Fee Districts											2025 Trip Contribution from Impact Fee Districts										
	1	2	3	4	5	6	7	8	External	Total	1	2	3	4	5	6	7	8	External	Total		
1. SR 193 to Marshall Rd	--	--	15.45%	73.38%	9.21%	1.96%	--	--	0.00%	100.0%	--	--	16.06%	70.80%	11.08%	2.05%	--	--	0.00%	100.0%		
GOLD HILL ROAD																						
1. Lotus Rd to Cold Springs Rd	1.16%	2.51%	7.43%	83.69%	--	3.49%	--	1.73%	0.00%	100.0%	1.26%	2.59%	7.58%	81.65%	--	3.79%	--	3.13%	0.00%	100.0%		
2. Cold Springs Rd to SR 49	--	0.27%	26.29%	71.95%	0.67%	0.41%	--	0.41%	0.00%	100.0%	--	--	32.54%	64.45%	--	0.99%	--	2.01%	0.00%	100.0%		
GREEN VALLEY ROAD																						
1. County Line to Francisco Dr	--	19.16%	--	0.17%	--	--	--	80.67%	0.00%	100.0%	--	18.70%	--	0.29%	--	--	--	81.02%	0.00%	100.0%		
2. Francisco Dr to Salmon Falls Rd	--	28.19%	0.07%	6.43%	0.01%	--	0.01%	65.30%	0.00%	100.0%	0.01%	33.43%	0.28%	7.91%	0.02%	0.01%	0.01%	58.34%	0.00%	100.0%		
3. Salmon Falls Rd to Deer Valley Rd (W)	0.06%	31.52%	1.16%	1.27%	0.45%	0.11%	0.07%	65.10%	0.25%	100.0%	0.07%	35.07%	1.36%	3.44%	0.37%	0.07%	0.06%	59.31%	0.24%	100.0%		
4. Deer Valley Rd (W) to Bass Lake Rd	0.31%	32.25%	12.58%	0.26%	2.91%	0.63%	0.46%	49.83%	0.77%	100.0%	0.24%	40.15%	10.42%	3.00%	2.21%	0.49%	0.35%	42.31%	0.85%	100.0%		
5. Bass Lake Rd to Cameron Park Dr	0.11%	43.88%	12.42%	1.01%	2.22%	0.51%	0.48%	39.12%	0.26%	100.0%	0.13%	40.29%	12.96%	2.83%	2.41%	0.57%	0.44%	39.94%	0.44%	100.0%		
6. Cameron Park Dr to Deer Valley Rd (E)	0.16%	32.94%	19.92%	2.20%	4.18%	1.10%	0.75%	38.23%	0.53%	100.0%	0.16%	28.14%	20.29%	4.90%	4.19%	1.15%	0.84%	39.15%	1.18%	100.0%		
7. Deer Valley Rd (E) to Lotus Rd	0.10%	37.95%	17.93%	9.50%	3.23%	1.37%	0.61%	28.98%	0.34%	100.0%	0.10%	35.28%	17.61%	12.88%	3.10%	1.36%	0.56%	28.38%	0.73%	100.0%		
8. Lotus Rd to Greenstone Rd	0.11%	33.01%	25.27%	5.66%	3.78%	1.63%	0.61%	29.54%	0.40%	100.0%	0.10%	32.44%	25.88%	7.22%	3.57%	1.61%	0.52%	27.81%	0.85%	100.0%		
9. Greenstone Rd to Missouri Flat Rd	0.12%	30.02%	23.24%	12.77%	4.25%	1.71%	0.71%	26.81%	0.37%	100.0%	0.11%	29.55%	24.23%	14.02%	3.98%	1.70%	0.65%	24.96%	0.79%	100.0%		
10. Missouri Flat Rd to Placerville City Limits	0.17%	23.22%	39.49%	10.75%	5.54%	1.22%	0.57%	17.93%	1.11%	100.0%	0.16%	21.49%	43.45%	10.02%	5.00%	1.16%	0.77%	16.35%	1.60%	100.0%		
GREENSTONE ROAD																						
1. Mother Lode Dr to US 50	0.26%	33.36%	41.06%	3.53%	1.90%	0.58%	2.78%	14.12%	2.41%	100.0%	0.25%	38.37%	39.01%	3.33%	2.34%	0.68%	1.55%	12.44%	2.04%	100.0%		
2. US 50 Interchange	0.27%	32.60%	41.55%	4.58%	1.28%	0.58%	2.23%	14.51%	2.41%	100.0%	0.28%	36.43%	40.08%	4.68%	1.66%	0.60%	1.02%	13.19%	2.05%	100.0%		
3. US 50 to Green Valley Rd	--	17.18%	48.36%	16.05%	0.16%	0.27%	1.29%	16.70%	0.00%	100.0%	--	19.00%	50.29%	12.40%	0.12%	0.05%	1.66%	16.40%	0.08%	100.0%		
HEADINGTON ROAD																						
1. Missouri Flat Rd to El Dorado Road	--	11.65%	71.49%	2.09%	3.52%	1.04%	1.05%	8.01%	1.15%	100.00%	--	12.42%	70.49%	2.29%	3.20%	1.00%	1.27%	7.94%	1.41%	100.00%		
LATROBE ROAD																						
1. County Line to S Shingle Rd	0.39%	14.51%	0.78%	--	0.39%	0.78%	32.94%	41.97%	8.23%	100.0%	0.39%	14.51%	0.78%	--	0.39%	0.78%	32.94%	41.97%	8.23%	100.0%		
2. S Shingle Rd to Wetsel Oviatt	0.13%	4.19%	2.03%	0.25%	0.36%	--	39.51%	47.91%	5.62%	100.0%	--	7.64%	0.82%	0.09%	--	--	35.47%	49.91%	6.08%	100.0%		
3. Wetsel Oviatt to Investment Blvd	0.01%	2.30%	0.07%	0.35%	0.04%	--	46.32%	47.58%	3.33%	100.0%	0.08%	5.07%	0.75%	0.48%	0.23%	--	46.87%	43.42%	3.11%	100.0%		
4. Investment Blvd to Carson Creek	0.01%	1.78%	0.06%	0.29%	0.03%	--	35.43%	59.66%	2.75%	100.0%	0.07%	4.28%	0.64%	0.42%	0.20%	--	37.73%	54.00%	2.67%	100.0%		
5. Carson Creek to White Rock Rd	0.07%	4.54%	1.35%	0.53%	0.23%	0.08%	5.69%	86.92%	0.60%	100.0%	0.08%	5.55%	1.48%	0.58%	0.27%	0.08%	5.64%	85.79%	0.52%	100.0%		
6. White Rock Rd to US 50	0.03%	0.11%	0.17%	0.55%	0.01%	--	2.80%	96.07%	0.26%	100.0%	0.03%	1.04%	0.57%	0.41%	0.02%	--	3.00%	94.67%	0.26%	100.0%		
LOTUS ROAD																						
1. Green Valley Rd to Springvale Rd	--	42.20%	8.73%	38.21%	0.24%	0.07%	0.72%	9.84%	0.00%	100.0%	--	31.85%	9.61%	47.25%	0.22%	0.12%	0.71%	10.21%	0.04%	100.0%		
2. Springvale Rd to Thompson Hill Rd	--	65.42%	5.37%	19.10%	0.25%	0.11%	0.79%	8.96%	0.00%	100.0%	--	58.00%	8.43%	20.91%	0.12%	0.22%	0.94%	11.32%	0.07%	100.0%		
3. Thompson Hill Rd to SR 49	0.94%	55.63%	7.74%	30.31%	0.63%	0.53%	0.33%	3.89%	0.00%	100.0%	1.06%	50.34%	7.95%	34.13%	0.71%	0.52%	0.43%	4.81%	0.05%	100.0%		
MARSHALL ROAD																						

Road Name and Segment	2015 Trip Contribution from Impact Fee Districts										2025 Trip Contribution from Impact Fee Districts									
	1	2	3	4	5	6	7	8	External	Total	1	2	3	4	5	6	7	8	External	Total
1. SR 49 to Mt Murphy Rd	--	2.66%	16.93%	74.91%	0.90%	0.90%	--	3.70%	0.00%	100.0%	--	2.68%	16.90%	74.70%	0.90%	0.90%	--	3.92%	0.00%	100.0%
2. Mt Murphy Rd to Black Oak Mine Rd	0.44%	7.22%	4.29%	84.84%	1.09%	0.22%	--	1.89%	0.00%	100.0%	0.44%	7.32%	4.45%	84.51%	1.10%	0.22%	--	1.97%	0.00%	100.0%
MEDER ROAD																				
1. Cameron Park Dr to Rosebud Dr	0.01%	84.81%	2.60%	0.08%	0.03%	0.11%	0.30%	12.06%	0.00%	100.0%	--	85.29%	3.57%	--	--	0.14%	0.34%	10.66%	0.00%	100.0%
2. Rosebud Dr to Ponderosa Rd	0.01%	70.61%	22.13%	0.92%	1.60%	0.73%	0.28%	3.73%	0.00%	100.0%	--	72.32%	21.79%	0.98%	1.17%	0.67%	0.16%	2.91%	0.00%	100.0%
MISSOURI FLAT ROAD																				
1. Green Valley Rd to El Dorado Rd	0.12%	15.19%	60.83%	8.93%	0.39%	1.76%	1.02%	11.76%	0.00%	100.0%	0.12%	14.98%	60.96%	10.71%	0.64%	1.76%	0.72%	10.11%	0.00%	100.0%
2. El Dorado Rd to Headington Rd	0.08%	10.39%	71.48%	6.96%	0.96%	1.63%	0.73%	7.78%	0.00%	100.0%	0.07%	10.63%	72.32%	7.05%	1.05%	1.42%	0.61%	6.84%	0.00%	100.0%
3. Headington Rd to US 50	0.09%	8.41%	77.10%	2.65%	1.70%	1.49%	0.78%	7.77%	0.00%	100.0%	0.09%	8.79%	76.57%	3.06%	1.65%	1.53%	0.68%	7.62%	0.00%	100.0%
4. US 50 to Mother Lode Dr	0.41%	12.40%	68.48%	1.75%	1.70%	1.54%	1.03%	12.39%	0.31%	100.0%	0.47%	12.60%	68.03%	2.05%	1.58%	1.74%	1.21%	11.89%	0.44%	100.0%
5. Mother Lode Dr to China Garden Rd	0.35%	10.75%	72.78%	2.17%	0.81%	1.81%	1.97%	8.94%	0.42%	100.0%	0.37%	9.98%	72.22%	2.39%	1.93%	2.15%	2.22%	7.89%	0.86%	100.0%
6. China Garden Rd to SR 49	0.02%	3.66%	87.77%	1.41%	1.18%	0.03%	2.22%	2.32%	1.39%	100.0%	0.03%	2.93%	85.06%	2.00%	2.33%	0.05%	3.72%	1.19%	2.71%	100.0%
MISSOURI FLAT ROAD CONNECTOR																				
1. Missouri Flat Rd to SR-49	0.96%	6.55%	65.57%	1.06%	3.39%	12.62%	5.27%	4.36%	0.22%	100.0%	0.87%	6.70%	67.21%	1.24%	2.84%	11.53%	4.93%	4.43%	0.26%	100.0%
2. SR-49 to Pleasant Valley Rd	1.32%	6.09%	61.28%	1.56%	3.36%	15.74%	6.53%	3.87%	0.25%	100.0%	1.27%	6.30%	63.00%	1.49%	2.96%	14.48%	6.06%	4.13%	0.31%	100.0%
MORMON EMIGRANT TRAIL																				
1. Sly Park Rd to 2nd Dam	13.21%	14.82%	3.45%	6.48%	26.09%	12.10%	3.91%	7.25%	12.69%	100.0%	11.50%	15.26%	3.76%	6.71%	26.62%	11.81%	3.41%	7.53%	13.40%	100.0%
MOSQUITO ROAD																				
1. Placerville City Limits to Union Ridge Rd	1.05%	5.08%	21.04%	4.54%	63.16%	1.96%	--	3.17%	0.00%	100.0%	1.10%	5.04%	20.95%	4.57%	63.22%	1.97%	--	3.15%	0.00%	100.0%
2. Union Ridge Rd to Rock Creek Rd	2.05%	4.77%	15.23%	2.52%	71.80%	1.96%	--	1.68%	0.00%	100.0%	2.10%	4.76%	15.27%	2.52%	71.71%	1.96%	--	1.68%	0.00%	100.0%
MOTHER LODE DRIVE																				
1. S Shingle Rd to French Creek Rd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2. French Crk Rd to Greenstone Rd	--	39.09%	43.05%	0.45%	0.29%	--	1.42%	14.96%	0.75%	100.0%	--	40.30%	42.12%	0.68%	0.66%	--	1.27%	14.27%	0.70%	100.0%
3. Greenstone Rd to Pleasant Valley Rd	0.23%	32.58%	48.69%	0.12%	0.47%	0.09%	2.56%	14.45%	0.81%	100.0%	0.13%	32.86%	48.83%	0.14%	0.45%	0.07%	1.95%	14.75%	0.82%	100.0%
4. Pleasant Valley Rd to El Dorado Rd	--	23.96%	67.71%	0.96%	1.43%	1.02%	3.79%	1.04%	0.08%	100.0%	0.09%	26.61%	66.52%	1.00%	1.85%	0.47%	1.11%	2.27%	0.08%	100.0%
5. El Dorado Rd to Missouri Flat Rd	0.21%	5.45%	83.98%	2.49%	4.02%	1.08%	0.60%	2.17%	0.00%	100.0%	0.27%	7.26%	83.11%	1.42%	2.01%	2.39%	1.34%	2.21%	0.00%	100.0%
MT AUKUM ROAD																				
1. County Line to Omo Ranch Rd	0.82%	13.59%	23.37%	1.10%	17.39%	16.03%	12.50%	3.81%	11.40%	100.0%	0.82%	13.59%	23.37%	1.10%	17.39%	16.03%	12.50%	3.81%	11.40%	100.0%
2. Omo Ranch Rd to Grizzly Flat Rd	2.98%	8.88%	24.21%	1.22%	12.72%	12.36%	25.96%	4.35%	7.31%	100.0%	2.98%	8.88%	24.21%	1.22%	12.72%	12.36%	25.96%	4.35%	7.31%	100.0%
3. Grizzly Flat Rd to Sly Park Rd	15.58%	0.70%	3.02%	0.98%	30.57%	24.26%	20.21%	0.46%	4.21%	100.0%	16.22%	0.73%	3.22%	0.86%	30.22%	22.60%	21.23%	0.55%	4.36%	100.0%
NEWTOWN ROAD																				
1. Pleasant Valley Rd to Snows Rd	5.50%	2.55%	7.50%	0.57%	29.38%	37.71%	9.16%	4.11%	3.52%	100.0%	6.22%	1.95%	7.85%	0.51%	29.86%	35.66%	10.57%	3.68%	3.70%	100.0%
2. Snows Rd to Weber Creek	3.49%	2.85%	13.71%	0.53%	13.95%	38.13%	11.22%	9.99%	6.15%	100.0%	4.65%	1.80%	14.71%	0.69%	13.45%	35.81%	13.17%	9.30%	6.42%	100.0%

Road Name and Segment	2015 Trip Contribution from Impact Fee Districts										2025 Trip Contribution from Impact Fee Districts									
	1	2	3	4	5	6	7	8	External	Total	1	2	3	4	5	6	7	8	External	Total
3. Weber Creek to Placerville City Limits	3.65%	2.97%	14.32%	0.55%	13.96%	37.71%	11.18%	9.23%	6.43%	100.0%	4.86%	1.88%	15.37%	0.72%	13.28%	35.23%	13.22%	8.73%	6.71%	100.0%
NORTH SHINGLE ROAD																				
1. Ponderosa Rd to Tennessee Dr	--	57.05%	1.65%	30.23%	--	--	1.58%	9.50%	0.00%	100.0%	--	57.47%	1.06%	30.24%	--	--	1.28%	9.95%	0.00%	100.0%
2. Tennessee Dr to Green Valley Rd	--	45.42%	2.76%	40.75%	0.16%	0.06%	1.57%	9.27%	0.00%	100.0%	--	44.03%	2.39%	42.25%	0.17%	0.05%	1.31%	9.80%	0.00%	100.0%
OMO RANCH ROAD																				
1. Mt Aukum Rd to Fairplay Rd	1.64%	0.82%	4.92%	--	1.64%	3.28%	87.70%	--	0.00%	100.0%	1.64%	0.82%	4.92%	--	1.64%	3.28%	87.70%	--	0.00%	100.0%
PLEASANT VALLEY ROAD																				
1. Mother Lode Dr to El Dorado Rd	0.26%	31.27%	48.99%	--	0.15%	0.10%	2.31%	16.03%	0.89%	100.0%	0.13%	31.14%	49.45%	--	0.17%	0.07%	1.77%	16.35%	0.93%	100.0%
2. El Dorado Rd to SR 49 (S)	0.22%	19.32%	65.89%	0.78%	0.19%	0.78%	3.17%	8.99%	0.66%	100.0%	0.13%	18.85%	66.43%	1.07%	0.48%	0.54%	2.61%	9.17%	0.73%	100.0%
3. SR 49 (N) to Big Cut Rd	1.45%	5.73%	62.34%	0.09%	2.25%	20.33%	7.68%	0.14%	0.00%	100.0%	1.30%	5.45%	64.46%	0.10%	2.15%	19.27%	7.12%	0.16%	0.00%	100.0%
4. Big Cut Rd to Cedar Ravine Rd	3.83%	9.02%	43.02%	0.46%	1.56%	21.97%	13.31%	5.70%	1.11%	100.0%	4.20%	9.24%	41.89%	0.94%	1.63%	21.19%	13.36%	5.97%	1.57%	100.0%
5. Cedar Ravine Rd to Bucks Bar Rd	4.27%	9.86%	38.94%	1.54%	2.89%	17.08%	15.27%	5.60%	4.54%	100.0%	3.91%	10.57%	37.64%	1.64%	3.00%	17.39%	14.93%	6.25%	4.67%	100.0%
6. Bucks Bar Rd to Newtown Rd	0.11%	6.85%	37.58%	0.50%	11.17%	38.69%	1.41%	3.09%	0.61%	100.0%	0.13%	9.75%	32.65%	0.81%	10.38%	37.78%	1.54%	5.58%	1.38%	100.0%
7. Newtown Rd to Mt Aukum Rd	4.30%	3.90%	15.90%	0.54%	19.81%	42.50%	6.45%	3.88%	2.71%	100.0%	4.57%	4.79%	15.66%	0.54%	19.62%	40.41%	7.03%	4.39%	3.01%	100.0%
PONDEROSA ROAD																				
1. US 50 to N Shingle Rd	0.04%	66.93%	15.62%	9.42%	0.87%	0.11%	0.53%	6.47%	0.00%	100.0%	0.04%	67.99%	14.13%	9.77%	0.65%	0.08%	0.23%	7.11%	0.00%	100.0%
2. N Shingle Rd to Meder Rd	0.07%	72.75%	19.54%	0.06%	0.80%	0.79%	0.23%	5.76%	0.00%	100.0%	0.07%	74.11%	18.55%	0.06%	0.49%	0.77%	0.08%	5.88%	0.00%	100.0%
3. Meder Rd to Green Valley Rd	--	67.41%	16.90%	3.40%	1.19%	--	1.48%	9.62%	0.00%	100.0%	--	68.77%	15.29%	4.02%	1.12%	--	1.47%	9.33%	0.00%	100.0%
PONY EXPRESS TRAIL																				
1. Carson Rd to Ridgeway Dr	1.69%	3.37%	10.95%	1.68%	76.95%	4.52%	0.84%	--	0.00%	100.0%	1.68%	3.36%	10.92%	1.68%	76.88%	4.64%	0.84%	--	0.00%	100.0%
2. Ridgeway Dr to Sly Park Rd	1.66%	0.74%	7.05%	--	84.98%	3.02%	2.55%	--	0.00%	100.0%	1.91%	0.48%	6.59%	--	85.05%	3.16%	2.82%	--	0.00%	100.0%
SALMON FALLS ROAD																				
1. Green Valley Rd to Lake Hills Dr	0.13%	6.75%	2.84%	27.98%	0.55%	0.08%	1.11%	60.56%	0.00%	100.0%	0.13%	11.25%	2.44%	25.72%	0.39%	0.22%	1.11%	58.76%	0.00%	100.0%
2. Lake Hills Dr to Manzanita Ln	--	7.82%	0.04%	34.73%	--	--	1.39%	56.03%	0.00%	100.0%	--	13.58%	0.10%	31.42%	--	--	1.33%	53.58%	0.00%	100.0%
3. Manzanita Ln to Rattlesnake Bar Rd	--	8.56%	--	24.50%	--	--	1.40%	65.55%	0.00%	100.0%	--	15.32%	--	20.86%	--	--	1.35%	62.47%	0.00%	100.0%
SARATOGA WAY EXTENSION																				
1. County Line to EDH Blvd	0.04%	33.27%	4.65%	0.30%	2.33%	0.92%	2.88%	53.04%	2.57%	100.0%	0.04%	29.29%	4.46%	0.11%	2.27%	0.90%	2.69%	57.72%	2.53%	100.0%
SERRANO PARKWAY																				
1. EDH Blvd to Silva Valley Pkwy	0.01%	1.97%	--	0.31%	--	0.01%	0.62%	97.09%	0.00%	100.0%	0.05%	7.46%	1.58%	0.03%	0.82%	0.34%	0.38%	88.39%	0.96%	100.0%
SERRANO PARKWAY EXTENSION																				
1. Silva Valley Pkwy to Bass Lake Rd	0.21%	30.06%	7.38%	1.67%	0.56%	0.25%	0.32%	59.56%	0.00%	100.0%	0.24%	24.63%	6.87%	1.60%	0.57%	0.30%	0.28%	65.53%	0.00%	100.0%
SHINGLE SPRINGS DRIVE																				
1. Mother Lode Dr to US 50	0.11%	76.48%	6.50%	1.66%	3.04%	0.56%	0.10%	11.55%	0.00%	100.0%	0.10%	76.78%	6.45%	1.36%	2.70%	0.44%	0.27%	11.91%	0.00%	100.0%

Road Name and Segment	2015 Trip Contribution from Impact Fee Districts										2025 Trip Contribution from Impact Fee Districts									
	1	2	3	4	5	6	7	8	External	Total	1	2	3	4	5	6	7	8	External	Total
2. US 50 Interchange	0.29%	73.81%	5.71%	0.60%	3.13%	0.86%	--	15.60%	0.00%	100.0%	0.31%	66.49%	9.53%	1.34%	3.30%	1.11%	0.33%	17.60%	0.00%	100.0%
SILVA VALLEY PARKWAY																				
1. Serrano Pkwy to Harvard Way	0.10%	17.32%	7.54%	1.18%	1.48%	0.55%	0.32%	70.39%	1.13%	100.0%	0.13%	13.58%	7.02%	2.28%	1.13%	0.53%	0.46%	74.36%	0.52%	100.0%
2. Harvard Way to Green Valley Rd	0.11%	18.32%	6.56%	2.34%	1.37%	0.60%	0.36%	69.07%	1.27%	100.0%	0.13%	13.43%	5.85%	3.76%	1.15%	0.63%	0.62%	73.64%	0.79%	100.0%
SILVA VALLEY PARKWAY EXTENSION																				
1. US-50 to Serrano Pkwy	0.06%	15.44%	4.12%	0.40%	0.71%	0.24%	0.38%	78.34%	0.33%	100.0%	0.08%	15.22%	4.77%	0.90%	0.96%	0.38%	0.71%	75.92%	1.07%	100.0%
SLY PARK ROAD																				
1. Mt Aukum Rd to Clear Creek Rd	7.97%	3.52%	10.88%	0.15%	22.71%	43.21%	6.61%	4.17%	0.79%	100.0%	7.80%	4.67%	10.85%	0.26%	21.92%	42.21%	6.30%	4.81%	1.18%	100.0%
2. Clear Creek Rd to Mormon Emigrant Tr	13.89%	5.04%	4.29%	0.31%	38.13%	26.17%	8.99%	1.79%	1.39%	100.0%	13.42%	6.84%	4.32%	0.46%	36.51%	25.34%	8.36%	2.72%	2.05%	100.0%
3. Mormon Emigrant Tr to Park Creek Rd	4.63%	15.19%	2.49%	7.98%	37.23%	4.84%	4.67%	8.02%	14.96%	100.0%	4.74%	14.24%	2.10%	8.24%	37.91%	4.81%	4.79%	7.55%	15.64%	100.0%
4. Park Creek Rd to US 50	4.36%	12.93%	5.19%	7.06%	43.02%	3.43%	4.42%	7.55%	12.03%	100.0%	4.46%	11.88%	5.39%	7.15%	43.91%	3.39%	4.49%	6.97%	12.38%	100.0%
5. US 50 to Pony Express Trail	2.33%	2.28%	8.15%	0.93%	81.31%	1.70%	3.30%	--	0.00%	100.0%	2.51%	2.26%	8.00%	1.01%	81.05%	1.66%	3.50%	--	0.00%	100.0%
SNOWS ROAD																				
1. Newtown Rd to Carson Rd	4.60%	0.67%	3.14%	--	75.47%	13.91%	0.88%	1.34%	0.00%	100.0%	4.37%	0.65%	3.71%	--	74.68%	14.10%	1.21%	1.29%	0.00%	100.0%
SOPHIA PARKWAY																				
1. County Line to Green Valley Rd	--	1.96%	--	3.88%	--	--	--	94.16%	0.00%	100.0%	--	4.33%	--	4.38%	--	--	--	91.29%	0.00%	100.0%
SOUTH SHINGLE ROAD																				
1. Latrobe Rd to Brandon Rd	0.63%	30.28%	5.68%	0.82%	0.55%	0.86%	36.33%	11.14%	13.72%	100.0%	0.63%	22.57%	5.41%	0.69%	--	1.24%	37.72%	11.81%	19.92%	100.0%
2. Brandon Rd to Sunset Ln	0.36%	41.94%	6.06%	1.16%	0.85%	0.66%	26.65%	4.55%	17.77%	100.0%	0.68%	33.20%	8.17%	1.06%	0.34%	1.29%	24.42%	3.14%	27.70%	100.0%
3. Sunset Ln to Durock Rd	0.25%	46.43%	10.77%	0.79%	1.48%	0.67%	23.53%	4.02%	12.07%	100.0%	0.30%	51.23%	11.63%	0.47%	1.25%	0.81%	15.89%	6.22%	12.21%	100.0%
4. Durock Rd to US 50	0.14%	61.93%	19.00%	2.12%	1.99%	0.24%	7.61%	2.62%	4.34%	100.0%	0.14%	64.19%	19.08%	1.80%	1.73%	0.26%	4.80%	4.05%	3.95%	100.0%
SUNCAST LANE EXTENSION																				
1. County Line to White Rock Rd	0.01%	1.78%	0.06%	0.29%	0.03%	--	35.43%	59.66%	2.75%	100.00%	0.07%	4.28%	0.64%	0.42%	0.20%	--	37.73%	54.00%	2.67%	100.00%
2. White Rock Rd to Latrobe Rd	0.01%	1.78%	0.06%	0.29%	0.03%	--	35.43%	59.66%	2.75%	100.00%	0.07%	4.28%	0.64%	0.42%	0.20%	--	37.73%	54.00%	2.67%	100.00%
WHITE ROCK ROAD																				
1. County Line to Manchester Dr.	--	22.98%	1.01%	0.51%	--	0.51%	1.52%	71.21%	2.27%	100.0%	--	22.98%	1.01%	0.51%	--	0.51%	1.52%	71.21%	2.27%	100.0%
2. Manchester Dr. to Latrobe Rd.	0.08%	8.01%	1.56%	0.57%	0.29%	0.17%	0.69%	88.37%	0.28%	100.0%	0.08%	8.13%	1.51%	0.54%	0.28%	0.17%	0.78%	88.21%	0.31%	100.0%
3. Latrobe Rd to Silva Valley Pkwy	0.10%	13.24%	3.00%	0.81%	0.93%	0.42%	1.33%	79.37%	0.81%	100.0%	0.10%	11.24%	2.50%	0.61%	0.81%	0.36%	1.86%	81.84%	0.70%	100.0%
SR 49																				
1. County Line to Sand Ridge Rd	--	25.72%	33.61%	5.40%	2.91%	0.42%	4.98%	7.47%	19.51%	100.0%	--	25.72%	33.61%	5.40%	2.91%	0.42%	4.98%	7.47%	19.51%	100.0%
2. Sand Ridge Rd to Crystal Blvd	0.02%	22.48%	34.46%	5.17%	1.94%	0.24%	11.53%	7.67%	16.50%	100.0%	0.04%	22.43%	34.41%	5.14%	2.06%	0.37%	11.47%	7.65%	16.44%	100.0%
3. Crystal Blvd to China Hill Rd	0.12%	17.45%	44.25%	3.89%	2.13%	0.31%	11.11%	8.33%	12.42%	100.0%	0.10%	17.38%	44.26%	3.87%	2.22%	0.41%	11.11%	8.29%	12.36%	100.0%
4. China Hill Rd to Pleasant Valley Rd	0.12%	17.45%	44.25%	3.89%	2.13%	0.31%	11.11%	8.33%	12.42%	100.0%	0.10%	17.38%	44.26%	3.87%	2.22%	0.41%	11.11%	8.29%	12.36%	100.0%

Road Name and Segment	2015 Trip Contribution from Impact Fee Districts										2025 Trip Contribution from Impact Fee Districts									
	1	2	3	4	5	6	7	8	External	Total	1	2	3	4	5	6	7	8	External	Total
5. Pleasant Valley Rd to Missouri Flat Rd	0.16%	5.06%	77.13%	1.48%	4.77%	1.70%	3.94%	0.31%	5.46%	100.0%	0.06%	4.07%	75.04%	1.64%	6.07%	1.35%	4.38%	0.60%	6.77%	100.0%
6. Missouri Flat Rd to Pleasant Valley Rd**	0.59%	3.44%	67.87%	2.30%	7.15%	8.77%	5.70%	0.32%	3.86%	100.0%	0.57%	2.95%	67.19%	2.07%	7.77%	9.08%	5.59%	0.37%	4.41%	100.0%
7. Pleasant Valley Rd to Placerville City Limits	0.23%	0.77%	75.97%	4.44%	12.99%	1.07%	0.92%	0.69%	2.91%	100.0%	0.34%	0.65%	73.88%	4.33%	13.62%	2.02%	1.06%	0.71%	3.41%	100.0%
8. Placerville City Limits to Gold Hill Rd	--	--	15.13%	50.87%	13.62%	1.73%	0.30%	--	18.36%	100.0%	--	--	14.62%	49.09%	14.30%	1.60%	0.29%	--	20.10%	100.0%
9. Gold Hill Rd to SR 153	--	0.71%	11.73%	57.38%	11.53%	1.12%	0.50%	1.91%	15.12%	100.0%	--	0.74%	11.09%	57.38%	11.89%	1.03%	0.45%	1.70%	15.73%	100.0%
10. SR 153 to Marshall Rd	--	1.15%	22.13%	54.42%	6.08%	0.58%	0.37%	2.42%	12.87%	100.0%	--	1.20%	21.89%	53.93%	6.32%	0.60%	0.38%	2.34%	13.36%	100.0%
11. Marshall Rd to Rattlesnake Bar Rd	--	19.19%	10.71%	55.06%	3.50%	0.45%	0.45%	2.51%	8.13%	100.0%	--	16.34%	11.31%	56.72%	3.73%	0.49%	0.48%	2.28%	8.65%	100.0%
12. Rattlesnake Bar Rd to SR 193	--	14.72%	6.07%	54.19%	2.09%	0.22%	0.36%	17.16%	5.20%	100.0%	--	14.66%	6.07%	54.33%	2.09%	0.22%	0.36%	17.09%	5.18%	100.0%
13. SR 193 to County Line	0.13%	12.86%	4.28%	63.43%	1.77%	0.13%	0.13%	12.74%	4.54%	100.0%	0.13%	12.86%	4.28%	63.43%	1.77%	0.13%	0.13%	12.74%	4.54%	100.0%
SR 193																				
1. SR 49 to Greenwood Rd	0.32%	--	2.56%	91.92%	0.16%	0.16%	0.32%	4.57%	0.00%	100.0%	0.32%	--	2.59%	91.89%	0.16%	0.16%	0.32%	4.57%	0.00%	100.0%
2. Greenwood Rd to Main St (Georgetown)	11.36%	3.79%	9.70%	63.79%	11.36%	--	--	--	0.00%	100.0%	11.74%	3.91%	8.37%	64.24%	11.74%	--	--	--	0.00%	100.0%
3. Main St (Georgetown) to Shoo Fly Rd	1.51%	0.58%	20.40%	66.92%	8.74%	1.30%	0.56%	--	0.00%	100.0%	1.39%	0.57%	19.37%	67.79%	8.97%	1.35%	0.56%	--	0.00%	100.0%
4. Shoo Fly Rd to Placerville City Limits	1.09%	1.62%	21.70%	56.61%	16.42%	0.94%	0.40%	1.22%	0.00%	100.0%	1.00%	1.62%	20.88%	57.31%	16.60%	0.97%	0.40%	1.22%	0.00%	100.0%
US HIGHWAY 50 Mainline																				
1. US 50 WB West of El Dorado Hills	--	28.70%	1.77%	--	--	--	1.39%	62.91%	5.24%	100.0%	--	28.80%	1.77%	--	--	--	1.39%	62.81%	5.24%	100.0%
2. US 50 EB West of El Dorado Hills	--	29.97%	1.98%	--	--	--	1.60%	63.23%	3.21%	100.0%	--	30.70%	2.09%	--	--	--	1.51%	62.35%	3.35%	100.0%
3. US 50 WB West of Silva Valley	--	48.21%	5.32%	0.22%	0.12%	--	0.51%	39.19%	6.45%	100.0%	--	42.93%	5.44%	0.21%	0.26%	--	1.00%	44.42%	5.74%	100.0%
4. US 50 EB West of Silva Valley	0.08%	44.28%	4.10%	0.35%	--	--	0.82%	46.51%	3.86%	100.0%	0.07%	48.24%	4.87%	0.07%	--	--	1.10%	41.37%	4.28%	100.0%
5. US 50 WB West of Bass Lake	0.05%	50.22%	11.11%	0.80%	0.85%	0.08%	0.69%	30.60%	5.61%	100.0%	0.05%	47.60%	10.66%	0.56%	0.90%	0.08%	1.28%	34.01%	4.88%	100.0%
6. US 50 EB West of Bass Lake	0.21%	59.36%	8.64%	0.95%	0.56%	0.21%	0.41%	25.53%	4.13%	100.0%	0.25%	58.64%	8.80%	0.68%	0.54%	0.19%	0.51%	26.56%	3.84%	100.0%
7. US 50 WB West of Cambridge	0.04%	43.22%	13.70%	0.60%	1.12%	0.21%	0.59%	35.68%	4.84%	100.0%	0.04%	42.99%	13.51%	0.64%	1.15%	0.20%	1.32%	35.41%	4.74%	100.0%
8. US 50 EB West of Cambridge	0.27%	57.58%	10.67%	1.03%	1.12%	0.40%	0.56%	23.88%	4.50%	100.0%	0.29%	58.34%	10.33%	0.69%	0.84%	0.30%	0.70%	24.77%	3.77%	100.0%
9. US 50 WB West of Cameron Park	0.05%	39.72%	15.96%	0.60%	1.24%	0.21%	0.58%	36.30%	5.35%	100.0%	0.05%	39.58%	15.82%	0.64%	1.27%	0.20%	1.40%	35.79%	5.24%	100.0%
10. US 50 EB West of Cameron Park	0.33%	52.15%	13.59%	1.34%	1.56%	0.48%	0.69%	24.43%	5.43%	100.0%	0.34%	53.66%	13.25%	0.92%	1.23%	0.36%	0.86%	24.86%	4.53%	100.0%
11. US 50 WB West of Ponderosa	0.07%	22.59%	26.10%	0.74%	1.76%	0.30%	0.70%	40.50%	7.25%	100.0%	0.07%	22.78%	25.79%	0.77%	1.91%	0.29%	1.71%	39.72%	6.96%	100.0%
12. US 50 EB West of Ponderosa	0.56%	29.33%	23.27%	2.11%	1.67%	0.64%	0.96%	32.31%	9.14%	100.0%	0.58%	30.81%	22.20%	1.39%	1.71%	0.63%	1.14%	32.54%	9.02%	100.0%
13. US 50 WB West of Shingle Springs Dr	0.07%	25.30%	27.73%	0.19%	2.49%	0.34%	1.83%	34.24%	7.82%	100.0%	0.08%	24.62%	27.39%	0.23%	2.59%	0.36%	2.25%	34.53%	7.95%	100.0%
14. US 50 EB West of Shingle Springs Dr	0.61%	25.27%	27.45%	0.19%	2.39%	0.86%	1.71%	30.32%	11.20%	100.0%	0.64%	23.88%	27.96%	0.11%	2.53%	0.87%	1.99%	30.61%	11.41%	100.0%
15. US 50 WB West of Rancheria	0.07%	25.26%	28.73%	0.15%	2.66%	0.37%	1.74%	33.16%	7.86%	100.0%	0.08%	24.35%	28.43%	0.20%	2.66%	0.38%	2.15%	33.77%	8.00%	100.0%
16. US 50 WB West of Rancheria	0.65%	21.53%	30.54%	0.20%	3.20%	0.90%	1.73%	29.49%	11.77%	100.0%	0.67%	20.97%	30.38%	0.12%	3.19%	0.91%	2.03%	29.88%	11.87%	100.0%
17. US 50 WB West of Greenstone	0.32%	29.42%	23.45%	0.79%	6.64%	2.16%	1.73%	21.12%	14.39%	100.0%	0.33%	29.02%	23.23%	0.99%	6.66%	2.18%	1.89%	21.26%	14.45%	100.0%
18. US 50 EB West of Greenstone	0.32%	23.36%	23.56%	2.51%	10.43%	3.82%	1.63%	15.61%	18.76%	100.0%	0.34%	23.24%	23.64%	1.95%	10.50%	3.87%	1.77%	15.82%	18.88%	100.0%

Road Name and Segment	2015 Trip Contribution from Impact Fee Districts										2025 Trip Contribution from Impact Fee Districts									
	1	2	3	4	5	6	7	8	External	Total	1	2	3	4	5	6	7	8	External	Total
19. US 50 WB West of El Dorado Rd	0.10%	26.86%	25.53%	0.47%	2.92%	0.45%	1.97%	33.05%	8.66%	100.0%	0.11%	26.80%	25.10%	0.41%	2.96%	0.46%	2.11%	33.39%	8.68%	100.0%
20. US 50 EB West of El Dorado Rd	0.71%	20.38%	27.64%	0.48%	3.64%	1.00%	2.02%	31.07%	13.07%	100.0%	0.73%	20.32%	27.38%	0.52%	3.65%	0.99%	2.28%	31.11%	13.03%	100.0%
21. US 50 WB West of Missouri Flat	0.11%	26.10%	23.94%	0.25%	3.68%	0.75%	1.56%	34.10%	9.51%	100.0%	0.11%	24.85%	25.76%	0.36%	3.88%	0.75%	1.66%	33.33%	9.29%	100.0%
22. US 50 EB West of Missouri Flat	0.71%	18.64%	31.04%	0.65%	4.71%	1.29%	1.88%	28.27%	12.80%	100.0%	0.67%	16.92%	35.57%	0.76%	5.40%	1.46%	1.87%	25.77%	11.58%	100.0%
23. US 50 WB West of Placerville/Forni	0.25%	23.43%	16.48%	1.06%	6.39%	1.29%	1.21%	35.75%	14.15%	100.0%	0.36%	21.41%	19.46%	1.20%	7.12%	1.13%	1.32%	34.10%	13.90%	100.0%
24. US 50 EB West of Placerville/Forni	0.63%	14.19%	24.00%	2.02%	11.74%	1.33%	1.35%	27.03%	17.72%	100.0%	0.62%	13.51%	28.17%	2.45%	11.03%	1.28%	1.40%	25.26%	16.28%	100.0%
25. US 50 WB East of Placerville/Forni	0.30%	23.68%	9.54%	0.81%	7.45%	1.74%	3.83%	33.11%	19.54%	100.0%	0.29%	21.80%	14.12%	0.86%	8.28%	1.38%	3.86%	31.14%	18.28%	100.0%
26. US 50 EB East of Placerville/Forni	0.65%	13.56%	29.22%	2.14%	12.36%	1.29%	1.76%	21.25%	17.79%	100.0%	0.62%	14.68%	29.18%	2.13%	12.01%	1.14%	1.67%	21.67%	16.91%	100.0%
27. US 50 WB West of Smith Flat/Newtown	0.80%	16.58%	11.87%	7.79%	21.99%	0.27%	1.38%	12.30%	27.03%	100.0%	0.80%	16.45%	11.90%	7.77%	22.29%	0.27%	1.37%	12.16%	27.00%	100.0%
28. US 50 EB West of Smith Flat/Newtown	0.82%	14.19%	13.48%	6.92%	22.82%	--	1.23%	8.79%	31.75%	100.0%	0.80%	13.68%	13.92%	6.74%	24.20%	--	1.20%	8.59%	30.86%	100.0%
29. US 50 Smith Flat/New Town to Carson (W)	0.82%	15.58%	12.62%	7.43%	22.13%	0.12%	1.32%	10.79%	29.21%	100.0%	0.82%	15.26%	12.83%	7.34%	22.92%	0.13%	1.30%	10.59%	28.81%	100.0%
30. US 50 Carson (W) to Carson (E)	0.82%	14.82%	10.48%	7.22%	27.32%	0.16%	1.14%	9.97%	28.07%	100.0%	0.81%	14.63%	10.60%	7.20%	27.60%	0.16%	1.14%	9.84%	28.01%	100.0%
31. US 50 Carson Rd (E) to Sawmill	0.96%	17.78%	9.77%	8.47%	15.81%	0.12%	1.51%	11.01%	34.58%	100.0%	0.96%	17.63%	9.79%	8.50%	15.82%	0.12%	1.52%	10.92%	34.75%	100.0%
32. US 50 Sawmill to Sly Park Rd	1.04%	17.03%	8.73%	8.06%	19.56%	0.17%	1.45%	10.65%	33.31%	100.0%	1.04%	16.85%	8.75%	8.08%	19.61%	0.19%	1.46%	10.58%	33.44%	100.0%
33. US 50 Sly Park Rd to Fresh Pond	1.75%	18.66%	7.32%	9.13%	8.06%	0.56%	1.87%	11.13%	41.55%	100.0%	1.73%	18.65%	7.23%	9.12%	8.14%	0.56%	1.99%	11.12%	41.47%	100.0%
34. US 50 Fresh Pond to Ice House Rd	1.75%	18.63%	7.31%	9.12%	8.16%	0.56%	1.88%	11.11%	41.50%	100.0%	1.73%	18.62%	7.23%	9.11%	8.25%	0.56%	1.99%	11.10%	41.42%	100.0%
35. US 50 Ice House Rd to Echo Lake	2.61%	17.78%	6.97%	8.82%	8.70%	1.66%	2.43%	10.48%	40.56%	100.0%	2.61%	17.78%	6.97%	8.82%	8.70%	1.66%	2.43%	10.48%	40.56%	100.0%
US 50 and El Dorado Hills																				
State	0.02%	37.79%	3.29%	0.14%	0.03%	0.00%	1.08%	52.96%	4.69%	100.0%	0.02%	37.67%	3.54%	0.07%	0.06%	0.00%	1.25%	52.74%	4.65%	100.0%
Local	0.15%	32.28%	7.34%	0.02%	1.64%	0.44%	2.72%	53.71%	1.70%	100.0%	0.10%	28.31%	7.34%	0.03%	1.70%	0.48%	2.81%	57.38%	1.84%	100.0%
US 50 and Silva Valley																				
State	0.08%	50.52%	7.29%	0.58%	0.38%	0.07%	0.61%	35.46%	5.01%	100.0%	0.09%	49.35%	7.44%	0.38%	0.42%	0.07%	0.97%	36.59%	4.68%	100.0%
Local	0.11%	17.55%	5.25%	0.80%	1.12%	0.43%	0.98%	73.04%	0.72%	100.0%	0.12%	16.50%	5.79%	0.99%	1.20%	0.46%	1.41%	72.40%	1.13%	100.0%
US 50 and Bass Lake																				
State	0.14%	52.60%	11.03%	0.85%	0.91%	0.22%	0.56%	28.92%	4.77%	100.0%	0.16%	51.89%	10.82%	0.64%	0.86%	0.19%	0.95%	30.18%	4.31%	100.0%
Local	0.10%	36.78%	8.04%	0.77%	1.42%	0.53%	0.80%	50.92%	0.65%	100.0%	0.11%	33.23%	7.70%	0.25%	1.54%	0.65%	0.91%	54.89%	0.71%	100.0%
US 50 and Cambridge																				
State	0.17%	48.17%	13.48%	0.89%	1.26%	0.32%	0.61%	30.07%	5.03%	100.0%	0.18%	48.64%	13.23%	0.72%	1.12%	0.26%	1.07%	30.20%	4.57%	100.0%
Local	0.03%	77.55%	9.86%	0.85%	1.25%	0.00%	0.50%	9.97%	0.00%	100.0%	0.04%	77.89%	9.18%	0.76%	1.02%	0.00%	0.49%	10.61%	0.00%	100.0%
US 50 and Cameron Park																				
State	0.25%	35.95%	19.73%	1.20%	1.56%	0.41%	0.73%	33.39%	6.79%	100.0%	0.26%	36.71%	19.27%	0.93%	1.53%	0.37%	1.28%	33.22%	6.44%	100.0%
Local	0.03%	71.80%	12.49%	0.34%	0.98%	0.48%	0.50%	13.41%	0.00%	100.0%	0.04%	68.84%	12.32%	0.35%	1.52%	0.60%	0.50%	14.63%	1.20%	100.0%
US 50 and Ponderosa																				

Road Name and Segment	2015 Trip Contribution from Impact Fee Districts										2025 Trip Contribution from Impact Fee Districts									
	1	2	3	4	5	6	7	8	External	Total	1	2	3	4	5	6	7	8	External	Total
State	0.33%	25.62%	26.14%	0.81%	2.08%	0.53%	1.30%	34.34%	8.85%	100.0%	0.34%	25.52%	25.84%	0.63%	2.18%	0.54%	1.77%	34.35%	8.83%	100.0%
Local	0.05%	54.64%	21.92%	3.75%	1.46%	0.20%	4.06%	11.20%	2.72%	100.0%	0.08%	55.81%	21.27%	3.64%	1.42%	0.23%	3.33%	11.39%	2.83%	100.0%
US 50 and Shingle Sp. Dr.																				
State	0.35%	24.34%	28.61%	0.18%	2.69%	0.62%	1.75%	31.80%	9.66%	100.00%	0.36%	23.45%	28.54%	0.17%	2.74%	0.63%	2.10%	32.20%	9.80%	100.00%
Local	0.35%	73.55%	9.63%	1.60%	2.83%	0.38%	0.31%	11.36%	0.00%	100.0%	0.38%	71.60%	11.45%	1.55%	2.58%	0.27%	0.59%	11.58%	0.00%	100.0%
US 50 and Rancheria																				
State	0.34%	24.89%	26.57%	0.91%	5.73%	1.81%	1.71%	24.85%	13.20%	100.0%	0.35%	24.39%	26.42%	0.81%	5.75%	1.83%	1.96%	25.18%	13.30%	100.0%
Local	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.0%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.0%
US 50 and Greenstone																				
State	0.36%	25.00%	25.04%	1.06%	5.91%	1.86%	1.84%	25.21%	13.72%	100.0%	0.38%	24.84%	24.84%	0.96%	5.94%	1.87%	2.01%	25.39%	13.76%	100.0%
Local	0.28%	39.20%	35.24%	4.50%	2.51%	0.94%	3.50%	11.06%	2.79%	100.0%	0.27%	35.73%	36.73%	4.53%	3.70%	0.67%	3.48%	11.70%	3.18%	100.0%
US 50 and El Dorado Rd																				
State	0.41%	22.99%	27.04%	0.46%	3.74%	0.87%	1.86%	31.62%	11.01%	100.0%	0.40%	22.22%	28.45%	0.51%	3.97%	0.92%	1.98%	30.90%	10.64%	100.0%
Local	0.02%	11.21%	66.87%	3.27%	4.45%	1.07%	0.89%	11.17%	1.05%	100.0%	0.02%	11.81%	63.14%	3.53%	6.09%	1.82%	0.94%	11.38%	1.26%	100.0%
US 50 and Missouri Flat																				
State	0.42%	20.59%	23.87%	0.99%	6.63%	1.16%	1.50%	31.29%	13.55%	100.0%	0.44%	19.17%	27.24%	1.19%	6.86%	1.16%	1.56%	29.62%	12.76%	100.0%
Local	0.44%	10.51%	63.60%	2.50%	8.06%	1.67%	0.75%	11.48%	0.98%	100.0%	0.61%	10.92%	61.80%	3.58%	7.73%	1.40%	0.97%	11.17%	1.83%	100.0%
US 50 and Placerville/Forni																				
State	0.46%	18.71%	19.81%	1.50%	9.48%	1.41%	2.04%	29.28%	17.30%	100.0%	0.47%	17.85%	22.73%	1.66%	9.61%	1.23%	2.06%	28.04%	16.34%	100.0%
Local	0.22%	9.86%	48.34%	2.10%	5.43%	1.52%	1.31%	30.44%	0.79%	100.0%	0.39%	6.05%	49.53%	4.23%	6.65%	1.40%	1.37%	26.92%	3.47%	100.0%

Exhibit 13. Allocation of Impacts by District - Method 2 (No Wrap) – 2015 & 2025

Road Name and Segment	2015 Trip Contribution from Impact Fee Districts										2025 Trip Contribution from Impact Fee Districts									
	1	2	3	4	5	6	7	8	External	Total	1	2	3	4	5	6	7	8	External	Total
BASS LAKE ROAD																				
1. US 50 to Country Club Dr	0.15%	24.85%	9.77%	0.49%	1.35%	0.47%	0.45%	37.92%	24.54%	100.0%	0.13%	23.28%	8.53%	0.35%	1.30%	0.53%	0.76%	39.45%	25.66%	100.0%
2. Country Club Dr to Bass Lake	0.12%	19.56%	4.78%	0.42%	0.40%	0.14%	0.41%	52.02%	22.15%	100.0%	0.10%	20.54%	4.01%	0.46%	0.36%	0.11%	0.59%	50.93%	22.90%	100.0%
3. Bass Lake to Green Valley Rd	0.00%	51.28%	9.10%	2.29%	1.39%	0.33%	0.59%	28.86%	6.16%	100.0%	0.01%	53.66%	8.69%	2.04%	1.41%	0.35%	0.54%	26.25%	7.05%	100.0%
BASS LAKE ROAD, NEW																				
1. Bass Lake Rd to Green Valley Rd	--	20.80%	--	0.51%	--	--	0.04%	52.53%	26.14%	100.0%	--	23.64%	--	0.58%	--	--	0.05%	50.42%	25.31%	100.0%
BIG CUT ROAD																				
1. Pleasant Valley Rd to Placerville City Limits	4.51%	6.29%	23.15%	1.69%	3.01%	21.79%	4.84%	2.94%	31.79%	100.0%	4.83%	5.58%	22.48%	3.67%	3.49%	24.91%	3.35%	2.47%	29.21%	100.0%
BUCKS BAR ROAD																				
1. Mt Aukum to Cattle Cr Ln	5.79%	5.84%	26.40%	1.24%	1.19%	3.88%	21.80%	5.22%	28.64%	100.0%	5.62%	5.87%	26.53%	1.23%	1.09%	3.90%	21.97%	5.23%	28.55%	100.0%
2. Cattle Cr Ln to Pleasant Valley Rd	5.31%	5.91%	29.89%	1.47%	0.40%	10.45%	17.99%	5.00%	23.58%	100.0%	5.15%	5.96%	29.92%	1.55%	0.40%	10.56%	17.97%	5.02%	23.48%	100.0%
CAMBRIDGE ROAD																				
1. US 50 EB ramps to Country Club Dr	0.02%	51.44%	0.97%	0.17%	0.05%	--	0.28%	16.42%	30.64%	100.0%	0.02%	53.38%	1.40%	0.18%	0.08%	--	0.30%	17.54%	27.10%	100.0%
2. Country Club Dr to Oxford Rd	--	53.20%	0.07%	0.02%	--	--	0.15%	16.25%	30.31%	100.0%	--	53.09%	0.10%	0.42%	--	--	0.12%	16.83%	29.44%	100.0%
3. Oxford Rd to Green Valley Rd	--	60.70%	3.92%	--	1.09%	0.46%	1.06%	23.51%	9.25%	100.0%	--	58.09%	4.55%	0.85%	0.98%	0.42%	1.04%	25.56%	8.51%	100.0%
CAMERON PARK DRIVE																				
1. Durock Rd to Coach Ln	--	54.04%	0.42%	--	--	0.05%	0.03%	20.55%	24.91%	100.0%	--	53.15%	1.13%	--	--	0.05%	0.06%	20.34%	25.28%	100.0%
2. Coach Ln to Palmer Dr	0.01%	53.99%	4.14%	0.00%	0.11%	0.08%	0.12%	15.60%	25.94%	100.0%	0.02%	54.29%	5.86%	0.06%	0.45%	0.11%	0.16%	14.89%	24.16%	100.0%
3. Palmer Dr to Oxford Rd	0.01%	53.99%	4.14%	0.00%	0.11%	0.08%	0.12%	15.60%	25.94%	100.0%	0.02%	54.29%	5.86%	0.06%	0.45%	0.11%	0.16%	14.89%	24.16%	100.0%
4. Oxford Rd to Green Valley Rd	0.06%	49.38%	6.20%	0.46%	0.49%	0.14%	0.05%	26.19%	17.03%	100.0%	0.07%	46.75%	7.00%	0.67%	0.82%	0.19%	0.06%	25.23%	19.21%	100.0%
CARSON ROAD																				
1. Placerville City Limits to Union Ridge Rd	--	4.11%	16.65%	1.43%	51.48%	0.65%	0.22%	6.37%	19.11%	100.0%	--	4.06%	16.64%	1.45%	51.45%	0.71%	0.26%	6.79%	18.65%	100.0%
2. Union Ridge Rd to US 50	0.96%	2.14%	7.09%	1.15%	71.30%	0.07%	0.10%	1.52%	15.68%	100.0%	1.08%	1.82%	5.85%	1.07%	73.84%	0.17%	0.24%	1.36%	14.57%	100.0%
3. US 50 to Barkley Rd	0.20%	2.26%	13.20%	1.81%	65.07%	0.72%	--	5.31%	11.43%	100.0%	0.17%	2.16%	13.68%	1.72%	64.74%	0.74%	--	5.20%	11.60%	100.0%
4. Barkley Rd to Pony Express Tr	2.30%	--	--	--	80.97%	3.98%	0.53%	--	12.23%	100.0%	2.28%	--	--	--	80.74%	4.22%	0.59%	--	12.17%	100.0%
CEDAR RAVINE ROAD																				
1. Pleasant Valley Rd to Quarry Rd	2.13%	2.63%	4.83%	6.13%	7.74%	20.75%	12.23%	2.27%	41.28%	100.0%	1.93%	6.22%	5.17%	3.06%	7.68%	24.55%	9.60%	4.21%	37.58%	100.0%
2. Quarry Rd to Placerville City Limits	1.52%	1.85%	12.89%	7.32%	10.09%	28.55%	5.75%	5.00%	27.03%	100.0%	1.54%	3.79%	16.88%	5.98%	9.36%	29.44%	4.62%	6.51%	21.88%	100.0%
COLD SPRINGS ROAD																				
1. Placerville City Limits to Cool Water Cr	0.01%	0.74%	28.24%	36.82%	1.03%	0.33%	0.72%	1.59%	30.53%	100.0%	0.03%	0.87%	27.96%	35.17%	1.48%	0.62%	0.76%	1.55%	31.56%	100.0%
2. Cool Water Cr to Gold Hill Rd	0.31%	--	26.79%	40.28%	--	0.73%	0.48%	0.54%	30.88%	100.0%	0.31%	--	26.26%	40.39%	--	0.98%	0.46%	0.94%	30.67%	100.0%
3. Gold Hill Rd to SR 49	--	--	28.95%	37.65%	--	0.15%	0.83%	--	32.42%	100.0%	--	--	28.85%	37.41%	--	0.37%	0.83%	--	32.53%	100.0%
COUNTRY CLUB DRIVE																				
1. Bass Lake Rd to Merrychase Dr	0.02%	48.45%	1.67%	0.24%	0.18%	0.14%	0.18%	21.88%	27.25%	100.0%	0.07%	41.61%	3.82%	0.54%	1.12%	0.47%	0.39%	20.09%	31.91%	100.0%

Road Name and Segment	2015 Trip Contribution from Impact Fee Districts										2025 Trip Contribution from Impact Fee Districts									
	1	2	3	4	5	6	7	8	External	Total	1	2	3	4	5	6	7	8	External	Total
2. Merrychase Dr to Cambridge Rd	0.18%	49.47%	7.17%	0.46%	0.13%	0.07%	0.50%	19.90%	22.12%	100.0%	0.15%	42.27%	6.33%	0.69%	0.95%	0.35%	0.55%	17.80%	30.91%	100.0%
3. Cambridge Rd to Royal Dr (W)	0.11%	49.54%	4.34%	0.29%	0.10%	0.06%	0.50%	20.39%	24.66%	100.0%	0.15%	39.82%	6.87%	0.46%	1.28%	0.48%	0.81%	20.60%	29.52%	100.0%
4. Royal Dr (W) to Cameron Park Dr	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
COUNTRY CLUB DRIVE EXTENSION																				
1. Silva Valley Pkwy to Bass Lake Rd	0.12%	23.80%	7.84%	0.49%	1.25%	0.42%	0.54%	49.01%	16.55%	100.0%	0.14%	27.45%	7.63%	0.78%	1.57%	0.62%	0.90%	41.46%	19.47%	100.0%
DUROCK ROAD																				
1. Cameron Park Dr to Heinz Rd	--	64.05%	1.69%	0.69%	0.01%	0.01%	0.57%	15.36%	17.64%	100.0%	--	62.31%	2.79%	0.63%	0.01%	0.01%	0.58%	15.33%	18.36%	100.0%
2. Hines Rd to S Shingle Rd	0.10%	60.35%	18.14%	2.57%	2.12%	--	2.15%	1.45%	13.12%	100.0%	0.09%	58.24%	18.30%	2.32%	1.97%	--	1.79%	2.61%	14.68%	100.0%
EL DORADO HILLS BLVD																				
1. US 50 to Lassen Ln	0.03%	7.62%	1.71%	0.79%	0.66%	0.19%	1.22%	61.19%	26.60%	100.0%	0.02%	8.87%	2.23%	0.61%	0.82%	0.22%	1.28%	54.39%	31.57%	100.0%
2. Lassen Ln to Olson Ln	0.07%	0.02%	1.88%	3.38%	0.35%	0.07%	1.16%	92.60%	0.47%	100.0%	0.04%	--	2.19%	2.54%	0.57%	--	1.18%	92.68%	0.80%	100.0%
3. Olson Ln to St Andrews Dr	0.10%	2.58%	4.76%	4.24%	0.56%	0.12%	0.56%	85.17%	1.92%	100.0%	0.11%	1.71%	4.66%	3.79%	0.56%	0.05%	0.62%	86.93%	1.57%	100.0%
4. St Andrews Dr to Francisco Dr	0.06%	2.25%	1.93%	8.93%	0.34%	0.16%	0.77%	81.53%	4.04%	100.0%	0.07%	0.53%	2.51%	8.01%	0.58%	0.02%	0.86%	82.83%	4.60%	100.0%
5. Francisco Dr to Green Valley Rd	0.05%	10.48%	3.56%	13.87%	1.04%	0.27%	0.62%	44.64%	25.47%	100.0%	0.04%	7.59%	0.79%	12.42%	0.14%	0.12%	0.75%	64.69%	13.47%	100.0%
EL DORADO ROAD																				
1. Pleasant Valley Rd to Mother Lode Dr	0.16%	3.08%	69.97%	3.55%	3.32%	0.91%	1.69%	2.00%	15.31%	100.0%	0.18%	2.87%	70.22%	4.13%	2.65%	0.36%	1.70%	2.32%	15.58%	100.0%
2. Mother Lode Dr to US 50	0.09%	5.44%	57.84%	4.76%	3.92%	2.18%	0.56%	7.95%	17.26%	100.0%	0.10%	2.80%	58.23%	4.50%	5.97%	2.08%	0.38%	4.96%	20.99%	100.0%
3. US 50 Interchange	--	11.48%	58.18%	3.56%	1.64%	0.75%	0.55%	11.07%	12.78%	100.0%	--	7.57%	60.62%	3.24%	3.96%	1.00%	0.40%	6.95%	16.26%	100.0%
4. US 50 to Missouri Flat Rd	--	9.68%	59.93%	1.88%	3.52%	1.04%	0.91%	6.74%	16.29%	100.0%	--	9.91%	59.80%	1.99%	3.20%	1.00%	1.04%	6.50%	16.58%	100.0%
5. Missouri Flat Rd to Green Valley Rd	0.08%	3.76%	54.45%	4.65%	2.43%	0.95%	0.80%	3.18%	29.71%	100.0%	0.07%	4.48%	52.23%	4.36%	2.52%	0.84%	0.89%	3.18%	31.44%	100.0%
FAIRPLAY ROAD																				
1. Mt Aukum to Omo Ranch Rd	12.50%	--	21.59%	2.27%	5.68%	3.41%	40.91%	6.82%	6.82%	100.0%	12.50%	--	21.59%	2.27%	5.68%	3.41%	40.91%	6.82%	6.82%	100.0%
FORNI ROAD																				
1. SR49 to Enterprise Dr	0.01%	3.49%	68.02%	2.01%	0.32%	0.01%	6.43%	1.41%	18.31%	100.0%	0.02%	4.35%	71.61%	1.83%	0.38%	0.01%	5.12%	1.47%	15.22%	100.0%
2. Enterprise Dr to Missouri Flat Rd	0.04%	7.93%	69.03%	2.26%	0.11%	0.11%	2.75%	7.87%	9.90%	100.0%	0.06%	7.98%	72.11%	1.63%	0.12%	0.14%	2.06%	8.07%	7.83%	100.0%
3. Missouri Flat Rd to Wamego Rd	0.02%	1.62%	56.00%	5.92%	0.30%	0.74%	2.86%	1.23%	31.31%	100.0%	0.04%	0.45%	54.96%	6.02%	0.48%	0.77%	3.11%	0.49%	33.70%	100.0%
4. Wamego Rd to Placerville City Limits	0.02%	1.62%	56.00%	5.92%	0.30%	0.74%	2.86%	1.23%	31.31%	100.0%	0.04%	0.45%	54.96%	6.02%	0.48%	0.77%	3.11%	0.49%	33.70%	100.0%
FRANCISCO DRIVE																				
1. EDH Blvd to Green Valley Rd	0.12%	1.21%	2.43%	--	0.38%	0.15%	0.88%	77.73%	17.11%	100.0%	0.12%	1.10%	2.72%	--	0.50%	0.05%	0.75%	78.47%	16.30%	100.0%
GARDEN VALLEY ROAD																				
1. SR 193 to Marshall Rd	--	--	15.45%	54.61%	9.21%	1.96%	--	--	18.77%	100.0%	--	--	16.06%	55.54%	11.08%	2.05%	--	--	15.26%	100.0%
GOLD HILL ROAD																				
1. Lotus Rd to Cold Springs Rd	1.16%	2.51%	7.43%	52.32%	--	3.49%	--	1.73%	31.36%	100.0%	1.26%	2.59%	7.58%	52.53%	--	3.79%	--	3.13%	29.12%	100.0%
2. Cold Springs Rd to SR 49	--	0.27%	26.29%	58.04%	0.67%	0.41%	--	0.41%	13.92%	100.0%	--	--	32.54%	60.60%	--	0.99%	--	2.01%	3.85%	100.0%
GREEN VALLEY ROAD																				
1. County Line to Francisco Dr	--	9.58%	--	0.09%	--	--	--	40.34%	50.00%	100.0%	--	9.35%	--	0.14%	--	--	--	40.51%	50.00%	100.0%
2. Francisco Dr to Salmon Falls Rd	--	14.21%	0.07%	3.54%	0.01%	--	0.01%	33.92%	48.25%	100.0%	0.01%	17.65%	0.28%	4.54%	0.02%	0.01%	0.01%	33.26%	44.22%	100.0%
3. Salmon Falls Rd to Deer Valley Rd (W)	0.06%	16.64%	1.16%	1.27%	0.31%	0.06%	0.04%	38.35%	42.10%	100.0%	0.07%	19.35%	1.36%	3.12%	0.28%	0.04%	0.04%	38.81%	36.92%	100.0%

Road Name and Segment	2015 Trip Contribution from Impact Fee Districts										2025 Trip Contribution from Impact Fee Districts									
	1	2	3	4	5	6	7	8	External	Total	1	2	3	4	5	6	7	8	External	Total
4. Deer Valley Rd (W) to Bass Lake Rd	0.30%	22.32%	12.58%	0.26%	2.49%	0.47%	0.35%	38.99%	22.24%	100.0%	0.23%	25.38%	10.42%	1.91%	1.91%	0.37%	0.26%	32.91%	26.61%	100.0%
5. Bass Lake Rd to Cameron Park Dr	0.10%	36.20%	12.42%	1.01%	2.08%	0.45%	0.46%	32.34%	14.93%	100.0%	0.12%	33.16%	12.96%	2.24%	2.26%	0.51%	0.42%	32.10%	16.23%	100.0%
6. Cameron Park Dr to Deer Valley Rd (E)	0.14%	23.55%	19.92%	2.20%	3.58%	0.87%	0.72%	28.27%	20.76%	100.0%	0.14%	21.27%	20.17%	3.80%	3.51%	0.90%	0.79%	28.84%	20.58%	100.0%
7. Deer Valley Rd (E) to Lotus Rd	0.09%	25.16%	17.93%	7.13%	2.85%	1.22%	0.60%	21.68%	23.35%	100.0%	0.09%	23.75%	17.54%	8.92%	2.68%	1.20%	0.55%	21.28%	24.00%	100.0%
8. Lotus Rd to Greenstone Rd	0.10%	23.96%	25.27%	4.87%	3.32%	1.46%	0.58%	21.04%	19.41%	100.0%	0.09%	23.61%	25.49%	5.95%	3.09%	1.44%	0.49%	19.64%	20.21%	100.0%
9. Greenstone Rd to Missouri Flat Rd	0.11%	20.85%	23.24%	9.58%	3.81%	1.54%	0.68%	18.72%	21.47%	100.0%	0.10%	20.77%	23.87%	10.38%	3.53%	1.53%	0.62%	17.31%	21.89%	100.0%
10. Missouri Flat Rd to Placerville City Limits	0.16%	13.18%	28.56%	7.00%	5.19%	1.08%	0.46%	10.53%	33.84%	100.0%	0.15%	12.27%	30.43%	6.58%	4.66%	1.03%	0.59%	9.56%	34.73%	100.0%
GREENSTONE ROAD																				
1. Mother Lode Dr to US 50	0.26%	26.79%	38.25%	3.46%	1.59%	0.41%	1.72%	14.12%	13.39%	100.0%	0.25%	29.84%	36.52%	3.26%	2.07%	0.53%	1.01%	12.44%	14.07%	100.0%
2. US 50 Interchange	0.27%	25.49%	38.13%	4.08%	0.98%	0.41%	1.41%	14.50%	14.74%	100.0%	0.28%	27.76%	37.00%	4.15%	1.40%	0.46%	0.71%	13.19%	15.06%	100.0%
3. US 50 to Green Valley Rd	--	12.02%	42.46%	14.79%	0.16%	0.27%	1.29%	16.10%	12.91%	100.0%	--	14.50%	44.17%	12.40%	0.12%	0.05%	1.66%	15.88%	11.22%	100.0%
HEADINGTON ROAD																				
1. Missouri Flat Rd to El Dorado Road	--	9.68%	59.93%	1.88%	3.52%	1.04%	0.91%	6.74%	16.29%	100.00%	--	9.91%	59.80%	1.99%	3.20%	1.00%	1.04%	6.50%	16.58%	100.00%
LATROBE ROAD																				
1. County Line to S Shingle Rd	0.20%	7.26%	0.39%	--	0.20%	0.39%	16.47%	20.98%	54.12%	100.0%	0.20%	7.26%	0.39%	--	0.20%	0.39%	16.47%	20.98%	54.12%	100.0%
2. S Shingle Rd to Wetsel Oviatt	0.13%	4.19%	2.03%	0.25%	0.36%	--	24.83%	27.58%	40.64%	100.0%	--	4.29%	0.82%	0.06%	--	--	21.43%	27.84%	45.57%	100.0%
3. Wetsel Oviatt to Investment Blvd	0.01%	2.30%	0.07%	0.35%	0.04%	--	34.75%	35.53%	26.96%	100.0%	0.08%	3.36%	0.75%	0.46%	0.23%	--	35.10%	32.16%	27.86%	100.0%
4. Investment Blvd to Carson Creek	0.01%	1.78%	0.06%	0.29%	0.03%	--	25.91%	51.86%	20.07%	100.0%	0.07%	2.81%	0.64%	0.40%	0.20%	--	27.60%	46.38%	21.90%	100.0%
5. Carson Creek to White Rock Rd	0.07%	4.54%	1.35%	0.53%	0.23%	0.08%	3.62%	66.00%	23.60%	100.0%	0.08%	5.27%	1.48%	0.57%	0.27%	0.08%	3.66%	65.81%	22.79%	100.0%
6. White Rock Rd to US 50	0.03%	0.06%	0.17%	0.55%	0.01%	--	1.56%	66.78%	30.84%	100.0%	0.03%	0.82%	0.54%	0.41%	0.02%	--	1.68%	62.26%	34.24%	100.0%
LOTUS ROAD																				
1. Green Valley Rd to Springvale Rd	--	22.60%	8.09%	29.73%	0.24%	0.07%	0.72%	9.80%	28.75%	100.0%	--	16.92%	8.94%	34.38%	0.22%	0.12%	0.71%	10.21%	28.52%	100.0%
2. Springvale Rd to Thompson Hill Rd	--	33.44%	4.33%	16.92%	0.25%	0.11%	0.79%	8.91%	35.26%	100.0%	--	29.00%	7.11%	19.65%	0.12%	0.22%	0.94%	11.32%	31.65%	100.0%
3. Thompson Hill Rd to SR 49	0.94%	29.38%	6.88%	22.84%	0.63%	0.53%	0.33%	3.85%	34.62%	100.0%	1.06%	26.25%	6.86%	24.80%	0.71%	0.52%	0.43%	4.81%	34.57%	100.0%
MARSHALL ROAD																				
1. SR 49 to Mt Murphy Rd	--	2.66%	16.93%	59.90%	0.90%	0.90%	--	3.70%	15.02%	100.0%	--	2.68%	16.90%	59.90%	0.90%	0.90%	--	3.92%	14.80%	100.0%
2. Mt Murphy Rd to Black Oak Mine Rd	0.44%	7.22%	4.29%	75.33%	1.09%	0.22%	--	1.89%	9.52%	100.0%	0.44%	7.32%	4.45%	75.50%	1.10%	0.22%	--	1.97%	9.02%	100.0%
MEDER ROAD																				
1. Cameron Park Dr to Rosebud Dr	0.01%	60.89%	2.51%	0.08%	0.03%	0.11%	0.27%	11.79%	24.31%	100.0%	--	62.21%	3.47%	--	--	0.14%	0.30%	10.58%	23.29%	100.0%
2. Rosebud Dr to Ponderosa Rd	0.01%	56.62%	21.98%	0.92%	1.60%	0.73%	0.22%	3.29%	14.64%	100.0%	--	58.32%	21.61%	0.98%	1.17%	0.67%	0.08%	2.75%	14.42%	100.0%
MISSOURI FLAT ROAD																				
1. Green Valley Rd to El Dorado Rd	0.12%	14.79%	59.70%	8.32%	0.39%	1.76%	1.02%	11.76%	2.13%	100.0%	0.12%	14.25%	59.83%	9.79%	0.64%	1.76%	0.72%	10.11%	2.79%	100.0%
2. El Dorado Rd to Headington Rd	0.08%	10.13%	64.83%	6.63%	0.96%	1.63%	0.73%	7.78%	7.24%	100.0%	0.07%	10.23%	64.08%	6.63%	1.05%	1.42%	0.61%	6.84%	9.07%	100.0%
3. Headington Rd to US 50	0.09%	8.27%	71.66%	2.47%	1.70%	1.49%	0.78%	7.77%	5.77%	100.0%	0.09%	8.52%	72.20%	2.78%	1.65%	1.53%	0.68%	7.62%	4.93%	100.0%
4. US 50 to Mother Lode Dr	0.39%	11.76%	63.88%	1.66%	1.70%	1.45%	1.01%	12.13%	6.03%	100.0%	0.41%	11.82%	62.49%	1.92%	1.55%	1.56%	1.19%	11.61%	7.45%	100.0%
5. Mother Lode Dr to China Garden Rd	0.33%	10.18%	64.81%	2.09%	0.81%	1.73%	1.81%	8.69%	9.55%	100.0%	0.33%	9.38%	62.79%	2.27%	1.83%	2.00%	1.96%	7.65%	11.79%	100.0%
6. China Garden Rd to SR 49	0.02%	3.66%	77.23%	1.27%	0.98%	0.02%	1.75%	2.32%	12.76%	100.0%	0.03%	2.93%	74.03%	1.72%	1.93%	0.03%	2.80%	1.19%	15.36%	100.0%
MISSOURI FLAT ROAD CONNECTOR																				

Road Name and Segment	2015 Trip Contribution from Impact Fee Districts										2025 Trip Contribution from Impact Fee Districts									
	1	2	3	4	5	6	7	8	External	Total	1	2	3	4	5	6	7	8	External	Total
1. Missouri Flat Rd to SR-49	0.83%	5.90%	54.62%	1.02%	3.33%	10.19%	4.43%	4.11%	15.56%	100.0%	0.74%	6.07%	56.77%	1.19%	2.75%	9.21%	4.08%	4.20%	15.01%	100.0%
2. SR-49 to Pleasant Valley Rd	1.13%	5.31%	48.74%	1.51%	3.29%	12.71%	5.50%	3.58%	18.24%	100.0%	1.06%	5.54%	50.93%	1.43%	2.85%	11.50%	4.99%	3.84%	17.86%	100.0%
MORMON EMIGRANT TRAIL																				
1. Sly Park Rd to 2nd Dam	10.15%	7.47%	1.75%	3.35%	13.45%	6.51%	2.18%	3.67%	51.46%	100.0%	8.93%	7.69%	1.91%	3.47%	13.71%	6.37%	1.88%	3.81%	52.24%	100.0%
MOSQUITO ROAD																				
1. Placerville City Limits to Union Ridge Rd	0.73%	5.08%	21.04%	4.18%	49.29%	1.96%	--	3.17%	14.55%	100.0%	0.79%	5.04%	20.95%	4.17%	49.29%	1.97%	--	3.15%	14.64%	100.0%
2. Union Ridge Rd to Rock Creek Rd	1.77%	4.77%	15.23%	1.96%	54.13%	1.96%	--	1.68%	18.51%	100.0%	1.82%	4.76%	15.27%	1.96%	54.06%	1.96%	--	1.68%	18.49%	100.0%
MOTHER LODE DRIVE																				
1. S Shingle Rd to French Creek Rd	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2. French Crk Rd to Greenstone Rd	--	32.46%	39.15%	0.45%	0.29%	--	1.42%	13.59%	12.65%	100.0%	--	32.71%	38.01%	0.68%	0.66%	--	1.27%	13.01%	13.67%	100.0%
3. Greenstone Rd to Pleasant Valley Rd	0.18%	26.80%	43.75%	0.11%	0.41%	0.09%	2.54%	13.00%	13.13%	100.0%	0.09%	26.80%	43.61%	0.13%	0.39%	0.07%	1.94%	13.31%	13.67%	100.0%
4. Pleasant Valley Rd to El Dorado Rd	--	23.34%	65.71%	0.94%	1.43%	1.02%	3.67%	1.04%	2.84%	100.0%	0.05%	24.62%	63.58%	0.98%	1.81%	0.42%	1.07%	2.27%	5.20%	100.0%
5. El Dorado Rd to Missouri Flat Rd	0.21%	5.37%	70.59%	2.49%	4.02%	1.08%	0.60%	2.17%	13.47%	100.0%	0.26%	6.60%	75.16%	1.42%	2.00%	2.37%	1.34%	2.21%	8.66%	100.0%
MT AUKUM ROAD																				
1. County Line to Omo Ranch Rd	0.55%	6.79%	11.68%	0.55%	8.70%	8.15%	7.07%	1.90%	54.61%	100.0%	0.55%	6.79%	11.68%	0.55%	8.70%	8.15%	7.07%	1.90%	54.61%	100.0%
2.. Omo Ranch Rd to Grizzly Flat Rd	2.45%	4.53%	16.72%	0.87%	7.15%	7.31%	23.34%	3.14%	34.49%	100.0%	2.45%	4.53%	16.72%	0.87%	7.15%	7.31%	23.34%	3.14%	34.49%	100.0%
3. Grizzly Flat Rd to Sly Park Rd	10.62%	0.50%	2.74%	0.97%	20.31%	16.31%	16.31%	0.41%	31.84%	100.0%	10.95%	0.53%	2.90%	0.81%	20.06%	15.33%	16.78%	0.50%	32.15%	100.0%
NEWTOWN ROAD																				
1. Pleasant Valley Rd to Snows Rd	4.85%	2.38%	7.24%	0.56%	24.86%	31.85%	7.70%	4.06%	16.50%	100.0%	5.27%	1.77%	7.55%	0.46%	25.37%	30.59%	8.56%	3.64%	16.78%	100.0%
2. Snows Rd to Weber Creek	2.36%	2.54%	13.26%	0.51%	13.95%	33.13%	8.66%	9.91%	15.69%	100.0%	3.00%	1.49%	14.20%	0.61%	13.45%	31.19%	9.70%	9.22%	17.15%	100.0%
3. Weber Creek to Placerville City Limits	2.46%	2.65%	13.86%	0.53%	13.96%	32.48%	8.51%	9.15%	16.41%	100.0%	3.14%	1.55%	14.84%	0.63%	13.28%	30.40%	9.59%	8.65%	17.93%	100.0%
NORTH SHINGLE ROAD																				
1. Ponderosa Rd to Tennessee Dr	--	36.42%	1.65%	19.85%	--	--	1.58%	9.50%	31.01%	100.0%	--	35.59%	1.06%	19.80%	--	--	1.28%	9.95%	32.33%	100.0%
2. Tennessee Dr to Green Valley Rd	--	26.22%	2.76%	26.89%	0.16%	0.06%	1.57%	9.27%	33.06%	100.0%	--	24.97%	2.39%	27.70%	0.17%	0.05%	1.31%	9.80%	33.62%	100.0%
OMO RANCH ROAD																				
1. Mt Aukum Rd to Fairplay Rd	1.64%	0.82%	4.92%	--	1.64%	3.28%	67.21%	--	20.49%	100.0%	1.64%	0.82%	4.92%	--	1.64%	3.28%	67.21%	--	20.49%	100.0%
PLEASANT VALLEY ROAD																				
1. Mother Lode Dr to El Dorado Rd	0.20%	24.90%	43.57%	--	0.08%	0.10%	2.31%	14.40%	14.44%	100.0%	0.09%	24.69%	43.56%	--	0.12%	0.07%	1.77%	14.69%	15.01%	100.0%
2. El Dorado Rd to SR 49 (S)	0.17%	13.78%	62.42%	0.40%	0.14%	0.78%	3.17%	7.59%	11.56%	100.0%	0.10%	13.28%	62.50%	0.63%	0.44%	0.54%	2.61%	7.74%	12.17%	100.0%
3. SR 49 (N) to Big Cut Rd	1.36%	4.53%	58.43%	0.09%	2.07%	18.77%	7.41%	0.13%	7.23%	100.0%	1.23%	4.35%	60.48%	0.10%	2.01%	17.88%	6.98%	0.15%	6.83%	100.0%
4. Big Cut Rd to Cedar Ravine Rd	3.38%	5.11%	37.06%	0.39%	1.56%	21.97%	12.31%	4.57%	13.65%	100.0%	3.53%	5.14%	35.89%	0.76%	1.55%	21.19%	12.33%	4.72%	14.90%	100.0%
5. Cedar Ravine Rd to Bucks Bar Rd	3.85%	5.59%	32.36%	1.22%	2.60%	16.20%	14.01%	4.36%	19.82%	100.0%	3.64%	6.00%	31.03%	1.31%	2.60%	16.19%	13.74%	4.83%	20.68%	100.0%
6. Bucks Bar Rd to Newtown Rd	0.11%	3.90%	35.49%	0.33%	10.29%	36.74%	1.41%	2.10%	9.64%	100.0%	0.13%	5.72%	30.33%	0.54%	9.43%	35.01%	1.54%	3.98%	13.33%	100.0%
7. Newtown Rd to Mt Aukum Rd	3.85%	2.67%	14.92%	0.47%	17.14%	35.35%	5.42%	3.48%	16.71%	100.0%	3.94%	3.10%	14.55%	0.40%	16.81%	33.78%	5.70%	3.74%	17.99%	100.0%
PONDEROSA ROAD																				
1. US 50 to N Shingle Rd	0.04%	48.13%	15.57%	6.49%	0.87%	0.11%	0.50%	6.31%	21.98%	100.0%	0.04%	47.99%	14.08%	6.71%	0.65%	0.08%	0.20%	7.06%	23.19%	100.0%
2. N Shingle Rd to Meder Rd	0.07%	53.84%	19.46%	0.06%	0.80%	0.79%	0.20%	5.51%	19.28%	100.0%	0.07%	54.17%	18.45%	0.06%	0.49%	0.77%	0.04%	5.80%	20.15%	100.0%
3. Meder Rd to Green Valley Rd	--	50.00%	16.90%	3.40%	1.19%	--	1.48%	9.62%	17.41%	100.0%	--	50.00%	15.29%	4.02%	1.12%	--	1.47%	9.33%	18.77%	100.0%

Road Name and Segment	2015 Trip Contribution from Impact Fee Districts										2025 Trip Contribution from Impact Fee Districts									
	1	2	3	4	5	6	7	8	External	Total	1	2	3	4	5	6	7	8	External	Total
PONY EXPRESS TRAIL																				
1. Carson Rd to Ridgeway Dr	1.69%	3.37%	10.95%	1.68%	73.58%	4.52%	0.84%	--	3.37%	100.0%	1.68%	3.36%	10.92%	1.68%	73.52%	4.64%	0.84%	--	3.36%	100.0%
2. Ridgeway Dr to Sly Park Rd	1.66%	0.74%	7.05%	--	63.05%	3.02%	2.55%	--	21.93%	100.0%	1.91%	0.48%	6.59%	--	62.92%	3.16%	2.82%	--	22.13%	100.0%
SALMON FALLS ROAD																				
1. Green Valley Rd to Lake Hills Dr	0.13%	4.20%	2.84%	23.45%	0.55%	0.08%	0.84%	40.82%	27.11%	100.0%	0.13%	6.57%	2.44%	22.27%	0.39%	0.22%	0.83%	39.10%	28.07%	100.0%
2. Lake Hills Dr to Manzanita Ln	--	4.66%	0.04%	29.13%	--	--	1.04%	38.67%	26.46%	100.0%	--	7.92%	0.10%	27.24%	--	--	1.00%	36.80%	26.94%	100.0%
3. Manzanita Ln to Rattlesnake Bar Rd	--	4.28%	--	21.69%	--	--	0.93%	41.99%	31.11%	100.0%	--	7.66%	--	19.16%	--	--	0.90%	39.73%	32.55%	100.0%
SARATOGA WAY EXTENSION																				
1. County Line to EDH Blvd	0.02%	16.64%	2.33%	0.15%	1.17%	0.46%	1.44%	26.52%	51.28%	100.0%	0.02%	14.64%	2.23%	0.06%	1.14%	0.45%	1.35%	28.86%	51.27%	100.0%
SERRANO PARKWAY																				
1. EDH Blvd to Silva Valley Pkwy	0.01%	0.99%	--	0.16%	--	0.01%	0.62%	81.80%	16.42%	100.0%	0.04%	4.21%	0.79%	0.02%	0.41%	0.17%	0.34%	61.10%	32.92%	100.0%
SERRANO PARKWAY EXTENSION																				
1. Silva Valley Pkwy to Bass Lake Rd	0.21%	25.90%	7.03%	1.44%	0.56%	0.25%	0.31%	52.64%	11.68%	100.0%	0.24%	24.30%	6.87%	1.60%	0.57%	0.30%	0.28%	59.75%	6.11%	100.0%
SHINGLE SPRINGS DRIVE																				
1. Mother Lode Dr to US 50	0.11%	53.27%	6.50%	1.66%	3.04%	0.56%	0.10%	11.55%	23.21%	100.0%	0.10%	55.18%	6.45%	1.36%	2.70%	0.44%	0.27%	11.91%	21.60%	100.0%
2. US 50 Interchange	0.29%	50.40%	5.71%	0.60%	3.13%	0.86%	--	15.60%	23.41%	100.0%	0.31%	50.00%	9.53%	1.34%	3.30%	1.11%	0.33%	17.60%	16.49%	100.0%
SILVA VALLEY PARKWAY																				
1. Serrano Pkwy to Harvard Way	0.09%	12.53%	6.45%	1.17%	0.99%	0.36%	0.23%	56.58%	21.60%	100.0%	0.12%	11.16%	6.46%	2.27%	0.85%	0.41%	0.33%	63.14%	15.27%	100.0%
2. Harvard Way to Green Valley Rd	0.10%	11.94%	5.25%	2.33%	0.83%	0.39%	0.25%	51.68%	27.24%	100.0%	0.12%	9.75%	5.00%	3.74%	0.72%	0.46%	0.42%	59.78%	20.01%	100.0%
SILVA VALLEY PARKWAY EXTENSION																				
1. US-50 to Serrano Pkwy	0.06%	12.50%	3.86%	0.39%	0.57%	0.19%	0.36%	58.36%	23.71%	100.0%	0.08%	12.28%	4.29%	0.80%	0.71%	0.29%	0.62%	60.41%	20.53%	100.0%
SLY PARK ROAD																				
1. Mt Aukum Rd to Clear Creek Rd	4.64%	2.14%	9.90%	0.08%	20.34%	36.07%	4.82%	3.71%	18.30%	100.0%	4.55%	2.71%	9.72%	0.13%	19.61%	35.23%	4.55%	4.03%	19.47%	100.0%
2. Clear Creek Rd to Mormon Emigrant Tr	7.99%	2.60%	2.55%	0.17%	30.02%	16.74%	5.81%	0.97%	33.14%	100.0%	7.74%	3.42%	2.36%	0.23%	29.42%	16.13%	5.31%	1.36%	34.05%	100.0%
3. Mormon Emigrant Tr to Park Creek Rd	2.93%	7.73%	1.62%	4.14%	25.55%	3.50%	3.00%	4.12%	47.40%	100.0%	2.99%	7.20%	1.26%	4.26%	25.68%	3.44%	3.08%	3.84%	48.26%	100.0%
4. Park Creek Rd to US 50	3.04%	6.70%	4.50%	3.90%	35.86%	2.40%	3.13%	4.25%	36.22%	100.0%	3.11%	6.14%	4.72%	3.95%	36.52%	2.33%	3.16%	3.93%	36.14%	100.0%
5. US 50 to Pony Express Trail	2.33%	2.28%	8.15%	0.93%	60.60%	1.70%	3.30%	--	20.72%	100.0%	2.51%	2.26%	8.00%	1.01%	60.33%	1.66%	3.50%	--	20.72%	100.0%
SNOWS ROAD																				
1. Newtown Rd to Carson Rd	4.60%	0.67%	3.14%	--	60.00%	13.91%	0.88%	1.34%	15.47%	100.0%	4.37%	0.65%	3.71%	--	59.69%	14.10%	1.21%	1.29%	14.99%	100.0%
SOPHIA PARKWAY																				
1. County Line to Green Valley Rd	--	0.98%	--	1.94%	--	--	--	47.08%	50.00%	100.0%	--	2.17%	--	2.19%	--	--	--	45.65%	50.00%	100.0%
SOUTH SHINGLE ROAD																				
1. Latrobe Rd to Brandon Rd	0.41%	18.35%	4.39%	0.60%	0.55%	0.43%	25.92%	11.10%	38.26%	100.0%	0.32%	12.24%	3.54%	0.38%	--	0.62%	26.42%	11.81%	44.66%	100.0%
2. Brandon Rd to Sunset Ln	0.30%	25.70%	6.06%	0.81%	0.85%	0.54%	20.93%	4.48%	40.32%	100.0%	0.54%	19.54%	8.17%	0.53%	0.34%	1.01%	19.90%	3.14%	46.84%	100.0%
3. Sunset Ln to Durock Rd	0.21%	29.10%	10.77%	0.55%	1.48%	0.59%	18.14%	3.97%	35.19%	100.0%	0.24%	32.46%	11.63%	0.23%	1.25%	0.68%	12.46%	6.22%	34.83%	100.0%
4. Durock Rd to US 50	0.13%	47.05%	19.00%	2.04%	1.99%	0.22%	5.66%	2.58%	21.33%	100.0%	0.13%	48.72%	18.38%	1.73%	1.73%	0.22%	3.65%	4.02%	21.43%	100.0%
SUNCAST LANE EXTENSION																				
1. County Line to White Rock Rd	0.01%	1.78%	0.06%	0.29%	0.03%	--	25.91%	51.86%	20.07%	100.00%	0.07%	2.81%	0.64%	0.40%	0.20%	--	27.60%	46.38%	21.90%	100.00%

Road Name and Segment	2015 Trip Contribution from Impact Fee Districts										2025 Trip Contribution from Impact Fee Districts									
	1	2	3	4	5	6	7	8	External	Total	1	2	3	4	5	6	7	8	External	Total
2. White Rock Rd to Latrobe Rd	0.01%	1.78%	0.06%	0.29%	0.03%	--	25.91%	51.86%	20.07%	100.00%	0.07%	2.81%	0.64%	0.40%	0.20%	--	27.60%	46.38%	21.90%	100.00%
WHITE ROCK ROAD																				
1. County Line to Manchester Dr.	--	11.49%	0.51%	0.26%	--	0.26%	0.76%	35.60%	51.14%	100.0%	--	11.49%	0.51%	0.26%	--	0.26%	0.76%	35.60%	51.14%	100.0%
2. Manchester Dr. to Latrobe Rd.	0.08%	6.63%	1.50%	0.54%	0.29%	0.14%	0.60%	68.78%	21.46%	100.0%	0.08%	6.55%	1.44%	0.51%	0.28%	0.14%	0.67%	68.29%	22.05%	100.0%
3. Latrobe Rd to Silva Valley Pkwy	0.10%	11.11%	2.68%	0.68%	0.75%	0.33%	1.00%	64.63%	18.73%	100.0%	0.10%	9.40%	2.25%	0.49%	0.67%	0.28%	1.36%	65.42%	20.05%	100.0%
SR 49																				
1. County Line to Sand Ridge Rd	--	12.86%	16.80%	2.70%	1.45%	0.21%	2.49%	3.73%	59.75%	100.0%	--	12.86%	16.80%	2.70%	1.45%	0.21%	2.49%	3.73%	59.75%	100.0%
2. Sand Ridge Rd to Crystal Blvd	0.02%	11.43%	20.02%	2.85%	0.97%	0.24%	10.07%	4.47%	49.95%	100.0%	0.04%	11.40%	20.01%	2.82%	1.03%	0.32%	10.03%	4.45%	49.89%	100.0%
3. Crystal Blvd to China Hill Rd	0.12%	9.13%	32.45%	2.14%	1.40%	0.31%	9.89%	5.91%	38.65%	100.0%	0.10%	9.10%	32.51%	2.13%	1.44%	0.37%	9.89%	5.89%	38.58%	100.0%
4. China Hill Rd to Pleasant Valley Rd	0.12%	9.13%	32.45%	2.14%	1.40%	0.31%	9.89%	5.91%	38.65%	100.0%	0.10%	9.10%	32.51%	2.13%	1.44%	0.37%	9.89%	5.89%	38.58%	100.0%
5. Pleasant Valley Rd to Missouri Flat Rd	0.11%	4.16%	72.70%	1.26%	4.06%	1.70%	3.49%	0.30%	12.22%	100.0%	0.03%	3.34%	69.12%	1.37%	4.90%	1.35%	3.64%	0.59%	15.65%	100.0%
6. Missouri Flat Rd to Pleasant Valley Rd**	0.55%	2.89%	53.45%	2.23%	6.40%	8.04%	4.58%	0.31%	21.54%	100.0%	0.53%	2.42%	52.71%	2.05%	6.78%	8.29%	4.50%	0.36%	22.37%	100.0%
7. Pleasant Valley Rd to Placerville City Limits	0.18%	0.77%	50.37%	4.37%	12.49%	0.96%	0.55%	0.69%	29.61%	100.0%	0.25%	0.65%	49.73%	4.32%	12.86%	1.68%	0.68%	0.71%	29.13%	100.0%
8. Placerville City Limits to Gold Hill Rd	--	--	11.44%	31.85%	8.63%	1.43%	0.30%	--	46.35%	100.0%	--	--	10.72%	30.31%	8.84%	1.31%	0.29%	--	48.53%	100.0%
9. Gold Hill Rd to SR 153	--	0.71%	8.69%	35.05%	7.43%	0.87%	0.50%	1.91%	44.85%	100.0%	--	0.74%	8.04%	34.59%	7.62%	0.81%	0.45%	1.70%	46.05%	100.0%
10. SR 153 to Marshall Rd	--	1.15%	16.54%	35.29%	3.57%	0.40%	0.37%	2.42%	40.28%	100.0%	--	1.20%	16.14%	34.78%	3.72%	0.41%	0.38%	2.34%	41.04%	100.0%
11. Marshall Rd to Rattlesnake Bar Rd	--	9.74%	6.87%	33.53%	1.92%	0.34%	0.45%	2.50%	44.65%	100.0%	--	8.17%	7.22%	34.37%	2.04%	0.37%	0.48%	2.28%	45.07%	100.0%
12. Rattlesnake Bar Rd to SR 193	--	7.36%	3.62%	35.57%	1.08%	0.15%	0.29%	9.87%	42.06%	100.0%	--	7.33%	3.62%	35.62%	1.08%	0.15%	0.29%	9.83%	42.09%	100.0%
13. SR 193 to County Line	0.07%	6.43%	2.14%	31.72%	0.88%	0.07%	0.07%	6.37%	52.27%	100.0%	0.07%	6.43%	2.14%	31.72%	0.88%	0.07%	0.07%	6.37%	52.27%	100.0%
SR 193																				
1. SR 49 to Greenwood Rd	0.16%	--	2.56%	61.23%	0.16%	0.16%	0.32%	4.57%	30.84%	100.0%	0.16%	--	2.59%	61.34%	0.16%	0.16%	0.32%	4.57%	30.71%	100.0%
2. Greenwood Rd to Main St (Georgetown)	7.58%	3.79%	9.70%	50.00%	11.36%	--	--	--	17.58%	100.0%	7.83%	3.91%	8.37%	50.00%	11.74%	--	--	--	18.15%	100.0%
3. Main St (Georgetown) to Shoo Fly Rd	1.51%	0.58%	20.40%	49.05%	8.74%	1.30%	0.56%	--	17.87%	100.0%	1.39%	0.57%	19.37%	49.17%	8.97%	1.35%	0.56%	--	18.62%	100.0%
4. Shoo Fly Rd to Placerville City Limits	1.09%	1.62%	21.70%	41.21%	13.99%	0.94%	0.40%	1.22%	17.83%	100.0%	1.00%	1.62%	20.88%	41.31%	14.17%	0.97%	0.40%	1.22%	18.43%	100.0%
US HIGHWAY 50 Mainline																				
1. US 50 WB West of El Dorado Hills	--	14.35%	0.88%	--	--	--	0.69%	31.45%	52.62%	100.0%	--	14.40%	0.88%	--	--	--	0.69%	31.41%	52.62%	100.0%
2. US 50 EB West of El Dorado Hills	--	14.99%	0.99%	--	--	--	0.80%	31.61%	51.61%	100.0%	--	15.35%	1.05%	--	--	--	0.76%	31.17%	51.68%	100.0%
3. US 50 WB West of Silva Valley	--	24.10%	3.02%	0.12%	0.12%	--	0.29%	20.03%	52.32%	100.0%	--	21.51%	3.53%	0.12%	0.26%	--	0.66%	23.70%	50.24%	100.0%
4. US 50 EB West of Silva Valley	0.07%	22.14%	2.06%	0.18%	--	--	0.42%	23.29%	51.84%	100.0%	0.06%	24.12%	2.45%	0.03%	--	--	0.57%	20.82%	51.95%	100.0%
5. US 50 WB West of Bass Lake	0.05%	30.25%	9.02%	0.66%	0.85%	0.08%	0.56%	25.28%	33.25%	100.0%	0.05%	29.08%	8.96%	0.54%	0.90%	0.08%	0.99%	27.64%	31.76%	100.0%
6. US 50 EB West of Bass Lake	0.20%	34.15%	6.03%	0.62%	0.54%	0.21%	0.33%	20.23%	37.69%	100.0%	0.24%	33.89%	6.25%	0.51%	0.54%	0.19%	0.41%	21.48%	36.50%	100.0%
7. US 50 WB West of Cambridge	0.04%	27.96%	11.89%	0.57%	1.12%	0.21%	0.48%	29.89%	27.85%	100.0%	0.04%	27.99%	11.76%	0.62%	1.15%	0.20%	1.00%	29.79%	27.46%	100.0%
8. US 50 EB West of Cambridge	0.26%	34.25%	7.75%	0.71%	0.94%	0.35%	0.45%	20.73%	34.57%	100.0%	0.28%	35.10%	7.64%	0.53%	0.80%	0.30%	0.58%	21.62%	33.17%	100.0%
9. US 50 WB West of Cameron Park	0.05%	26.35%	13.97%	0.56%	1.24%	0.21%	0.46%	29.89%	27.29%	100.0%	0.05%	26.47%	13.88%	0.63%	1.27%	0.20%	1.04%	29.57%	26.90%	100.0%
10. US 50 EB West of Cameron Park	0.31%	31.68%	10.07%	0.94%	1.34%	0.42%	0.57%	20.63%	34.03%	100.0%	0.33%	33.22%	10.02%	0.72%	1.18%	0.36%	0.72%	21.07%	32.38%	100.0%
11. US 50 WB West of Ponderosa	0.07%	15.82%	23.39%	0.69%	1.76%	0.30%	0.54%	31.40%	26.05%	100.0%	0.07%	16.10%	23.22%	0.74%	1.91%	0.29%	1.23%	30.80%	25.63%	100.0%
12. US 50 EB West of Ponderosa	0.56%	17.81%	18.00%	1.44%	1.67%	0.64%	0.87%	25.50%	33.51%	100.0%	0.58%	19.09%	17.57%	1.05%	1.71%	0.63%	1.02%	25.84%	32.52%	100.0%
13. US 50 WB West of Shingle Springs Dr	0.07%	19.19%	25.77%	0.19%	2.49%	0.34%	1.37%	25.33%	25.25%	100.0%	0.08%	18.65%	25.63%	0.23%	2.59%	0.36%	1.66%	25.38%	25.41%	100.0%

Road Name and Segment	2015 Trip Contribution from Impact Fee Districts										2025 Trip Contribution from Impact Fee Districts									
	1	2	3	4	5	6	7	8	External	Total	1	2	3	4	5	6	7	8	External	Total
14. US 50 EB West of Shingle Springs Dr	0.61%	18.19%	22.86%	0.19%	2.39%	0.86%	1.45%	23.06%	30.39%	100.0%	0.64%	17.53%	23.49%	0.11%	2.53%	0.87%	1.71%	23.24%	29.88%	100.0%
15. US 50 WB West of Rancheria	0.07%	18.75%	26.76%	0.15%	2.66%	0.37%	1.28%	24.21%	25.75%	100.0%	0.08%	18.19%	26.65%	0.20%	2.66%	0.38%	1.56%	24.57%	25.72%	100.0%
16. US 50 WB West of Rancheria	0.65%	16.60%	25.72%	0.20%	3.20%	0.90%	1.46%	21.87%	29.41%	100.0%	0.67%	16.21%	25.73%	0.12%	3.19%	0.91%	1.73%	22.22%	29.23%	100.0%
17. US 50 WB West of Greenstone	0.29%	20.79%	20.56%	0.56%	4.66%	1.44%	1.23%	15.15%	35.35%	100.0%	0.30%	20.55%	20.42%	0.69%	4.66%	1.45%	1.34%	15.20%	35.40%	100.0%
18. US 50 EB West of Greenstone	0.29%	17.26%	18.35%	1.60%	6.95%	2.48%	1.15%	11.61%	40.32%	100.0%	0.31%	17.16%	18.46%	1.28%	6.99%	2.50%	1.27%	11.79%	40.26%	100.0%
19. US 50 WB West of El Dorado Rd	0.10%	19.07%	23.79%	0.38%	2.92%	0.45%	1.34%	23.47%	28.48%	100.0%	0.11%	19.06%	23.63%	0.34%	2.96%	0.46%	1.45%	23.65%	28.36%	100.0%
20. US 50 EB West of El Dorado Rd	0.71%	15.27%	23.16%	0.38%	3.64%	1.00%	1.66%	22.65%	31.52%	100.0%	0.73%	15.21%	23.07%	0.40%	3.65%	0.99%	1.90%	22.75%	31.31%	100.0%
21. US 50 WB West of Missouri Flat	0.11%	18.18%	22.46%	0.25%	3.68%	0.75%	1.04%	23.86%	29.69%	100.0%	0.11%	17.37%	23.41%	0.36%	3.88%	0.75%	1.13%	23.30%	29.69%	100.0%
22. US 50 EB West of Missouri Flat	0.71%	13.89%	25.50%	0.65%	4.71%	1.29%	1.58%	20.19%	31.48%	100.0%	0.67%	12.66%	28.45%	0.76%	5.40%	1.46%	1.60%	18.49%	30.51%	100.0%
23. US 50 WB West of Placerville/Forni	0.18%	13.15%	11.81%	1.03%	6.39%	1.29%	0.80%	20.90%	44.46%	100.0%	0.24%	11.61%	12.73%	1.12%	7.10%	1.13%	0.88%	19.70%	45.50%	100.0%
24. US 50 EB West of Placerville/Forni	0.62%	8.30%	16.76%	1.99%	11.74%	1.32%	0.83%	15.92%	42.52%	100.0%	0.60%	7.81%	19.14%	2.39%	11.03%	1.26%	0.89%	14.79%	42.09%	100.0%
25. US 50 WB East of Placerville/Forni	0.22%	13.31%	7.21%	0.78%	7.45%	1.74%	2.23%	19.54%	47.53%	100.0%	0.21%	12.15%	9.75%	0.76%	8.28%	1.38%	2.22%	18.35%	46.89%	100.0%
26. US 50 EB East of Placerville/Forni	0.65%	7.98%	20.37%	2.11%	12.36%	1.29%	1.10%	12.86%	41.28%	100.0%	0.62%	8.54%	19.81%	2.03%	12.01%	1.14%	1.03%	13.07%	41.76%	100.0%
27. US 50 WB West of Smith Flat/Newtown	0.64%	9.01%	8.81%	4.31%	16.49%	0.25%	0.81%	7.63%	52.05%	100.0%	0.63%	8.96%	8.88%	4.30%	16.71%	0.25%	0.81%	7.56%	51.89%	100.0%
28. US 50 EB West of Smith Flat/Newtown	0.82%	7.59%	11.89%	3.46%	17.90%	--	0.62%	5.65%	52.07%	100.0%	0.80%	7.40%	12.38%	3.37%	18.96%	--	0.60%	5.57%	50.92%	100.0%
29. US 50 Smith Flat/New Town to Carson (W)	0.73%	8.41%	10.20%	3.95%	17.00%	0.11%	0.73%	6.78%	52.11%	100.0%	0.72%	8.29%	10.48%	3.90%	17.61%	0.12%	0.72%	6.69%	51.48%	100.0%
30. US 50 Carson (W) to Carson (E)	0.77%	7.94%	8.15%	3.83%	23.64%	0.15%	0.57%	6.12%	48.82%	100.0%	0.77%	7.85%	8.30%	3.82%	23.87%	0.15%	0.57%	6.05%	48.63%	100.0%
31. US 50 Carson Rd (E) to Sawmill	0.90%	9.30%	6.91%	4.29%	13.95%	0.11%	0.81%	6.27%	57.48%	100.0%	0.90%	9.22%	6.95%	4.30%	14.00%	0.11%	0.81%	6.22%	57.50%	100.0%
32. US 50 Sawmill to Sly Park Rd	0.98%	8.86%	5.98%	4.03%	16.68%	0.17%	0.77%	6.08%	56.44%	100.0%	0.99%	8.77%	6.01%	4.04%	16.76%	0.19%	0.78%	6.05%	56.42%	100.0%
33. US 50 Sly Park Rd to Fresh Pond	1.33%	9.35%	3.79%	4.57%	4.03%	0.28%	0.94%	5.87%	69.85%	100.0%	1.32%	9.34%	3.75%	4.56%	4.07%	0.28%	1.00%	5.86%	69.82%	100.0%
34. US 50 Fresh Pond to Ice House Rd	1.33%	9.34%	3.79%	4.56%	4.08%	0.28%	0.94%	5.86%	69.83%	100.0%	1.32%	9.33%	3.75%	4.55%	4.13%	0.28%	1.00%	5.85%	69.80%	100.0%
35. US 50 Ice House Rd to Echo Lake	1.72%	8.96%	3.58%	4.41%	4.35%	0.83%	1.22%	5.50%	69.45%	100.0%	1.72%	8.96%	3.58%	4.41%	4.35%	0.83%	1.22%	5.50%	69.45%	100.0%
US 50 and El Dorado Hills																				
State	0.02%	18.90%	1.74%	0.07%	0.03%	0.00%	0.55%	26.60%	52.10%	100.0%	0.02%	18.84%	1.98%	0.04%	0.06%	0.00%	0.67%	26.77%	51.62%	100.0%
Local	0.14%	16.15%	4.15%	0.02%	0.90%	0.22%	1.43%	27.49%	49.50%	100.0%	0.09%	14.20%	4.61%	0.03%	1.00%	0.24%	1.61%	30.58%	47.64%	100.0%
US 50 and Silva Valley																				
State	0.08%	27.66%	5.03%	0.40%	0.37%	0.07%	0.40%	22.21%	43.78%	100.0%	0.09%	27.15%	5.30%	0.30%	0.42%	0.07%	0.66%	23.41%	42.61%	100.0%
Local	0.11%	14.72%	4.94%	0.71%	0.95%	0.35%	0.68%	46.45%	31.11%	100.0%	0.12%	14.17%	5.41%	0.83%	1.00%	0.37%	0.94%	46.38%	30.79%	100.0%
US 50 and Bass Lake																				
State	0.14%	31.65%	8.67%	0.64%	0.86%	0.21%	0.45%	24.03%	33.34%	100.0%	0.15%	31.51%	8.65%	0.55%	0.85%	0.19%	0.74%	25.13%	32.22%	100.0%
Local	0.10%	24.25%	7.50%	0.51%	1.14%	0.42%	0.75%	38.20%	27.12%	100.0%	0.10%	22.10%	7.13%	0.25%	1.19%	0.51%	0.80%	41.07%	26.85%	100.0%
US 50 and Cambridge																				
State	0.16%	30.06%	10.92%	0.69%	1.16%	0.30%	0.49%	25.28%	30.94%	100.0%	0.17%	30.69%	10.82%	0.62%	1.10%	0.26%	0.83%	25.51%	29.98%	100.0%
Local	0.03%	58.82%	9.86%	0.85%	1.25%	0.00%	0.50%	9.97%	18.73%	100.0%	0.04%	60.40%	9.18%	0.76%	1.02%	0.00%	0.49%	10.61%	17.49%	100.0%
US 50 and Cameron Park																				
State	0.25%	22.91%	16.36%	0.91%	1.50%	0.39%	0.61%	26.85%	30.22%	100.0%	0.26%	23.72%	16.17%	0.78%	1.52%	0.37%	1.00%	26.82%	29.36%	100.0%
Local	0.03%	50.12%	12.47%	0.34%	0.98%	0.48%	0.50%	12.47%	22.64%	100.0%	0.04%	48.12%	12.17%	0.32%	1.34%	0.53%	0.49%	13.22%	23.77%	100.0%
US 50 and Ponderosa																				

Road Name and Segment	2015 Trip Contribution from Impact Fee Districts										2025 Trip Contribution from Impact Fee Districts									
	1	2	3	4	5	6	7	8	External	Total	1	2	3	4	5	6	7	8	External	Total
State	0.33%	17.75%	22.51%	0.63%	2.08%	0.53%	1.06%	26.32%	28.80%	100.0%	0.34%	17.84%	22.48%	0.53%	2.18%	0.54%	1.41%	26.32%	28.36%	100.0%
Local	0.05%	36.89%	20.25%	2.41%	1.46%	0.16%	3.16%	10.63%	24.99%	100.0%	0.07%	38.08%	19.82%	2.35%	1.42%	0.18%	2.74%	10.91%	24.44%	100.0%
US 50 and Shingle Sp. Dr.																				
State	0.35%	18.18%	25.28%	0.18%	2.69%	0.62%	1.39%	23.62%	27.70%	100.0%	0.36%	17.65%	25.38%	0.17%	2.74%	0.63%	1.67%	23.85%	27.56%	100.0%
Local	0.35%	51.56%	9.63%	1.60%	2.83%	0.38%	0.31%	11.36%	21.99%	100.0%	0.38%	51.96%	11.45%	1.55%	2.58%	0.27%	0.59%	11.58%	19.64%	100.0%
US 50 and Rancheria																				
State	0.32%	18.35%	22.85%	0.63%	4.37%	1.29%	1.28%	18.21%	32.71%	100.0%	0.34%	18.03%	22.82%	0.57%	4.37%	1.31%	1.47%	18.44%	32.65%	100.0%
Local	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.0%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.0%
US 50 and Greenstone																				
State	0.35%	18.10%	21.47%	0.73%	4.54%	1.34%	1.34%	18.22%	33.92%	100.0%	0.36%	17.99%	21.39%	0.67%	4.56%	1.35%	1.49%	18.35%	33.83%	100.0%
Local	0.28%	29.05%	31.97%	3.52%	2.14%	0.74%	2.24%	10.86%	19.19%	100.0%	0.27%	28.19%	32.78%	2.75%	3.28%	0.47%	2.12%	11.54%	18.59%	100.0%
US 50 and El Dorado Rd																				
State	0.41%	16.60%	23.73%	0.41%	3.74%	0.87%	1.40%	22.55%	30.29%	100.0%	0.40%	16.07%	24.64%	0.46%	3.97%	0.92%	1.52%	22.05%	29.97%	100.0%
Local	0.02%	9.14%	51.56%	2.68%	4.45%	1.07%	0.76%	9.91%	20.41%	100.0%	0.02%	9.26%	47.32%	2.92%	6.09%	1.82%	0.76%	9.91%	21.90%	100.0%
US 50 and Missouri Flat																				
State	0.40%	13.38%	19.13%	0.98%	6.63%	1.16%	1.06%	20.22%	37.04%	100.0%	0.40%	12.36%	20.93%	1.16%	6.85%	1.15%	1.12%	19.07%	36.95%	100.0%
Local	0.40%	9.91%	48.06%	2.41%	8.06%	1.57%	0.73%	11.27%	17.59%	100.0%	0.48%	10.11%	46.86%	3.20%	7.64%	1.20%	0.94%	10.95%	18.63%	100.0%
US 50 and Placerville/Forni																				
State	0.42%	10.69%	14.03%	1.48%	9.48%	1.41%	1.24%	17.30%	43.95%	100.0%	0.42%	10.03%	15.35%	1.58%	9.60%	1.23%	1.26%	16.48%	44.06%	100.0%
Local	0.17%	5.98%	31.74%	2.06%	5.35%	1.49%	0.86%	17.04%	35.31%	100.0%	0.26%	3.20%	32.40%	4.06%	5.72%	1.28%	0.94%	14.55%	37.58%	100.0%

Appendix A. Listing of Select Link Job Script

RUN PGM=HWYLOAD

;

;Note: This script assumes working matrices are limited to 200 for select links,

; All select links for matrices 201+ have been commented out.

; Must edit and rerun the script for select links greater than 200 matrices in other subdirectory.

;

NETI=ED@Year@20.NET

NETO=District@Year@PairsPM.NET

MATI=ED@Year@19.DAT

MATO = LinkMats@Year@.MAT,MO=1-200

COMBINE= EQUI,MAXITERS=30

CAPFAC=1

PHASE=LINKREAD

SPEED=LI.TSVA/10 ; Select Speed from TSVA

LINKCLASS=LI.CAPCLASS

Tc[1]=T0*(1.00+.625*MIN(3,V/C)^4) ;Vol-Delay Function -- Deleted \$'s and changed VC

to V/C

Tc[12]=T0*(1.00+1.50*MIN(3,V/C)^6) ;Vol-Delay Function (ramps) -- same here

FUNCTION V=VOL[1] ;Not Needed just being thorough

ENDPHASE

PHASE = ILOOP

PATHLOAD PATH=TIME,VOL[1]=MI.1.1,MW[1]=MI.1.1

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;PATH=TIME,MW[202]=MI.1.1, SELECTLINK=(L=1315-1304*),
;PATH=TIME,MW[203]=MI.1.1, SELECTLINK=(L=1304-1314*),
;PATH=TIME,MW[204]=MI.1.1, SELECTLINK=(L=2418-1511*),
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;PATH=TIME,MW[206]=MI.1.1, SELECTLINK=(L=1317-1305*),
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;PATH=TIME,MW[211]=MI.1.1, SELECTLINK=(L=1306-1336*),
;PATH=TIME,MW[212]=MI.1.1, SELECTLINK=(L=2422-1554*),
;PATH=TIME,MW[213]=MI.1.1, SELECTLINK=(L=1554-2423*),
;PATH=TIME,MW[214]=MI.1.1, SELECTLINK=(L=1352-1459*),
;PATH=TIME,MW[215]=MI.1.1, SELECTLINK=(L=1459-1361*),
;PATH=TIME,MW[216]=MI.1.1, SELECTLINK=(L=2424-1559*),
;PATH=TIME,MW[217]=MI.1.1, SELECTLINK=(L=1559-2425*),
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;PATH=TIME,MW[219]=MI.1.1, SELECTLINK=(L=1308-1379*),
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;PATH=TIME,MW[234]=MI.1.1, SELECTLINK=(L=1441-1311*),
;PATH=TIME,MW[235]=MI.1.1, SELECTLINK=(L=1311-1440*),
;PATH=TIME,MW[236]=MI.1.1, SELECTLINK=(L=2432-1723*),
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;PATH=TIME,MW[239]=MI.1.1, SELECTLINK=(L=2239-2299*),
;PATH=TIME,MW[240]=MI.1.1, SELECTLINK=(L=3363-3120*),
;PATH=TIME,MW[241]=MI.1.1, SELECTLINK=(L=3120-3364*)

; FWY RMP XY UH RH UA RA UMA RMA UC RC L
SPDCAP CAPACITY[11]= 1800,900,1700,800,700,800,600,500,400,300,250,200
; CENTROID
SPDCAP CAPACITY[61]= 9999

ENDPHASE
ENDRUN