

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool
 Version: M95 Model Year: 2025
 96GP - BP LU -50%

ROAD NAME SEGMENT	MILEPOST	EXISTING FUNCTIONAL CLASS	2015 CIP		BASE YEAR (2001)		LOS Capacity Thresholds						2025 96GP - BP LU -50%			
			LOS	No. of Lanes	WPKDY PM PEAK HOUR COUNT	LOS	Code	HOV	A	B	C	D	E	VOLUME	LOS	DEFICIENCY
EL DORADO ROAD	3 Olson Ln to St Andrews Dr	4AD	D	4'	1,410	C		0	0	1,920	3,540	3,740	1,410	C		
	4 St Andrews Dr to Francisco Dr	2A	A	2'	1,220	D	4-Lane Arterial Divided	4AD	0	0	1,920	3,540	3,740	1,220	C	
	5 Francisco Dr to Green Valley Rd	2A	E	2'	390	C		0	0	970	1,760	1,870	450	C		
EL DORADO ROAD	1 Pleasant Valley Rd to Mother Lode Dr	2R	E	2	200	B		90	200	680	1,410	1,740	490	C		
	2 Mother Lode Dr to US 50	2R	E	2	340	C		90	200	680	1,410	1,740	680	C		
	3 US 50 Interchange	2A	E	2	380	C		0	0	970	1,760	1,870	590	C		
	4 US 50 to Missouri Flat Rd	2R	E	2	220	C		90	200	680	1,410	1,740	570	C		
	5 Missouri Flat Rd to Green Valley Rd	2R	D	2	290	C		90	200	680	1,410	1,740	520	C		
FAIRPLAY ROAD																
1 Mt Auburn to Ono Ranch Rd	2R	C	2	170	B		90	200	680	1,410	1,740	190	B			
FORM ROAD																
1 SR49 to Enterprise Dr	2R	E	2	220	C		90	200	680	1,410	1,740	370	C			
2 Enterprise Dr to Missouri Flat Rd	2R	E	2	360	C		90	200	680	1,410	1,740	630	C			
3 Missouri Flat Rd to Warnego Rd	2R	E	2	170	B		90	200	680	1,410	1,740	610	C			
4 Warnego Rd to Placerville City Limits	2R	E	2	120	B		90	200	680	1,410	1,740	610	C			
FRANCISCO DRIVE																
1 EDH Blvd to Green Valley Rd	2A	A	A	2'	950	C	4-Lane Arterial Divided	4AD	0	0	1,920	3,540	3,740	950	C	(1)
GARDEN VALLEY ROAD																
1 SR 193 to Marshall Rd	2R	D	D	2	120	B		90	200	680	1,410	1,740	170	B		
GOLD HILL ROAD																
1 Lobos Rd to Cold Springs Rd	2R	B	B	2	120	B		90	200	680	1,410	1,740	200	B		
2 Cold Springs Rd to SR 49	2R	A	A	2	30	A		90	200	680	1,410	1,740	30	A		
GREEN VALLEY ROAD																
1 County Line to Francisco Dr	2U	E	E	2'	2,110	F	4-Lane Arterial Divided	4AD	0	0	1,920	3,540	3,740	2,560	D	
2 Francisco Dr to Salmon Falls Rd	2U	E	E	2'	1,210	D	4-Lane Arterial Divided	4AD	0	0	1,920	3,540	3,740	1,910	C	(1)
3 Salmon Falls Rd to Deer Valley Rd (W)	2U	C	C	2'	1,210	D	6-Lane Arterial Divided	6A	0	0	2,710	5,320	5,600	2,140	C	
4 Deer Valley Rd (W) to Bass Lake Rd	2U	D	D	2'	910	D			120	290	790	1,600	2,050	1,030	D	
5 Bass Lake Rd to Cameron Park Dr	2U	D	D	2'	990	D			120	290	790	1,600	2,050	1,430	D	
6 Cameron Park Dr to Deer Valley Rd (E)	2R	D	D	2'	560	C			90	200	680	1,410	1,740	780	D	
7 Deer Valley Rd (E) to Lobos Rd	2R	E	E	2	650	C			90	200	680	1,410	1,740	1,280	D	
8 Lobos Rd to Greenstone Rd	2R	E	E	2	360	C			90	200	680	1,410	1,740	850	D	
9 Greenstone Rd to Missouri Flat Rd	2R	C	C	2'	550	C	4-Lane Arterial Divided	4AD	0	0	1,920	3,540	3,740	910	C	
10 Missouri Flat Rd to Placerville City Limits	2R	E	E	2	440	C			90	200	680	1,410	1,740	630	D	
GREENSTONE ROAD																
1 Mother Lode Dr to US 50	2R	D	D	2	110	B			90	200	680	1,410	1,740	480	C	
2 US 50 Interchange	2A	D	D	2	230	C			0	0	970	1,760	1,870	440	C	
3 US 50 to Green Valley Rd	2R	D	D	2	230	C			90	200	680	1,410	1,740	240	C	
LATROBE ROAD																
1 County Line to S Shingle Rd	2U	B	B	2	220	B			120	290	790	1,600	2,050	440	C	
2 S Shingle Rd to Wetzel Overtt	2R	C	C	2	260	C			90	200	680	1,410	1,740	440	C	
3 Wetzel Overtt to Investment Blvd	2U	B	B	2'	330	C	4-Lane Arterial Divided	4AD	0	0	1,920	3,540	3,740	940	C	
4 Investment Blvd to Carson Creek	2U	B	B	2'	640	C	6-Lane Arterial Divided	6A	0	0	2,710	5,320	5,600	3,210	D	YES
5 Carson Creek to White Rock Rd	4AD	A	A	4	1,390	C	6-Lane Arterial Divided	6A	0	0	2,710	5,320	5,600	5,330	E	YES
6 White Rock Rd to US 50	4AD	A	A	4'	1,840	C	6-Lane Arterial Divided	6A	0	0	2,710	5,320	5,600	5,530	E	YES

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96GP - BP LU -50%

ROAD NAME SEGMENT	MILEPOST	EXISTING FUNCTIONAL CLASS	2015 CIP LOS	No. of Lanes	BASE YEAR (2001)		LOS Capacity Thresholds					2025 96GP - BP LU -50% PM PEAK HOUR	
					WKDY PM PEAK HOUR COUNT	LOS	A	B	C	D	E	VOLUME	LOS
LOTUS ROAD													
1 Green Valley Rd to Springvale Rd	0.00 - 1.952	ZU	D	2	590	C	120	290	790	1600	2050	890	D
2 Springvale Rd to Thompson Hill Rd	1.952 - 3.656	ZU	E	2	370	C	120	290	790	1600	2050	470	C
3 Thompson Hill Rd to SR 49	3.656 - 6.804	2R	D	2	350	C	90	200	680	1410	1740	500	C
MARSHALL ROAD													
1 SR 49 to Mt Murphy Rd	0.00 - 3.736	2R	E	2	240	C	90	200	680	1410	1740	330	C
2 Mt Murphy Rd to Black Oak Mine Rd	3.736 -	2R	E	2	240	C	90	200	680	1410	1740	280	C
MEDER ROAD													
1 Cameron Park Dr to Rosebud Dr	0.00 - 1.351	2R	C	2	330	C	90	200	680	1410	1740	680	C
2 Rosebud Dr to Ponderosa Rd	1.351 - 2.436	2R	E	2	330	C	90	200	680	1410	1740	470	C
MISSOURI FLAT ROAD													
1 Green Valley Rd to El Dorado Rd	0.00 - 1.095	2U	D	2	480	C	120	290	790	1600	2050	900	D
2 El Dorado Rd to Headington Rd	1.095 - 1.391	ZU	E	2	710	C	120	290	790	1600	2050	1250	D
3 Headington Rd to US 50	1.391 - 1.716	2A	C	2	1670	D	0	0	2710	5320	5600	2500	C
4 US 50 to Mother Lode Dr	1.716 - 1.815	2A	F	3	2340	F	0	0	1920	3540	3740	3460	D
5 Mother Lode Dr to China Garden Rd	1.815 - 2.911	4AU	F	4	2340	D	0	0	1750	2740	2890	3310	F
6 China Garden Rd to SR 49	2.911 - 3.425	2A	C	2	1600	D	0	0	1920	3540	3740	1310	C
MISSOURI FLAT ROAD CONNECTOR													
1 Missouri Flat Rd to SR 49			E				0	0	1920	3540	3740	1960	D
2 SR 49 to Pleasant Valley			E				0	0	1920	3540	3740	1340	C
MORMON EMIGRANT TRAIL													
1 Sky Park Rd to 2nd Dam	0.00 - 0.895	ZU	B	2	60	A	120	290	790	1600	2050	310	C
MOSQUITO ROAD													
1 Placerville City Limits to Union Ridge Rd	0.00 - 1.675	2R	D	2	290	C	90	200	680	1410	1740	290	C
2 Union Ridge Rd to Rock Creek Rd	1.675 - 8.238	2R	D	2	80	A	90	200	680	1410	1740	240	C
MOTHER LODE DRIVE													
1 S Shingle Rd to French Creek Rd	0.00 - 0.462	ZU	E	2	1300	D	120	290	790	1600	2050	1770	E
2 French Crk Rd to Greenstone Rd	0.462 - 2.887	ZU	C	2	850	D	0	0	1920	3540	3740	1420	C
3 Greenstone Rd to Pleasant Valley Rd	2.887 - 4.018	ZU	E	2	850	D	120	290	790	1600	2050	1450	D
4 Pleasant Valley Rd to El Dorado Rd	4.018 - 4.921	ZU	D	2	380	C	120	290	790	1600	2050	300	C
5 El Dorado Rd to Missouri Flat Rd	4.921 - 6.745	ZU	E	2	400	C	120	290	790	1600	2050	800	D
MT AUKUM ROAD													
1 County Line to Onno Ranch Rd	0.00 - 1.370	2R	B	2	160	B	90	200	680	1410	1740	340	C
2 Onno Ranch Rd to Grizzly Flat Rd	1.370 - 8.848	2R	C	2	300	C	90	200	680	1410	1740	520	C
3 Grizzly Flat Rd to Sky Park Rd	8.848 - 12.39	2R	C	2	300	C	90	200	680	1410	1740	400	C
NEWTOWN ROAD													
1 Pleasant Valley Rd to Snows Rd	0.00 - 0.891	2R	E	2	250	C	90	200	680	1410	1740	400	C
2 Snows Rd to Weber Creek	0.891 - 5.613	2R	D	2	250	C	90	200	680	1410	1740	420	C
3 Weber Creek to Placerville City Limits	5.613 - 6.571	2R	D	2	350	C	90	200	680	1410	1740	400	C
NORTH SHINGLE ROAD													
1 Ponderosa Rd to Tennessee Dr	0.10 - 2.112	2R	E	2	620	C	90	200	680	1410	1740	830	D
2 Tennessee Dr to Green Valley Rd	2.112 - 4.067	2R	E	2	440	C	90	200	680	1410	1740	740	D
ONNO RANCH ROAD													
1 Mt Aukum Rd to Fairplay Rd	0.00 - 8.857	2R	B	2	90	A	90	200	680	1410	1740	90	A
PLEASANT VALLEY ROAD													

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 Version: M3 Model Year: 2025
 96GP - BP LU -50%

ROAD NAME SEGMENT	MILEPOST	EXISTING FUNCTIONAL CLASS	2015 CIP LOS	No. of Lanes	BASE YEAR (2001)			LOS Capacity Thresholds						2025 96GP - BP LU -50% PM PEAK HOUR			
					WKDY	PM PEAK HOUR	LOS	Improvement Type	Code	HOV	A	B	C	D	E	VOLUME	LOS
1 Mother Lode Dr to El Dorado Rd	0.00 - 0.864	ZU	E	2'	650	C					120	290	790	1600	2,050	1,920	D
2 El Dorado Rd to SR 49 (S)	0.864 - 1.281	ZU	F	2	650	C					120	290	790	1600	2,050	1,340	D
3 SR 49 (N) to Big Cut Rd	3.500 - 4.955	ZU	E	2'	1,320	D					120	290	790	1600	2,050	1,430	D
4 Big Cut Rd to Cedar Ravine Rd	4.955 - 7.914	2R	E	2	760	D					90	200	680	1,410	1,740	1,230	D
5 Cedar Ravine Rd to Bucks Bar Rd	7.914 - 8.119	2R	E	2'	760	D					90	200	680	1,410	1,740	1,150	D
6 Bucks Bar Rd to Newtown Rd	8.119 - 11.929	2R	E	2'	420	C					90	200	680	1,410	1,740	540	C
7 Newtown Rd to Mt Auburn Rd	11.929 - 12.986	2R	E	2'	480	C					90	200	680	1,410	1,740	740	D
PONDEROSA ROAD																	
1 US 50 to N Shingle Rd	0.00 - 0.10	2A	B	2'	1,480	D					0	0	2,710	5,320	5,600	2,020	C
2 N Shingle Rd to Medler Rd		2R	E	2'	550	D					90	200	680	1,410	1,740	1,260	D
3 Medler Rd to Green Valley Rd		2R	E	2'	120	B					90	200	680	1,410	1,740	190	B
PONY EXPRESS TRAIL																	
1 Carson Rd to Ridgeway Dr	0.00 - 2.987	2R	D	2	300	C					90	200	680	1,410	1,740	390	C
2 Ridgeway Dr to Sky Park Rd	2.987 - 5.471	2R	E	2	600	C					90	200	680	1,410	1,740	690	D
SALMON FALLS ROAD																	
1 Green Valley Rd to Lake Hills Dr	0.00 - 0.294	ZU	E	2	470	C					120	290	790	1,600	2,050	870	D
2 Lake Hills Dr to Manzana Ln	0.294 - 2.472	ZU	C	2	160	B					120	290	790	1,600	2,050	460	C
3 Manzana Ln to Rattlesnake Bar Rd	2.472 - 11.572	2R	E	2	110	B					90	200	680	1,410	1,740	340	C
SARATOGA WAY EXTENSION																	
1 County Line to EDH Blvd			E								0	0	1,920	3,540	3,740	2,250	D
SERRANO PARKWAY																	
1 EDH Blvd to Sava Valley Pkwy	0.00 - 4.00	2A	E	2'	470	C					0	0	970	1,760	1,870	600	C
SERRANO PARKWAY EXTENSION																	
1 Sava Valley Pkwy to Bass Lake Rd			E								0	0	970	1,760	1,870	420	C
SHINGLE SPRINGS DRIVE																	
1 Mother Lode Dr to US 50		2R	E	2	160	B					90	200	680	1,410	1,740	570	C
2 US 50 Interchange		2A	E	2	160	C					0	0	970	1,760	1,870	300	C
SILVA VALLEY PARKWAY																	
1 Serrano Pkwy to Harvard Way		4AD	E	4'	340	C					0	0	1,920	3,540	3,740	1,660	C
2 Harvard Way to Green Valley Rd		2A	E	2	340	C					0	0	1,920	3,540	3,740	1,340	C
SILVA VALLEY PARKWAY EXTENSION																	
1 US 50 to Serrano Pkwy			E								0	0	1,920	3,540	3,740	3,250	D
SLY PARK ROAD																	
1 Mt Auburn Rd to Clear Creek Rd	0.00 - 1.087	2R	E	2	270	C					90	200	680	1,410	1,740	490	C
2 Clear Creek Rd to Mormon Emigrant Tr	1.087 - 6.693	2R	E	2	180	B					90	200	680	1,410	1,740	310	C
3 Mormon Emigrant Tr to Park Creek Rd	6.693 - 9.660	2R	E	2	340	C					90	200	680	1,410	1,740	500	C
4 Park Creek Rd to US 50	9.665 - 11.284	2R	D	2	470	C					90	200	680	1,410	1,740	620	C
5 US 50 to Pony Express Trail	11.284 - 11.461	2R	E	2	630	C					90	200	680	1,410	1,740	630	C
SNOWS ROAD																	
1 Newtown Rd to Carson Rd	0.00 - 3.160	2R	C	2	190	B					90	200	680	1,410	1,740	240	C
SOPHIA PARKWAY																	
1 County Line to Green Valley Rd			E								0	0	1,920	3,540	3,740	1,320	C
SOUTH SHINGLE ROAD																	
1 Latrobe Rd to Brandon Rd	3.365 - 5.562	2R	B	2	70	A					90	200	680	1,410	1,740	240	C
2 Brandon Rd to Sunset Ln	5.562 - 11.395	2R	E	2	200	B					90	200	680	1,410	1,740	250	C

(1)

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool

Version: M9 Model Year: 2025

96GP - BP LU -50%

ROAD NAME SEGMENT	MILEPOST	EXISTING FUNCTIONAL CLASS	2015 CIP LOS	No. of Lanes	BASE YEAR (2001)		IMPROVEMENT Type	LOS Capacity Thresholds						2025 96GP - BP LU -50% PM PEAK HOUR	
					WPKDY PM PEAK HOUR COUNT	LOS		A	B	C	D	E	VOLUME	LOS	DEFICIENCY
3. Sunset Ln to Durock Rd	11.395 - 11.550	2R	E	2'	500	C	4-Lane Arterial Divided	90	200	680	1,410	1,740	520	C	
4. Durock Rd to US 50	11.550 - 11.662	2A	C	2'	1,190	D		0	0	1,920	3,540	3,740	1,460	C	
SUNCAST LANE EXTENSION															
1. County Line to White Rock Rd			E					#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
2. White Rock Rd to Latrobe Rd			E					#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
WHITE ROCK ROAD															
1. County Line to Latrobe Rd	0.00 - 1.128	2U	D	2	470	C		120	290	790	1,600	2,050	870	D	
2. Manchester Dr to Latrobe Rd	0.00 - 1.128	2U	D	2	470	C	4-Lane Arterial Divided	0	0	1,920	3,540	3,740	3,340	D	
3. Latrobe Rd to Santa Valley Pkwy	1.128 - 2.079	2U	C	2	270	B	6-Lane Arterial Divided	0	0	2,710	5,320	5,600	4,150	D	
SR 48															
1. County Line to Sand Ridge Rd	0.00 - 2.82	2R	C	2	270	C		90	200	680	1,410	1,740	500	C	
2. Sand Ridge Rd to Crystal Blvd	2.82 - 6.126	2R	E	2	340	C		90	200	680	1,410	1,740	540	C	
3. Crystal Blvd to China Hill Rd	6.126 - 8.35	2R	C	2	340	C	2-Lane Arterial	0	0	970	1,760	1,870	870	C	
4. China Hill Rd to Pleasant Valley Rd	8.35 - 9.64	2A	E	2	470	C		0	0	970	1,760	1,870	870	C	
5. Pleasant Valley Rd to Massoun Flat Rd	9.64 - 11.24	2A	E	2	1,160	D		0	0	970	1,760	1,870	1,500	D	
6. Massoun Flat Rd to Pleasant Valley Rgr	11.24 - 11.86	2A	F	2	1,280	D		0	0	970	1,760	1,870	850	C	
7. Pleasant Valley Rd to Placerville City Limits	11.86 - 14.60	2R	B	2	540	C	4-Lane Multilane Hghwy	1,070	1,760	2,530	3,280	3,650	1,510	B	
8. Placerville City Limits to Gold Hill Rd	14.60 - 14.89	2R	D	2	300	C		90	200	680	1,410	1,740	310	C	
9. Gold Hill Rd to SR 153	14.89 - 15.69	2R	D	2	180	B		90	200	680	1,410	1,740	500	C	
10. SR 153 to Marshall Rd	15.69 - 19.42	2R	E	2	410	C		90	200	680	1,410	1,740	680	C	
11. Marshall Rd to Rattlesnake Bar Rd	24.48 - 34.460	2U	C	2	290	B	4-Lane Multilane Hghwy	1,070	1,760	2,530	3,280	3,650	820	A	
12. Rattlesnake Bar Rd to SR 193	34.460 - 34.460	2U	C	2	360	C	4-Lane Multilane Hghwy	1,070	1,760	2,530	3,280	3,650	1,170	B	
13. SR 193 to County Line	34.46 - 38.23	2R	F	2	970	D		90	200	680	1,410	1,740	1,360	D	
SR 193															
1. SR 49 to Greenwood Rd	0.00 - 6.995	2U	C	2	630	C	4-Lane Multilane Hghwy	1,070	1,760	2,530	3,280	3,650	930	A	
2. Greenwood Rd to Main St (Georgetown)	6.995 - 12.660	2R	D	2	430	C		90	200	680	1,410	1,740	430	C	
3. Main St (Georgetown) to Shoo Fly Rd	12.660 - 21.437	2R	B	2	170	B		90	200	680	1,410	1,740	280	C	
4. Shoo Fly Rd to Placerville City Limits	21.437 - 27.056	2R	E	2	210	C		90	200	680	1,410	1,740	340	C	
US HIGHWAY 50															
1. County Line to EDH Blvd/Latrobe Rd	0.00 - 0.86	2F	E	2	1,730	B		12%	1,110	2,010	2,880	3,570	4,010	3,650	E
2. EDH Blvd/Latrobe Rd to Bass Lake Rd	0.86 - 3.23	2F	E	2	3,900	F	3-Lane Freeway	14%	1,700	3,080	4,400	5,410	6,060	5,430	E
3. Bass Lake Rd to Cambridge Rd	3.23 - 4.96	2F	E	2	1,460	B		13%	1,110	2,010	2,880	3,570	4,010	3,850	E
4. Cambridge Rd to Cameron Park Dr	4.96 - 6.57	2F	E	2	3,760	E	3-Lane Freeway	11%	1,700	3,080	4,400	5,410	6,060	5,330	D
5. Cameron Park Dr to Ponderosa Rd	6.57 - 8.56	2F	E	2	2,350	C	3-Lane Freeway	11%	1,700	3,080	4,400	5,410	6,060	4,320	C
6. Ponderosa Rd to Shingle Springs Dr	8.56 - 10.30	2F	D	2	3,320	D	3-Lane Freeway	11%	1,700	3,080	4,400	5,410	6,060	5,080	D
7. Shingle Springs Dr to Greenstone Rd	10.30 - 12.19	2F	D	2	2,330	C		11%	1,110	2,010	2,880	3,570	4,010	3,940	E
8. Greenstone Rd to El Dorado Rd	12.19 - 14.07	2F	D	2	3,140	D	3-Lane Freeway	12%	1,700	3,080	4,400	5,410	6,060	4,410	D
9. El Dorado Rd to SR 48	14.07 - 15.90	2F	E	2	1,970	B		9%	1,110	2,010	2,880	3,570	4,010	3,640	E
10. SR 48 to SR 49	15.90 - 17.73	2F	E	2	2,930	D		8%	1,110	2,010	2,880	3,570	4,010	3,620	E
11. SR 49 to SR 48	17.73 - 19.56	2F	D	2	1,020	A	2-Lane Freeway - Auxlly		1,410	2,550	3,640	4,490	5,035	3,850	D
12. SR 48 to SR 49	19.56 - 21.39	2F	D	2	2,550	C			1,110	2,010	2,880	3,570	4,010	3,500	D
13. SR 49 to SR 48	21.39 - 23.22	2F	D	2	1,190	B			1,110	2,010	2,880	3,570	4,010	3,070	D
14. SR 48 to SR 49	23.22 - 25.05	2F	D	2	2,470	C			1,110	2,010	2,880	3,570	4,010	3,250	D
15. SR 49 to SR 48	25.05 - 26.88	2F	D	2	1,590	B			1,110	2,010	2,880	3,570	4,010	3,270	D
16. SR 48 to SR 49	26.88 - 28.71	2F	D	2	2,320	C			1,110	2,010	2,880	3,570	4,010	3,070	D

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 Version: M95 Model Year: 2025
 96GP - BP LU -50%

ROAD NAME SEGMENT	MILEPOST	EXISTING FUNCTIONAL CLASS	2015 CIP LOS	No. of Lanes	BASE YEAR (2001)		LOS Capacity Thresholds					2025 96GP - BP LU -50% PM PEAK HOUR	
					WKDY PM PEAK HOUR COUNT	LOS	A	B	C	D	E	VOLUME	LOS
9 El Dorado Rd to Messour Flat Rd	14.01 - 15.06	2F	E	2	1740	B	1110	2010	2880	3570	4010	2910	C
EB		2F	E	2	2160	C	1110	2010	2880	3570	4010	3190	D
10 Messour Flat Rd to Placerville City Limits	14.01 - 15.06	2F	D	2	2200	C	1110	2010	2880	3570	4010	3190	D
EB		2F	D	2	2360	C	1110	2010	2880	3570	4010	2620	C
11 Placerville City Limits to Newtown Rd		2F	D	2	1330	B	1110	2010	2880	3570	4010	1560	B
12 Newtown Rd to Carson Rd (W)	20.74 - 23.96	4M	D	4	2560	D	1110	2010	2880	3570	4010	3350	D
13 Carson Rd (W) to Carson Rd (E)	23.96 - 25.95	4M	D	4	2120	C	1070	1760	2530	3260	3650	3110	D
14 Carson Rd (E) to Sawmill Rd	25.95 - 28.84	2F	D	2	1220	B	1110	2010	2880	3570	4010	2360	C
EB		2F	C	2	1010	A	1110	2010	2880	3570	4010	2360	C
15 Sawmill Rd to Sky Park Rd	28.84 - 31.30	2F	C	3	970	D	1070	1760	2530	3260	3650	1630	B
EB		2U	C	3	970	D	1070	1760	2530	3260	3650	1630	B
16 Sky Park Rd to Fresh Pond	31.30 - 33.82	4M	C	4	1140	B	1070	1760	2530	3260	3650	1560	B
EB		4M	F	4	1140	D	120	290	790	1600	2050	2070	F
17 Fresh Pond to Ice House Rd	33.82 - 39.75	ZU	F	2	1340	D							
EB		ZU	F	2	1340	D							
18 Ice House Rd to Echo Lake	39.75 - 65.62	ZU	F	2	1340	D							

* According to Caltrans District 3, these segments operate with LOS F conditions since the prevailing speed is less than 35 mph for at least 30 minutes during the peak period

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

(1) improvement not required due to LOS

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool

Version: M8; Model Year: 2025

96GP - BP LU - 50%

ROAD NAME SEGMENT	LINK	MILEPOST	EXISTING FUNCTIONAL CLASS	2015 CIP LOS	No. of Lanes	BASE YEAR (2001)		IMPROVEMENT Type	Code	HOV	LOS Capacity Thresholds				2025 96GP - BP LU - 50% AM PEAK HOUR					
						WKDY AM PEAK HOUR COUNT	LOS				A	B	C	D	E	VOLUME	LOS	DEFICIENCY		
US HIGHWAY 50																				
WB	154	0.00 - 0.96	2F	E	2	3,950	F ¹	3 Lane Freeway	3F	15%	1,700	3,080	4,400	5,410	6,060	5,620	E			
EB	155	0.00 - 0.96	2F	E	2	1,620	B			8%	1,110	2,010	2,880	3,570	4,010	3,450	D			
WB	156	0.96 - 3.23	2F	E	2	3,830	F ¹	3 Lane Freeway	3F	15%	1,700	3,080	4,400	5,410	6,060	5,070	D			
EB	157	0.96 - 3.23	2F	E	2	1,300	B			8%	1,110	2,010	2,880	3,570	4,010	3,760	E			
WB	158	3.23 - 4.96	2F	E	2	3,120	D	3 Lane Freeway	3F	12%	1,700	3,080	4,400	5,410	6,060	4,720	D			
EB	159	3.23 - 4.96	2F	E	2	1,990	B	3 Lane Freeway	3F	8%	1,700	3,080	4,400	5,410	6,060	4,280	C			
WB	160	4.96 - 6.57	2F	E	2	2,940	D	3 Lane Freeway	3F	12%	1,700	3,080	4,400	5,410	6,060	4,010	C			
EB	161	4.96 - 6.57	2F	E	2	1,940	B			9%	1,110	2,010	2,880	3,570	4,010	3,920	E			
WB	162	6.57 - 8.56	2F	E	2	2,930	D			8%	1,110	2,010	2,880	3,570	4,010	3,270	D			
EB	163	6.57 - 8.56	2F	E	2	1,600	B			5%	1,110	2,010	2,880	3,570	4,010	3,710	E			
WB	164	8.56 - 10.30	2F	D	2	2,010	B				1,110	2,010	2,880	3,570	4,010	3,020	D			
EB	165	8.56 - 10.30	2F	D	2	1,190	B				1,410	2,550	3,640	4,490	5,035	3,770	D			
WB	166	10.30 - 12.19	2F	D	2	1,960	B	2 Lane Freeway + Adj. 2FA			1,110	2,010	2,880	3,570	4,010	2,890	D			
EB	167	10.30 - 12.19	2F	D	2	1,300	B				1,110	2,010	2,880	3,570	4,010	2,860	C			
WB	168	12.19 - 14.01	2F	D	2	2,010	B				1,110	2,010	2,880	3,570	4,010	2,540	C			
EB	169	12.19 - 14.01	2F	D	2	1,420	B				1,110	2,010	2,880	3,570	4,010	3,140	D			
WB	170	14.01 - 15.06	2F	E	2	1,910	B				1,110	2,010	2,880	3,570	4,010	2,720	C			
EB	171	14.01 - 15.06	2F	E	2	1,680	B				1,110	2,010	2,880	3,570	4,010	2,760	C			
WB	172		2F	D	2	2,080	C				1,110	2,010	2,880	3,570	4,010	2,280	C			
EB	173		2F	D	2	2,000	B				1,110	2,010	2,880	3,570	4,010	2,940	D			

* According to Caltrans District 3, these segments operate with LOS F conditions since the prevailing speed is less than 35 mph for at least 30 minutes during the peak period.

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September 10, 2003

Ron Milam
Fehr & Peers Associates, Inc.
2990 Lava Ridge Court
Suite 200
Roseville, CA 95661

Re: Employee Population Growth Estimates for TAZ 148 and TAZ 344

Dear Ron:

For purposes of the new model run, please use the following population counts by TAZ:

	Existing Plus New Employees (2025)	Existing Plus New Employees (Buildout)
TAZ 148	6,964	10,608
TAZ 344	<u>3,081</u>	<u>5,289</u>
Total	10,045	15,897

These employee population counts were calculated by taking the average annual increase in employee population in the 19 years since development commenced (1985) within TAZs 148 and 344 and projecting that average annual employee population growth through 2025 and Buildout of the job-generating land uses within TAZs 148 and 344.

I would note that we also projected employee population growth in TAZs 148 and 344 using linear and power curve methodologies. Coincidentally, these two methodologies resulted in approximately the same estimates of employee population growth through 2025: TAZ 148 -- 5,756; TAZ 344 -- 3,051; and Total -- 8,807. As you can see, these employee population growth estimates are lower than those based on the use of an averaging methodology. As a result, we would propose to use the higher employee population counts because they will give us a more conservative analysis.

Ron Milam
September 10, 2003
Page 2

I have attached for the record the raw data and supporting analysis for the proposed employee population counts along with a description of the methodology used to derive the employee population counts set forth above.

It is also my understanding that the new model run will incorporate the following additional assumptions:

1. The number of residential units assumed for modeling purposes in TAZ 147 will be 457 based on Staff confirmation that this unit count is accurate.
2. The number of residential units assumed to be developed within the Carson Creek Specific Plan Area will be 1,470 rather than the 1,683 units that were assumed in the original runs.
3. Carson Creek will be modeled as an age-restricted residential development. It is important to note that the Settlement Agreement and Mutual Release entered into on September 27, 1999 by and between El Dorado County Taxpayers for Quality Growth, the Carson Creek property owners and El Dorado County (the "Settlement Agreement") stipulates that Carson Creek will be developed as an age-restricted community (as defined by Civil Code Section 51.3) and is based on the assumption that this requirement "will reduce by more than 50 percent anticipated traffic generation associated with development of the Carson Creek Specific Plan." Exhibit A to Settlement Agreement at p. 2. Accordingly, we would propose that for purposes of modeling Carson Creek as an age-restricted development in accordance with the requirements of the Settlement Agreement, the trips generated by the project be assumed to be no more than 50% of the trips that would have been generated had the project been developed as a non-age-restricted development.

Please call if you have any questions. Thank you again for your assistance.

Sincerely,



J. Cleve Livingston

Enclosure

Explanation of Methodology Used in Calculating
the Employee Populations for TAZ 148 and TAZ 344
at 2025 and Buildout

The projections of growth in the employee population for TAZ 148 and TAZ 344 were derived using data from the spreadsheet enclosed as Attachment 1. This spreadsheet tracks actual development within the El Dorado Hills Business Park over the 22+ year history of the Park.

For purposes of estimating the projected growth in the employee population for TAZ 148 and TAZ 344, the following assumptions were made:

1. The current developed gross building floor area (“BFA”) within the Park was assumed to be 2,667,377 square feet (see Attachment 1, line 232). This BFA includes 106,762 square feet of floor space that is presently under construction and not yet occupied (see Attachment 1, lines 36, 90, 107, 190, 191 and 219). Nevertheless, in order to assure a conservative approach, this unoccupied square footage was treated as if it were already occupied for purposes of determining the Business Park’s current employee population.
2. Although the land use entitlements for the Business Park were approved in 1982 and the Park was open for business in 1984, the first buildings were not completed and occupied until 1985 (see Attachment 1, lines 5, 6, 13 and 14). Therefore, again to assure the estimates of employee population in 2025 are conservative in character, a start year of 1985 (rather than 1982 or 1984) was assumed in determining the number of years over which to average the current conditions.
3. The average annual increase in gross building floor area for TAZ 148 and TAZ 344 was calculated by dividing the cumulative BFA either constructed or under construction as of September 1, 2003 by 19 years (covering the period of time from 1985 through and including 2003:

$$2,667,377 \text{ sf} \div 19 \text{ years} = 140,388 \text{ sf/year}$$

4. The average annual increase in employee population was then calculated by dividing the average annual increase in BFA of 140,388 square feet by the average employee density of 1 employee per 574 square feet:

$$140,388 \text{ sf/year} \div 574 \text{ sf/employee} = 245 \text{ employees}$$

5. The projected cumulative combined employee population for TAZ 148 and TAZ 344 by the end of 2025 was derived by multiplying the average annual increase in employee population by 41 years covering the period of time between January 1, 1985 and January 1, 2026:

$$245 \text{ employees/yr} \times 41 \text{ years} = 10,045 \text{ employees}$$

6. The projected combined cumulative employee population was allocated pro rata between TAZ 148 and TAZ 344 based on the proportion of the total existing BFA either constructed or under construction in each of the two TAZs. Approximately 69.33% of the 2,667,377 sf of cumulative BFA has been constructed or is being constructed in TAZ 148; approximately 30.67% of the 2,667,377 sf of cumulative BFA has been constructed or is being constructed in TAZ 344. Accordingly:

10,045 employees x 69.33% = 6,964 employees (TAZ 148)

10,045 employees x 30.67% = 3,081 employees (TAZ 344)

7. The projected employee populations at Buildout for TAZ 148 and TAZ 344 were calculated as follows:

- a. The projected employee population of the Business Park at Buildout was calculated using the following assumptions and methodology. The Business Park is approximately 831 gross acres in size and includes approximately 811 developable acres net of right-of-way for public streets. Of the 811 developable acres, approximately 257 acres or almost one-third of the Business Park Property has been developed. A total of 2,582,521 square feet of floor area have been constructed on the 257 acres that have been developed, resulting in an average FAR of 23.1% [2,582,521 sf ÷ (257 acres x 43,560 sf)]. The businesses operating within the Business Park employed 4,501 employees as of January 1, 2003, resulting in an employee population density of approximately one employee per 574 sf of building floor area in the Park (2,582,521 sf ÷ 4,501 employees). If the actual pattern of development that has defined Business Park growth over the last twenty years involving the development of almost one-third of the Park acreage were to hold true for the remaining two-thirds of the Park's developable acreage, the Park would produce approximately 5,574,547 additional square feet of new building floor area [.231 FAR x (554 acres x 43,560 sf)] and generate approximately 9,711 new employees (5,574,547 sf ÷ 574 sf/employee). When added to the existing floor area (2,582,521 sf) and employee population (4,501 employees) of the Park, Buildout of the Business Park would result in a total of 8,157,068 square feet of building floor area and 14,212 employees.
- b. The projected employee population of the Business Park at Buildout was allocated between TAZ 148 and TAZ 344 based on the proportion of the cumulative building floor area projected to be constructed in each of the two TAZs. Approximately 62.78% of the Business Park's cumulative building floor area at Buildout is projected to be developed in TAZ 148; approximately 37.22% of the Park's cumulative building floor area at Buildout is projected to be developed in TAZ 344. Accordingly:

14,212 employees at 62.78% = 8,923 employees (TAZ 148)

14,212 employees at 37.22% = 5,289 employees (TAZ 344)

- c. The projected employee population of the 34 acres of land zoned for Research and Development use within the Carson Creek Specific Plan area was calculated assuming an average floor area ratio (based on actual development experience within the Business Park) of .231 and an average employee population density of one employee per 574 square feet of building floor area (again, based on actual development experience within the Business Park):

$$34 \text{ acres} \times 43,560 \text{ sf} \times .231 \text{ FAR} \div 574 \text{ sf/employee} = 596 \text{ employees}$$

Because the Carson Creek R&D acreage is located entirely within TAZ 148, all 596 employees were allocated to TAZ 148.

- d. The projected employee population of the 60 acres of land zoned for Light Industrial use within the Carson Creek Specific Plan area was calculated assuming an average floor area ratios (based on the industry standards used by EPS) of .25 and an average employee population density of one employee per 600 square feet of building floor area (again, based on the industry standards used by EPS):

$$60 \text{ acres} \times 43,560 \text{ sf} \times .25 \text{ FAR} \div 600 \text{ sf/employee} = 1,089 \text{ employees}$$

Because the Carson Creek Light Industrial acreage is located entirely within TAZ 148, all 1,089 employees were allocated to TAZ 148.

- e. Accordingly, the projected employee population of TAZ 148 at Buildout based on almost 20 years of actual development experience is:

Business Park -	8,923 employees
Carson Creek R&D -	596 employees
Carson Creek LI -	<u>1,089 employees</u>
Total (TAZ 148) -	10,608 employees

- f. Accordingly, the projected employee population of TAZ 344 at Buildout based on almost 20 years of actual development experience is:

Business Park -	5,289 employees
Carson Creek -	<u>0 employees</u>
Total (TAZ 344) -	5,289 employees

- g. Accordingly, the projected combined employee population of TAZ 148 and TAZ 344 at Buildout based on almost 20 years of actual development experience is:

TAZ 148 -	10,608 employees
TAZ 344 -	<u>5,289 employees</u>
Total	15,897 employees