



Tuolumne County Regional Travel Demand Model Update: Development Report

Prepared For:

Tuolumne County Transportation Council

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I INTRODUCTION

The Tuolumne County Regional Travel Demand Model (RTDM) was originally developed in 1997 in order to assist the Tuolumne County Transportation Council's (TCTC) long-range Regional Transportation Plan (RTP) Update and to help establish a funding mechanism to finance future transportation infrastructure. The RTDM has been updated and recalibrated several times since then. As a part of the TCTC's RTP Update 2004-06, the original 1997 Tuolumne County RTDM was recalibrated to Year 2002 base-year conditions and converted from the *MINUTP* software to TransCAD software. This process was documented in the *Tuolumne County Travel Demand Model Development Report* (dated April 2005) included at the end of this report as **Appendix I**.

The Tuolumne County RTDM has been updated and recalibrated as a part of TCTC's RTP Updates in 2010 and 2015. Both the 2010 and 2015 updates included development of long-range traffic volume forecasts consistent with Tuolumne County's UPlan land use forecast scenarios, revision of the Traffic Analysis Zone (TAZ) and centroid structure, and enhancement of the model functionality. The update processes were documented in the last two *Tuolumne County Regional Travel Demand Model Update Report* documents, dated May 2010 and August 2015.

In 2020, the RTDM was updated again as part of the Tuolumne County Senate Bill (SB) 743 Vehicle Miles Traveled (VMT) study which established VMT policies, thresholds, and tools for the County for use in California Environmental Quality Act (CEQA) analyses. As part of the 2020 RTDM update, the model was upgraded from TransCAD 5.0 to TransCAD 8.0 software, as well as updated to a modern flowchart interface and modern scripts. The new TransCAD 8.0 model was calibrated to contain more accurate trip generation rates, trip distribution, average trip lengths, and trip frequencies. Major tasks in the 2020 update also included creating a new mode choice sub-model, as well as new analysis and reporting tools. The 2020 RTDM update is documented in the *Regional Travel Demand Model Update and Calibration – Tuolumne County SB 743 VMT Study* memorandum (dated May 26, 2020).

Currently, TCTC is in the process of preparing the 2024 RTP Update. As a part of the RTP update, TCTC has determined that a comprehensive update of the RTDM land use growth assumptions is necessary due to recent UPlan land use forecasting scenarios that project a much lower level of growth than previous forecasts. Based on the UPlan results, TCTC's current projections for regional population growth through year 2050 have been significantly downward adjusted. The following tasks were performed to accomplish the current RTDM update:

- Update to the model's Traffic Analysis Zone (TAZ) structure and centroid connections to better capture recent and planned future developments and traffic patterns in Tuolumne County (County).
- Add external and visitor trip functionality via more accurate external gateways and travel patterns.
- Re-calibration and validation of the existing (Base Year) annual average traffic model to 2023 travel/traffic conditions, including recent developments and roadway network changes.
- Development of new interim future year 2040 and horizon future year 2050 scenarios.

I.1 MODEL AREA

The Tuolumne County RTDM's geographical area encompasses the entire limits of Tuolumne County, inclusive of all unincorporated areas and communities, and the incorporated City of Sonora. The model network includes all major roadways including state routes, arterials, collectors, and critical local roadways. **Figure 1.1** shows the Tuolumne County RTDM study area. The updated RTDM now includes 13 external stations (or gateways) to represent travel to and from areas outside the County, including: State Route (SR) 108 (eastern limit), Parrotts Ferry Road, SR 49 (northern limit), O'Byrnes Ferry Road, SR 108/120 (western limit), La Grange Road, SR 132 (western limit), SR 132 (eastern limit), SR 49 (southern limit), Cuneo Road, Smith Station Road, Tioga Pass Road (SR 120 eastern limit), and Big Oak Flat Road (near Yosemite).

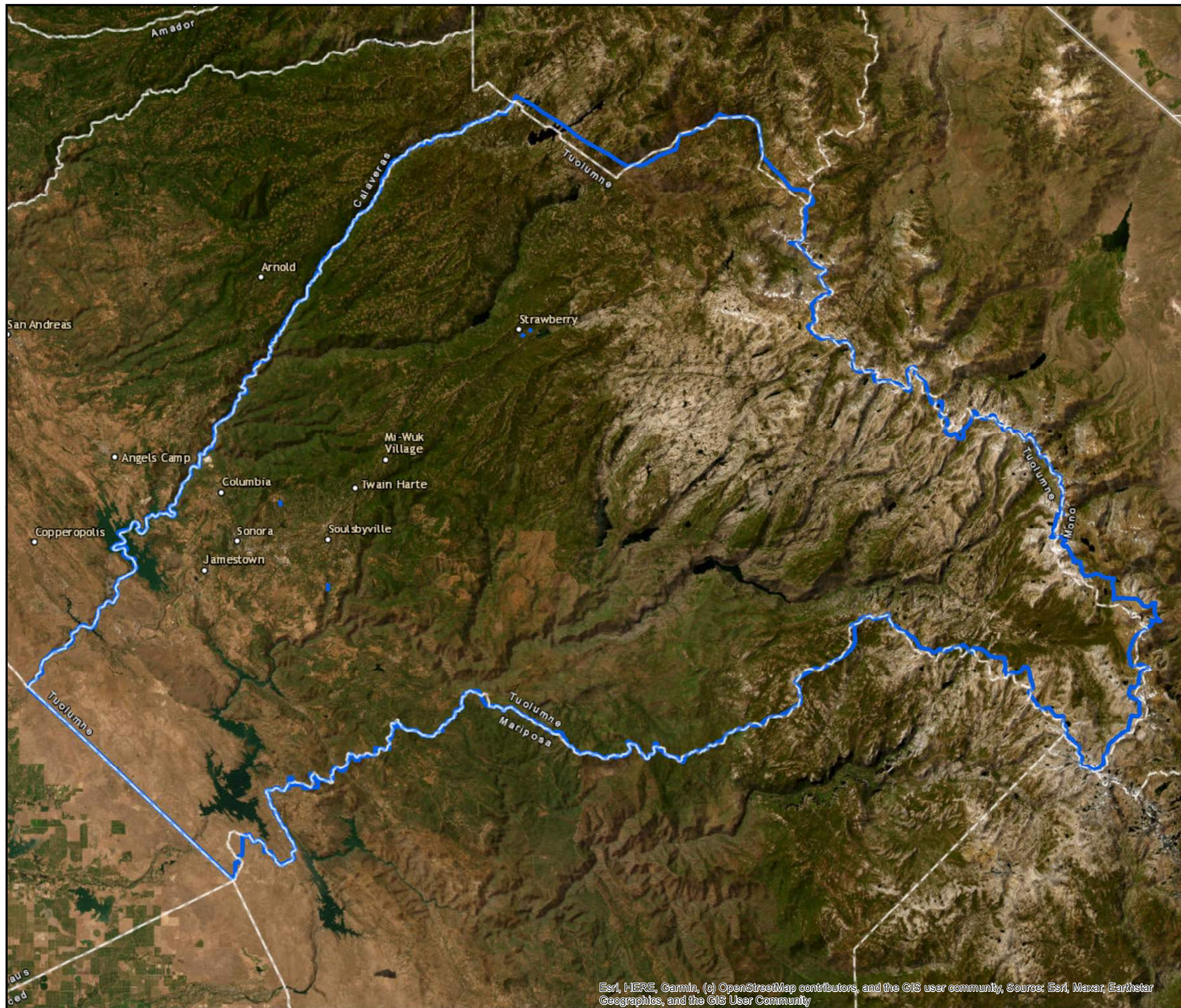
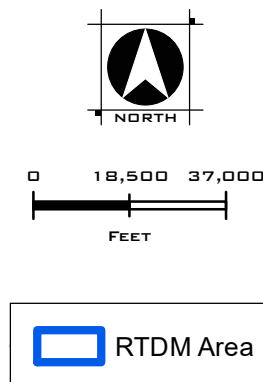


FIGURE 1.1 - TUOLUMNE COUNTY RTDM AREA
 TUOLUMNE COUNTY RTDM UPDATE
 TUOLUMNE COUNTY, CA
 FEBRUARY 2025



Aerial Source: ESRI GIS Online



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 Geographics, and the GIS User Community

I.2 MODEL YEARS

The Tuolumne County RTDM system includes a base-year scenario and two future-year scenarios. The base-year (i.e. existing conditions) model was updated to represent year 2023 conditions, while the future year models were updated to represent years 2040 (interim year) and 2050 (horizon year). The future year models assume anticipated land uses based on UPlan land use growth use forecasts prepared by Wood Rodgers, TCTC, and Tuolumne County staff for the 2024 RTP Update.

2 INPUT DATA

2.1 MODEL DATA COMPILATION AND REVIEW

The following documents and data sources were compiled and reviewed to obtain a comprehensive understanding of current and future land development and traffic/travel conditions in and through Tuolumne County.

- Electronic copies of the Tuolumne County Regional Travel Demand Model (in TransCAD format) as updated as part of the SB 743 VMT Study (May 2020).
- Regional Travel Demand Model Update and Calibration – Tuolumne County SB 743 VMT Study memorandum (May 2020)
- Tuolumne County Regional Travel Demand Model Update: Model Development Report (August 2015).
- Agency planning documents including (but not limited to) – the prior Tuolumne County Transportation Council 2016 Final Regional Transportation Plan (February 2017), Countywide Roadway Improvement Standards, Caltrans Transportation Analysis Framework (September 2020), Caltrans Travel Forecasting Guidelines (1992), recently completed traffic impact studies for Tuolumne County, etc.
- US Census American Community Survey 2023 Data.
- Last 10 years of development records/permits from Tuolumne County.
- *UPlan* land use data forecasts for future years prepared by Wood Rodgers, TCTC, and Tuolumne County staff.
- Tuolumne County Assessor's Parcel data and Tuolumne County General Plan Parcel data from the Tuolumne County GIS website.
- Recently conducted traffic counts provided by Tuolumne County staff.
- 24-hour Average Daily Traffic (ADT) counts collected by National Data and Surveying Services (NDS) in May and June 2023.
- Caltrans' latest (2021) Annual Average Daily Traffic (AADT) counts for highway facilities in Tuolumne County from the Traffic Census Program.
- Latest (2023) traffic counts from the Caltrans Performance Measurement System (PeMS) website.
- Fall 2023 origin destination trip data for external and visitor trips from the online Replica data platform.

2.2 TAZ SYSTEM UPDATE

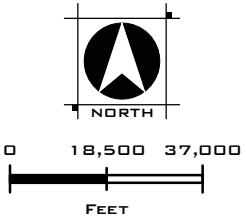
Prior to this update, the RTDM Traffic Analysis Zone (TAZ) system contained a total of 531 TAZs, including 519 internal TAZs and 12 external zones. Internal TAZs fall entirely within Tuolumne County boundaries, while external zones represent roadway gateways where traffic enters or exits the County. TAZs by definition represent closed boundaries contained within natural geographic barriers like rivers or open space, as well as “man-made” barriers such as major street right-of-ways or railroads. TAZs contain land use data for the defined geographic boundary and are connected to the adjacent street system using schematic links referred to as “centroid connectors”. Centroid connectors represent a combination of local roads and driveways that are used to access the model land use from the model roadway network.

Wood Rodgers completed a comprehensive review of the model's geographic boundaries and centroid connectors for each of the existing TAZs. The TAZ boundary map was overlaid on aerial photographs in ArcGIS software to investigate the logical accuracy of current TAZ boundaries. TAZ definitions were reviewed and adjusted to better conform to existing logical boundaries and land use types. Several TAZs were split based on distinctive community boundaries or to include more logical loading of traffic onto the model's roadway network. A total of nine (9) new TAZs/zones were created during this process. Eight (8)

internal TAZs were added in the 900s number range (TAZs 914-921) by splitting existing internal TAZs within Tuolumne County. One (1) external zone was added in the 500s number range (Zone 513) to represent a new model external gateway at Big Oak Flat Road near Yosemite.

The updated 2023 Tuolumne County TAZ system consists of a total of 540 TAZs, including 527 internal TAZs and 13 external zones. The 2023 TAZ boundary map for Tuolumne County was created in ArcGIS shapefile format for import into the TransCAD modeling environment. The updated 2023 Tuolumne County TAZ map is presented on **Figure 2.1**. The Sonora Area TAZ map (inset) is presented on **Figure 2.2**. The 2023 Tuolumne County RTDM also includes 49 placeholder centroids for use in project analyses.

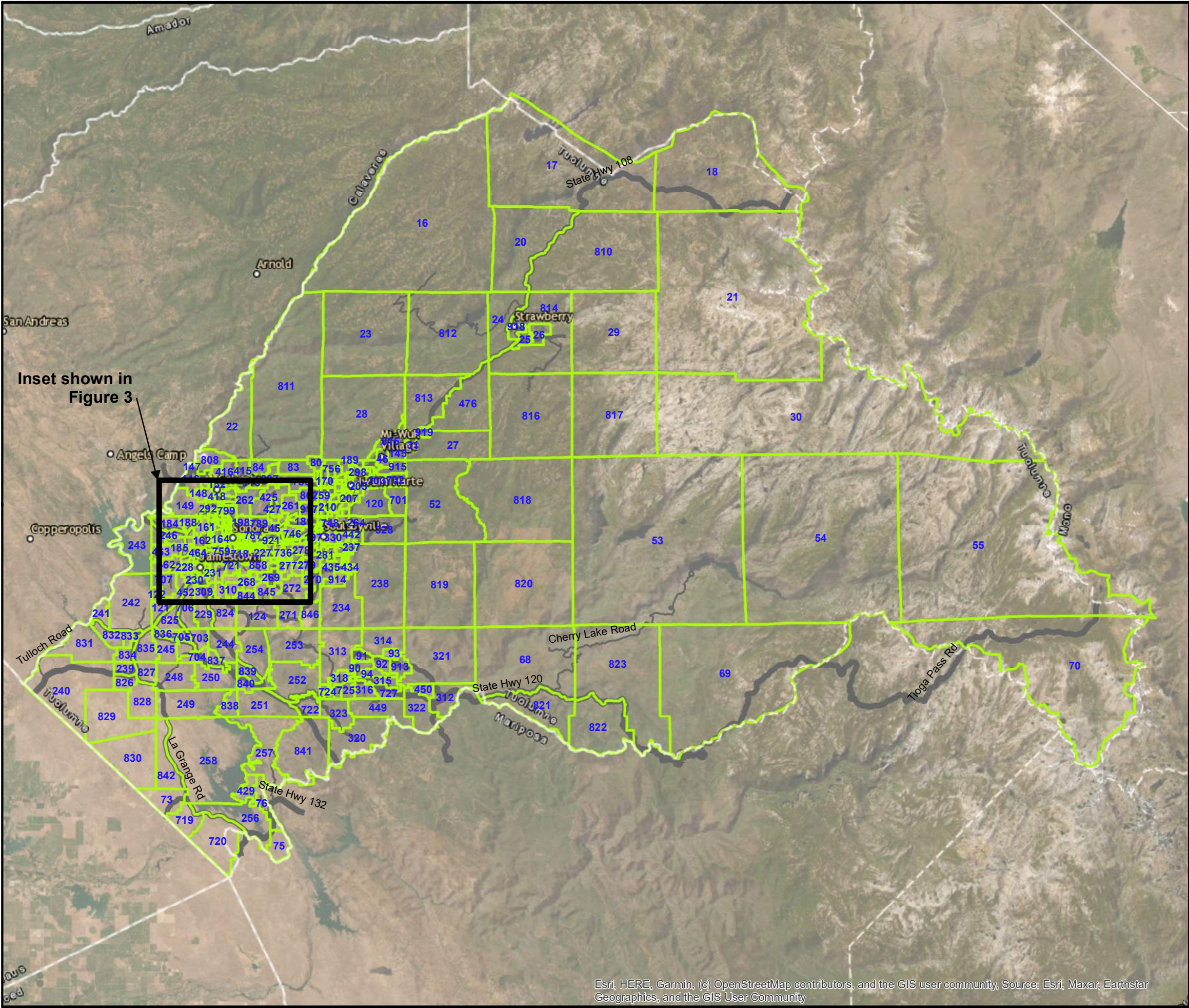
FIGURE 2.1 - TUOLUMNE COUNTY TRAFFIC ANALYSIS ZONES (TAZ) MAP
TUOLUMNE COUNTY RTDM UPDATE
TUOLUMNE COUNTY, CA
FEBRUARY 2025



LEGEND

- Freeway
- Highway-HiCap
- Highway-LoCap
- Arterial-HiCap
- Arterial-LoCap
- Collector
- Main Street
- Local
- Transit Only
- TAZ Boundary

Inset shown in
Figure 3

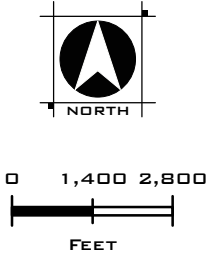


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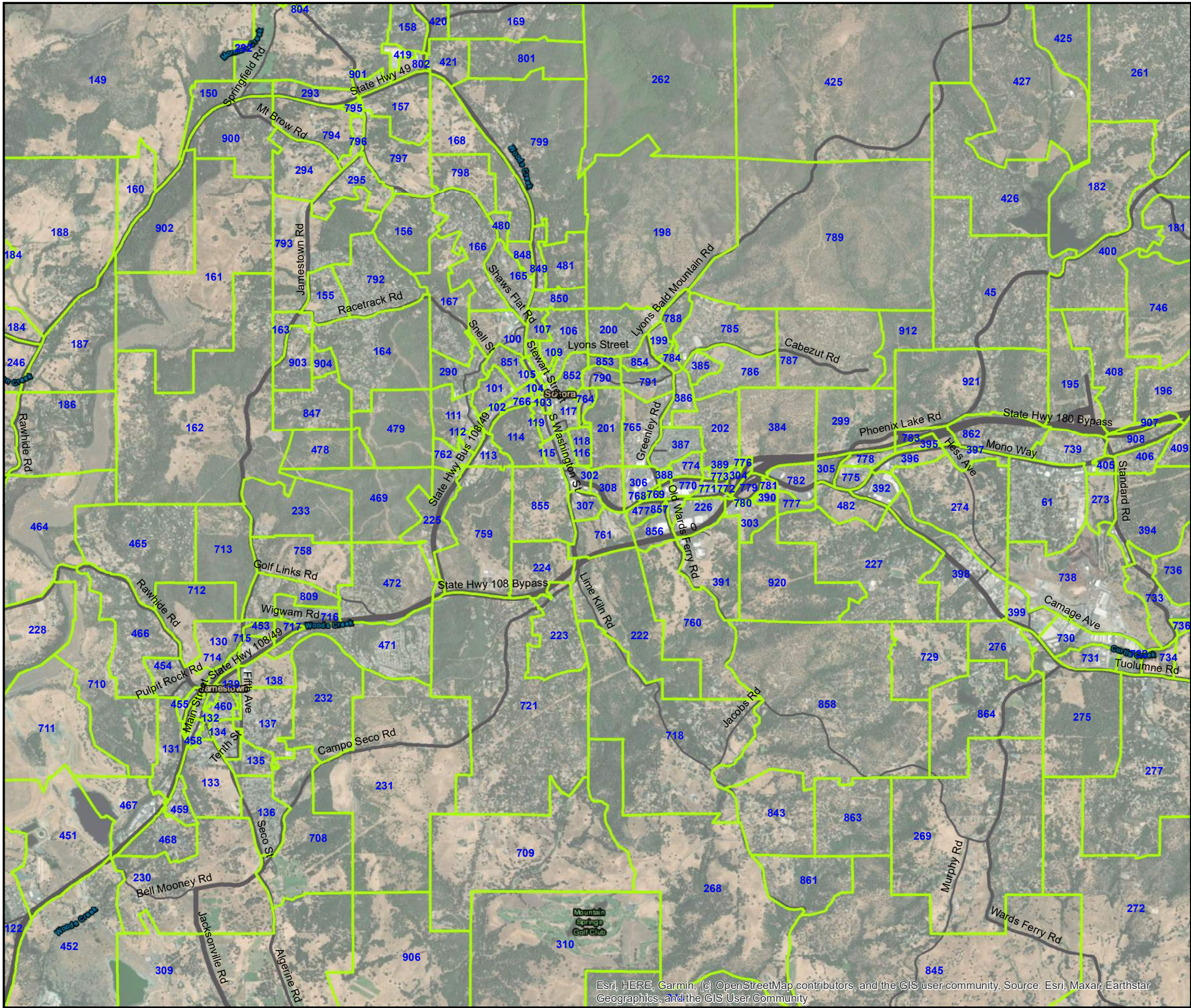
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FIGURE 2.2 - SONORA AREA TRAFFIC ANALYSIS (TAZ) MAP (INSET)
TUOLUMNE COUNTY RTDM UPDATE
TUOLUMNE COUNTY, CA
FEBRUARY 2025



LEGEND

- Freeway
- Highway-HiCap
- Highway-LoCap
- Arterial-HiCap
- Arterial-LoCap
- Collector
- Main Street
- Local
- Transit Only
- TAZ Boundary



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



2.3 BASE YEAR (2023) LAND USE DATA

Wood Rodgers worked with TCTC and County staff to create updated year 2023 land use data for use in developing the updated Base Year (2023) RTDM. The creation/update of the year 2023 model land use database entailed the following steps:

- Reallocation of prior RTDM's "year 2015" land use data per the updated year 2023 TAZ numbering and boundary definitions.
- Identification of recent growth in land uses (i.e. new construction) based on last 10 years of development/permit data provided by County Public Works Department. Developments completed between years 2015 and 2023 were converted into RTDM land use format by TAZ.
- Addition of reallocated year 2015 land uses and subsequent "2015 to 2023" growth by TAZ to derive year 2023 land uses by TAZ.

Table 2.1 summarizes the final Base Year (2023) land use data included in the updated RTDM. **Appendix A** summarizes Base Year (2023) RTDM land use in tabular format, by TAZ.

Table 2.1 - Summary of Base Year (2023) Model Land Uses

No.	Land Use Category (Model Land Use Variable Name)	Unit ¹	2015 Model Land Uses (prior to update)	New Growth (between 2015 and 2023)	Updated Base Year (2023) Model Land Uses ²
1	Single Family Residential (SF_DU)	DU	19,435	319	19,754
2	Mobile Homes (MH_DU)	DU	971	5	976
3	Multi-Family Residential (MF_DU)	DU	1,874	31	1,905
4	Condo/Townhouse (CT_DU)	DU	272	29	301
5	Multiple Residential (MR_DU)	DU	896	0	896
6	Rural Single Family (RSF_DU)	DU	3,005	53	3,058
7	Rural Mobile Home (RMH_DU)	DU	2,286	0	2,286
8	Rural Multi-Family (RMF_DU)	DU	748	0	748
9	Schools (SCH)	Students	11,767	39	11,806
10	Timber/Dry-Grazing Home Sites (TDGH_EMP)	DU	350	0	350
11	Church (CHURCH)	KSF	543	0	543
12	Minor Commercial (MICOM_EMP)	KSF	1,889	67	1,956
13	Major Commercial (MACOM_EMP)	KSF	2,715	0	2,715
14	Motels/Hotels (MOTEL)	Rooms	993	143	1136
15	Campgrounds/ Cabins (CAMP)	Units	2,274	99	2,373
16	Service Station (SS_EMP)	Acres	37.246	0	37
17	Multiple Use / Other Commercial Industrial (MUCOM_EMP)	KSF	1,229	45	1,274
18	Industrial (IND_EMP)	KSF	1,718	150	1,868
19	Public Lands / Water Co. (PL_EMP)	Acres	10,999	0	10,998
20	Recreation (REC)	Acres	668	0	668
21	Casino (CAS)	Trips	5,050	0	5,050
Notes: ¹ DU = Dwelling Units, KSF = 1000 Square Feet ² Updated Base Year (2023) Land Uses = 2015 Model Land Uses + New Growth					

2.4 BASE YEAR (2023) ROADWAY NETWORK

The model roadway network file contains a system of “nodes” and “links”. A “node” represents an intersection or a transitional point on the roadway network. A “link” represents a roadway segment that connects between two nodes. The Base Year (2023) RTDM roadway network was created by modifying the prior Tuolumne County RTDM’s year 2015 roadway network using TransCAD. The model roadway network was extensively reviewed and updated for both coding (e.g., one-way roadway directionality) and attribute data (e.g., travel speed, number of lanes, etc.). The following major modifications were made to the 2015 model roadway network as part of creating the new 2023 model roadway network:

- 5th Avenue and SR 108/49: The 5th Avenue and SR 108/49 intersection was previously two-way stop-controlled. Improvements were made in 2019 to signalize the intersection and reconfigure adjacent roadways. The 2023 RTDM roadway network has been updated to reflect those changes.
- SR 108/49 and Mackey Ranch Road/People of the Mountain Road: The SR 108/49 and Mackey Ranch Road/People of the Mountain Road intersection was previously a 3-leg, one-way stop-controlled intersection. Improvements were made in 2023 which included construction of a roundabout and a new west leg (People of the Mountain Road) which serves as the new primary access route to the Chicken Ranch Casino. The 2023 RTDM roadway network has been updated to reflect those changes.
- SR 108 and Peaceful Oak Road Ramps: Construction of a new westbound loop off-ramp and eastbound slip on-ramp was completed at the SR 108 and Peaceful Oak Road interchange in 2023. The 2023 RTDM roadway network has been updated to reflect those changes.
- SR 49 and Parrotts Ferry Road: Improvements were made to the SR 49 and Parrotts Ferry Road intersection in 2023. The improvements included conversion of the westbound free right-turn lane from SR 49 to Parrotts Ferry Road into a typical right turn lane at the signal. The 2023 RTDM roadway network has been updated to reflect those changes.

The 2023 model roadway network centroid connection scheme was reviewed and updated to reflect the updated 2023 TAZ map. New centroid connectors were added for the newly created TAZs based on the expected loading of traffic onto the model roadway network. Where necessary, existing centroid connectors were adjusted based on the expected change in loading of traffic based on the updated 2023 TAZ definitions and development patterns.

The functional roadway classification system used in the prior Tuolumne County RTDM was essentially retained for this model update and is presented in **Table 2.2**. The general roadway speeds and capacities used for the existing and future year model roadway network links are also presented in **Table 2.2**. These speeds and capacities were refined as appropriate as part of the model calibration and validation process. Note that the functional roadway classifications used in the Tuolumne County RTDM are for modeling purposes only and are different than those defined by TCTC for operational/deficiencies analysis in the RTP update.

Table 2.2 - Functional Roadway Classifications and Capacities

Roadway Classification ¹	Range of Speeds (mph)	Roadway Capacity (Vehicles per hour per lane)	RTYPE
Freeway	65	2000	1
Highways – High Capacity	35-55	700 – 1,000	2
Highways – Low Capacity	25-45	400 – 750	3
Arterials – High Capacity	35-55	700 – 1000	4
Arterials – Low Capacity	25-45	400 – 750	5
Collectors	20-45	400 – 750	6
Main Streets	25	600 – 800	7
Local Streets	10-25	400	9
Centroid Connectors	25	10,000 (unconstrained)	99
Notes: ¹ The Tuolumne County RTDM's roadway classifications are for modeling purposes only.			

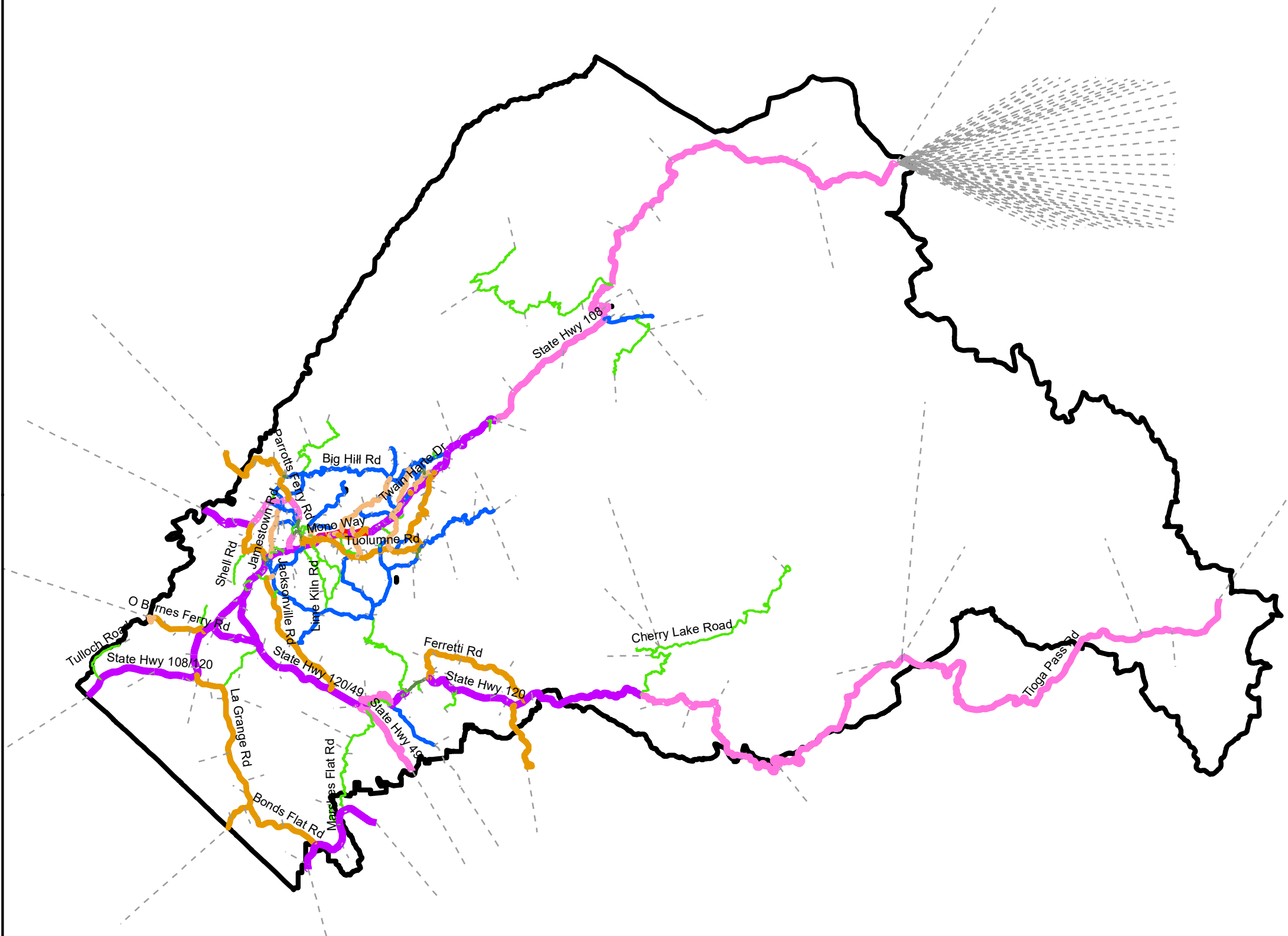
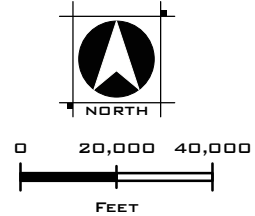
As part of the 2020 RTDM update, bicycle and pedestrian facility attributes were added to the model roadway network file so that the network could be used for both non-motorized and motorized trip assignment. Fields were added to the links to identify the presence of sidewalks and bicycle facilities. Elevation values were also added to the roadway network nodes and used by the RTDM to calculate grades on all links for use in non-motorized trip assignment.

The following link attributes were included for each new link in the 2023 Tuolumne County RTDM:

- Dir – Direction of Travel (0 = Two-Way Travel, 1 or -1 = One-Way Travel)
- Length – Length of Link (in miles)
- ROAD_NAME – Street Name
- ROAD_CLASS – Capacity Class Based on Functional Classification
- RTP_CLASS – Functional Classification based on the 2016 RTP
- RTYPE – A unique number representing each functional roadway classification
- In_Hwy_Net – Activates a link for use in motorized vehicle trip assignment (0 = Inactive, 1 = Active)
- In_NM_Net – Activates a link for use in non-motorized trip assignment (0 = Inactive, 1 = Active)
- Sidewalk – Identifies presence and type of sidewalks (NONE, CONTINUOUS, INTERMITTENT)
- Sidewalk_Int – ID associated with Sidewalk field (0 = NONE, 1 = CONTINUOUS, 2 = INTERMITTENT)
- Bicycle_Facility – Identifies presence and type of bike facility (None, Class I, Class II, Class III)
- Bicycle_Int – ID associated with Bicycle_Facility field (0 = None, 1 = Class I, 2 = Class II, 3 = Class III)
- AB_Speed and BA_Speed – Free-Flow Travel Speed (in miles per hour) in each Direction
- AB_Lanes and BA_Lanes – Number of Lanes in each Direction
- Lane_Capacity – Hourly Capacity per Lane

All updates and modifications to the year 2023 RTDM roadway network were made in TransCAD software. The year 2023 model roadway network is presented on **Figure 2.3**.

FIGURE 2.3 - BASE YEAR (2023) MODEL
ROADWAY NETWORK
TUOLUMNE COUNTY RTDM UPDATE
TUOLUMNE COUNTY, CA
FEBRUARY 2025



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2.5 FRICTION FACTOR ADJUSTMENTS

The friction factors in the model are used to determine the relative attractiveness of each destination zone based on the travel time from the origin TAZ to the destination TAZ. In large rural counties such as Tuolumne County, residents/travelers are known to “trip chain” by visiting multiple land uses between trips to and from their homes or other origins. This is typically due to the relatively long distances between school, work, and commercial uses from the residents’ home/origin.

An example of such travel patterns was captured in a trip generation survey (*Yuba County General Plan Update Background Report: Transportation and Circulation*, November 2007) conducted for a new remote residential area of Yuba County. In this particular area only single-family homes were built, with no commercial or office space. As a result, the average trip rate for each occupied single-family dwelling unit was observed to be approximately 6 trips compared to the ITE trip generation rate of 9.6 trips per single-family dwelling unit. This occurred due to residents stopping at commercial uses as part of their trips to school, work, and other activities due to the relatively long distances of these uses from their homes.

The original RTDM assumed “trip chaining” was occurring in Tuolumne County and incorporated friction factors, provided by the Transportation Research Board Publication titled *Travel Estimation Techniques for Urban Planning* (NCHRP Report 365, TRB, 1998), which reflected shorter trips due to “trip chaining”. During the 2020 RTDM update, AirSage trip data was obtained and used to validate general trip length and distribution characteristics for the six (6) trip generation subareas in the RTDM. The original RTDM friction factors were calibrated to better match the AirSage trip data. The RTDM friction factors from the 2020 update were considered to still accurately represent travel in the County, and therefore were retained for this 2023 RTDM update.

2.6 TRIP GENERATION

The RTDM is divided into six (6) trip generation subarea types to enable the model to differentiate the trip making characteristics within and between different parts of the County. These areas include:

- **Towns:** These include the central areas of Sonora, Columbia, and Jamestown. These town areas are characterized by a close mixing of different land use types and by a walkable environment that allows some trips to be made on foot rather than automobile.
- **Suburbs:** These include areas close enough to the towns to allow frequent trips but too far for walking to be a practical way of reaching an urban destination. Suburbs generate the most auto trips per household of any of the six areas.
- **Western Suburbs:** These are a ring of suburbs west of Sonora with lower trip generation rates than eastern suburbs.
- **Rural:** Most of the County is rural. Most households in rural areas represent a lifestyle choice by their residents, and by preference such households generate fewer vehicle trips than other areas.
- **Southwest:** The southwest portion of the County has trip generation characteristics similar to the rural areas of the eastern portion of the County. However, it has a higher percentage of trips to and from valley towns.
- **Groveland:** The trip generation characteristics of the Groveland area are similar to the western suburbs. However, the Groveland subarea has a higher percentage of external trips due to its close proximity to the Mariposa County line.

Note that a placeholder seventh subarea is also included in the RTDM. The seventh subarea was originally the “Calaveras” area type and was included to represent several large future communities planned to be developed in Calaveras County close to the Tuolumne County boundary on O’Byrnes Ferry Road. The current RTDM no longer uses the 7th subarea type, as all Calaveras County trips are now accounted for using external gateways.

Table 2.3 summarizes daily trip generation rate ranges used across the different area types of the Tuolumne County RTDM Base Year (2023) model.

Table 2.3 - Model Trip Generation Rates

Land Use Type	ITE Use Code	ITE Daily Trip Rate Range	TDM Daily Trip Rate Range ¹	Rate Unit ²	Primary Trip Type
Single-Family	210	4.45 - 22.61	4.79 – 8.03	Trips / DU	Trip Production
Mobile Homes	240	5.00 - 16.96	2.76 – 4.72	Trips / DU	Trip Production
Multi-Family	220	2.46 - 12.50	3.60 – 6.16	Trips / DU	Trip Production
Condo/Townhouse	220	2.46 - 12.50	3.60 – 6.17	Trips / DU	Trip Production
Multiple Residential	-	-	3.71 – 6.12	Trips / DU	Trip Production
Rural Single-Family	-	-	5.17 – 8.80	Trips / DU	Trip Production
Rural Mobile Homes	-	-	2.70 – 4.58	Trips / DU	Trip Production
Rural Multi-Family	-	-	3.52 – 5.99	Trips / DU	Trip Production
Timber / Dry-Grazing Home-sites	-	-	3.29 – 4.39	Trips / DU	Trip Production
Schools	522	1.48 - 2.81	1.47	Trips / Stud.	Trip Attraction
Church	560	4.35 - 13.14	3.53 – 8.31	Trips / KSF	Trip Attraction
Minor Commercial	820	17.27 - 81.53	23.71 – 39.19	Trips / KSF	Trip Attraction
Major Commercial	820	17.27 - 81.53	23.72 – 39.20	Trips / KSF	Trip Attraction
Motels/ Hotels	320	1.65 - 4.38	2.91 – 5.12	Trips/ Room	Trip Attraction
Campgrounds/ Cabins	416	0.18 - 0.35	0.88 – 1.54	Trips / Unit	Trip Attraction
Service Station	-	-	35.34 – 60.32	Trips / KSF	Trip Attraction
Multiple Use / Other Commercial -Industrial	-	-	23.38 – 39.19	Trips / KSF	Trip Attraction
Industrial	110	0.34 - 43.86	3.88 – 6.34	Trips / KSF	Trip Attraction
Public Lands / Water Co.	-	-	0.0 – 0.01	Trips / Acre	Trip Attraction
Recreation	-	-	1.05	Trips	Trip Attraction
Casino	-	-	1.00	Trips	Trip Attraction
Notes:					
¹ Daily trip rates were based on a combination of survey data, ITE trip generation rates, traffic counts, and AirSage trip data.					
² DU = Dwelling Units; Stud. = Students					

2.7 ZONAL VACANCY RATE UPDATES

Tuolumne County contains a significant number of vacant or seasonally-occupied residences in some areas that are included in the RTDM land use inputs, but which do not generate significant amounts of traffic on an annualized average basis. The vacancy rates in the prior Tuolumne County RTDM were derived using US Census American Community Survey data for Tuolumne County. Since 2015, the percentage of occupied homes in Tuolumne County has stayed relatively consistent. Therefore, the vacancy rates from the prior model were generally maintained. Vacancy rates for some TAZs were updated to better reflect current trip data. The vacancy rates for the new TAZs were derived from the vacancy rates from adjacent TAZs.

2.8 TRIP PURPOSES

The RTDM utilizes the Base Year land use input file (*Demographics_2023.bin*) along with the zonal trip generation rates (*crossclasspa.bin*) to compute the total daily trip generation for each TAZ. The RTDM trip generation rates, and resulting daily trips, are disaggregated into “trip purposes”. The RTDM utilizes six basic trip purposes that are further classified into trip types depending on trip origins and destinations within the model area (i.e., internal-to-external trips, external-to-internal trips, and external-to-external trips) as shown in **Table 2.4**.

Table 2.4 - Model Trip Purpose Descriptions

Model Trip Purpose	Description
Home-Based-Work (HBW)	Represents work commute trips between home and work destinations.
Home-Based-School (HBS)	Represents school trips that begin/end at home.
Home-Based-Other (HBO)	Includes all trips that begin/end at home that do not begin/end at work or school.
Non-Home-Based (NHB)	Includes all trips that begin/end at work that do not begin/end at home.
Home-Based-Recreation (NHR)	Includes all trips that begin/end at Yosemite National Park that begin/end at home.
Home-Based-Casino (NHC)	Includes all trips that begin/end at a Casino that begin/end at home.
Internal-External (I-X)	Trips that originate within Tuolumne County that terminate outside Tuolumne County.
External-Internal (X-I)	Trips that originate outside Tuolumne County but terminate within Tuolumne County.
External-External (X-X)	Trips that neither originate nor terminate within Tuolumne County (through trips).
Notes: <i>The model also disaggregates I-X and X-I trips to HBW, HBO, NHB, NHR and NHC trip purposes.</i>	

The daily trips are classified into “trip productions” and “trip attractions” by trip purpose, depending on the type of land use that generates those trips. In general, residential uses are considered trip producers, while non-residential uses such as office, commercial, industrial, and school uses are considered trip attractors.

The original RTDM utilized typical generalized model trip purpose splits from the Transportation Research Board (TRB) Publication titled *Travel Estimation Techniques for Urban Planning* (NCHRP Report 365, TRB, 1998). The trip generation rate purpose percentages were refined during the 2015 update to balance trip productions and attractions by type. The trip generation rate purpose percentages were further refined during the 2020 RTDM update based on AirSage data. The 2020 RTDM trip generation rate purpose percentages were retained for the 2023 RTDM update. **Table 2.5** summarizes the calibrated trip purpose percentages in the Base Year (2023) RTDM compared to those in prior versions of the model.

Table 2.5 - Year 2015 Model Trip Purpose Percentages

Model Trip Purpose	Initial Percentages Based on NCHRP Report 365 ¹	Calibrated Percentages for Base Year (2015) RTDM	Calibrated Percentages for Base Year (2023) RTDM
Home-Based-Work (HBW)	20 %	26 %	23%
Home-Based-Other ² (HBO = HBS + HBO)	57 %	52 %	52%
Non-Home Based (NHB = NHB + NHR + NHC)	23 %	22 %	25%
Total All Trip Purposes	100 %	100 %	100%
Notes: ¹ Based on weighted income average for urban areas with a population between 50,000 and 199,999. ² Home-Based-School and Home-Based-Other percentages are combined as Home-Based-Other for comparison.			

Trip balancing for the Productions and Attractions is performed during the model trip generation step such that the zonal trip attraction totals for HBW, HBO and NHB purposes are adjusted to match zonal trip production totals. Similarly, the zonal trip production totals for HBS, NHR, and NHC purposes are adjusted to match zonal trip attraction totals. It is important that trip productions and attractions are balanced as

closely as possible prior to the model performing trip balancing, so that the overall trips in the system are neither significantly truncated nor inflated. **Table 2.6** summarizes the total unbalanced trip productions and attractions by trip purpose for the Base Year (2023) RTDM.

Table 2.6 - Year 2023 Model Trip Production/Attraction Balance

Trip Purpose	HBW	HBO	NHB	HBS	NHR	NHC	All Trip Types
Productions (Prod)	34,959	65,573	37,772	14,928	65	1,013	154,310
Attractions (Attr)	35,403	65,621	37,717	14,925	67	1,010	154,743
Prod/Attr Ratio	0.99	1.00	1.00	1.00	0.97	1.00	1.00

As shown in **Table 2.6**, all unbalanced productions and attractions for each trip purpose are within three (3) percent. The detailed Base Year (2023) RTDM trip generation rates by trip purpose are presented in **Appendix B**.

2.9 TRIP DISTRIBUTION

The traditional “gravity-based” trip distribution process in the 2015 RTDM was refined during the 2020 update using more modern scripts provided by Caliper Corporation. The 2020 trip distribution process was retained for the 2023 update. The gravity model assumes that the trips between two zones are directly proportional to the number of trips produced by the production zone and the number of trips attracted by the attraction zone and inversely proportional to the impedance (travel time, travel distance, etc.) on the travel paths between two zones. Time matrices and friction factors are used to convert the trip purpose production and attractions by TAZ to a trip origins and destinations (O-D) matrix by TAZ. As part of creating the O-D matrix, the vehicular/transit/bike/walk trips are separated from the person trips using the mode choice sub-model (added to the RTDM during the 2020 update). Bike and walk trips consider several factors when determining destinations, including travel times and impedance along routes. Bike/walk impedance factors include presence and quality of bike/walk facilities, and presence of steep grades.

2.10 EXTERNAL AND VISITOR TRIPS

The major flows of through traffic in the Tuolumne County model area use SR-49, SR-108, and SR-120. The external-external (X-X) through trips were updated based on the latest available 2021 Caltrans Annual Average Daily Traffic (AADT) Counts, 2023 Caltrans PeMS Counts, 2023 Replica Trip Data, traffic count data provided by TCTC, and 24-hour Average Daily Traffic (ADT) counts collected by National Data and Surveying Services (NDS) in May and June 2023.

The RTDM external trip component was further refined during the 2023 update to better account for visitor trips in the County. As mentioned in Section 2.2 of this report, a new external zone was added to represent a new model external gateway at Big Oak Flat Road near Yosemite. The new gateway was added to better capture visitor traffic patterns in eastern Tuolumne County. In addition, origin-destination, trip length, and frequency data was obtained from Replica for both visitor trips and general external trips in the County. The Replica data was used to enhance external trip assumptions in the RTDM with more realistic trips to/from recreational and lodging destinations (Yosemite, hotels, campgrounds, casinos, etc.).

2.11 TRAVEL MODE CHOICE

The RTDM is a conventional “four-step model” that consists of trip generation, trip distribution, mode choice, and trip assignment steps. The original RTDM included a rudimentary level mode choice component consistent with techniques described in *National Cooperative Highway Research Program (NCHRP) Report 365 – Travel Estimation Techniques for Urban Planning* (Transportation Research Board, National Research Council, 1998). Caliper Corporation replaced the original mode choice component with a standard, fully featured mode choice sub-model as part of the 2020 update.

The RTDM mode choice sub-model disaggregates daily “person trips” generated by County land uses into multi-modal trips including vehicular, transit, bike, and walk trips. Mode share targets were developed for the sub-model based on a combination of data from the US Census American Community Survey 2017, Tuolumne County Transit Agency ridership data, and bicycle/pedestrian count and survey data. Slightly higher mode share targets were set for the Sonora area than for the rest of the County, as that is where the majority of transit and bike/walk trips were observed to occur. The mode choice sub-model uses the mode share targets, land uses, and model network to determine overall mode share for trips in the County. The final RTDM Base Year (2023) mode share splits/percentages are summarized in **Table 2.7** and **Table 2.8**.

Table 2.7 - Tuolumne County Mode Share Percentages

Mode Share	Trip Purpose			
	HBW ¹	HBO ¹	NHB ¹	HBS ¹
Drive	95.1%	94.8%	91.6%	67.2%
Transit	1.0%	1.1%	1.3%	25.2%
Walk	3.4%	3.5%	6.2%	4.1%
Bike	0.5%	0.6%	1.0%	3.6%
Notes: ¹ HBW = Home-Based-Work, HBO = Home-Based-Other, NHB = Non-Home-Based, HBS = Home-Based-School.				

Table 2.8 - Sonora Area Mode Share Percentages

Mode Share	Trip Purpose			
	HBW ¹	HBO ¹	NHB ¹	HBS ¹
Drive	86.5%	85.5%	82.4%	51.9%
Transit	3.7%	4.4%	4.1%	27.9%
Walk	9.3%	9.2%	12.5%	12.2%
Bike	0.5%	1.0%	1.0%	8.0%
Notes: ¹ HBW = Home-Based-Work, HBO = Home-Based-Other, NHB = Non-Home-Based, HBS = Home-Based-School.				

The RTDM mode choice sub-model creates production-attraction trip matrices for each mode, including vehicular (drive), transit (bus), bike, and walk modes.

2.12 TRAFFIC ASSIGNMENT

As part of this step, the daily (Daily_OD_Matrix.mtx) and PM peak hour (PM_Hourly_OD_Matrix.mtx) O-D vehicular trip matrices are assigned to the roadway network using the traffic assignment functions offered by TransCAD. The capacity-restrained “user equilibrium” assignment procedure is used. Multiple assignment iterations and three feedback loops are performed until satisfactory convergence of model-predicted traffic flows are obtained. As the end output of the assignment procedure, traffic volume output files (Daily_Flows.bin and PM_Flows.bin) are created containing model estimated daily and PM peak hour volumes.

As part of the 2020 update, the RTDM was modified to include assignment steps for bike, walk, and transit trips. The Daily_Bike_OD.mtx file is assigned to the non-motorized network, and a bike volume output file (Daily_Bike_Flows.bin) is created. The Daily_Walk_OD.mtx file is assigned to the non-motorized network, and a walk volume output file (Daily_Walk_Flows.bin) is created. The Daily_Bus_OD_Matrtix.mtx file is assigned to the transit network, and a transit volume output file (Daily_Transit_Flows.bin) is created.

3 COMPONENTS OF THE UPDATED MODEL

The Tuolumne County RTDM consists of three key components: input data, model steps, and output data. The input data are data files prepared by the modeler representing different aspects of Tuolumne County's land use and transportation network conditions. The model steps represent the four-step computation processes (plus supporting steps) that the model goes through in determining traffic flows. These steps are common to most traffic models and include trip generation, trip distribution, mode choice, and trip assignment, in that order. The output data represent data files that are created by the model, and essentially represent model-predicted travel/traffic demands and patterns. Some intermediate output files created by the model may also serve as inputs to other subsequent final steps completed by the model.

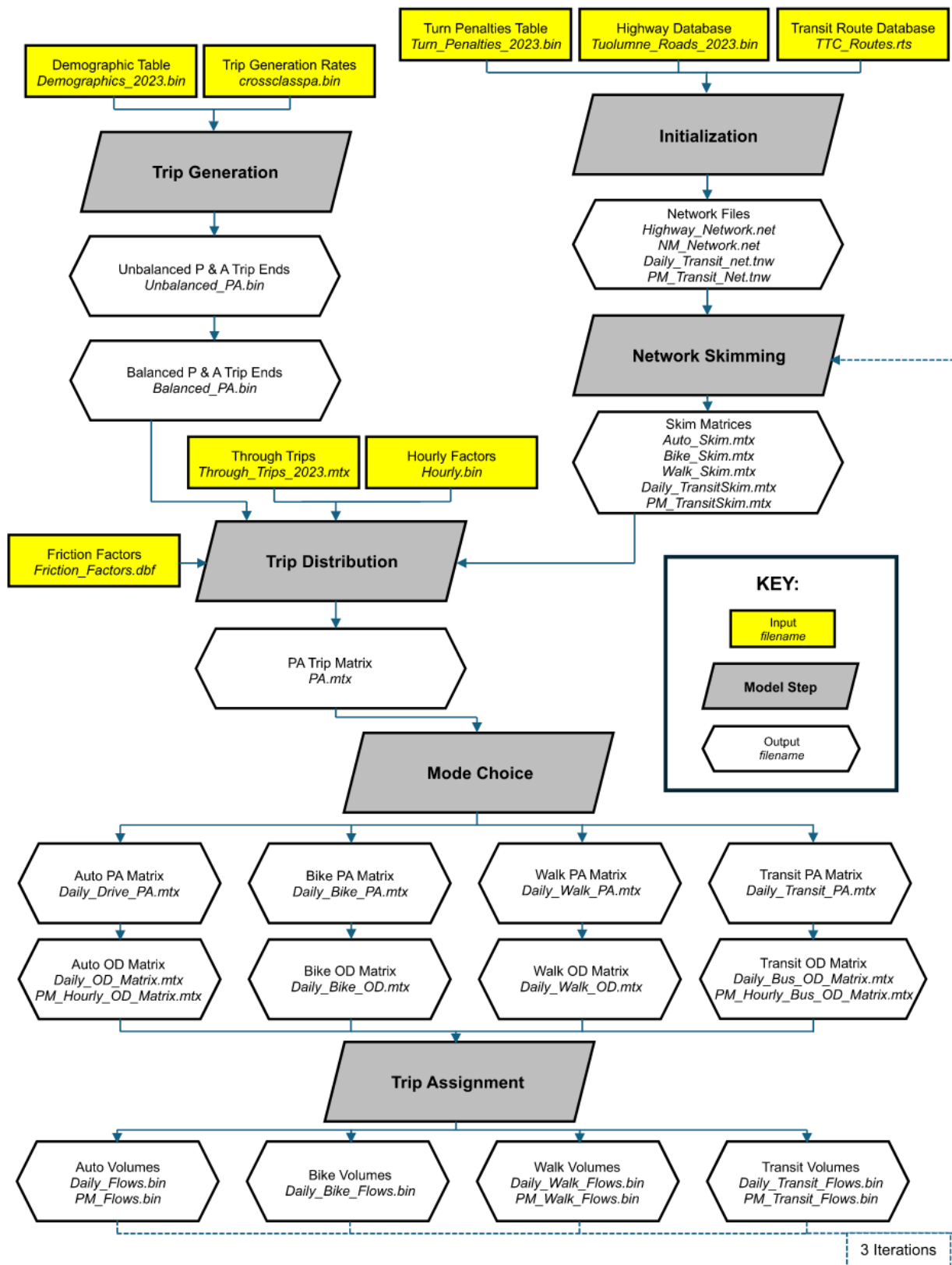
3.1 MODEL STEPS AND FILES

A flow chart showing the sequence of steps in the updated model is included in **Figure 3.1**, and the individual components of the model are described below:

1. Turn Penalties Table (*Turn_Penalties_2023.bin*): This file contains information regarding major turning movement delays at intersections, such as left-turns across major roads, that need to be accounted for in the model. This file also identifies prohibited turning movements at intersections.
2. Highway Database (*Tuolumne_Roads_2023.dbd*): This is a set of network input files showing the length, location, free-flow speed, lanes, capacity, and other characteristics of the roadway network throughout Tuolumne County. The *Tuolumne_Roads_2023.dbd* file was updated comprehensively from the base year 2015 version to include several new TAZ's and corresponding centroid connectors, recent roadway improvements, bicycle and pedestrian facilities, and other link attribute data refinements.
3. Transit Route Database (*TTC_Routes.rts*): This is a set of network input files representing the fixed Tuolumne County Transit bus routes and stops throughout Tuolumne County. The Yosemite Area Regional Transportation System (YARTS) and SkiBUS routes are also included.
4. Initialization: In this step, the model imports the Highway and Transit Route databases, as well as the turn penalty data, and converts them into TransCAD network format. Some basic characteristics of the input data are checked (e.g., no two links can have the same ID number), additional attributes are calculated, and an error message may occur if problems are detected. The outputs from the initialization step are TransCAD network files for use in later steps in the model (*Highway_Network.net*, *NM_Network.net*, *Daily_Transit_net.tnw*, and *PM_Transit_Net.tnw*). Note that *NM_Network.net* is the Non-Motorized network for bike and pedestrian trips.
5. Demographic Table (*Demographics_2023.bin*): The land-use quantities contained within the traffic analysis zones (TAZ's) are stored in this file. This includes such items as the number of single- and multi-family dwelling units, residential vacancy rates (percent of vacant units), and the square footage or acreage of commercial, industrial, and other non-residential land uses.
6. Trip Generation Rates (*crossclasspa.bin*): This file contains the daily trip production and attraction trip rates, disaggregated by trip purpose, for each of the land uses listed in the demographic table. For example, a cell in this table would contain the average number of daily Home-Based Work (HBW) trips per occupied single-family dwelling.
7. Trip Generation: This step multiplies the Demographic and Trip Generation Rate (cross-classification) tables together to produce an initial estimate of zonal trip ends, and then balances trip production and attraction totals by trip purpose. The Trip Generation step applies the vacancy rates to all residential land uses before applying the Trip Generation Rates from the cross-classification file. The intermediate output file contains the model's initial estimate of zonal unbalanced trips estimated based on multiplying the demographic data by the cross-classification data (*Unbalanced_PA.bin*). The model then balances the trip production and attraction estimates so that they match (*Balanced_PA.bin*).

8. Network Skimming: This step analyzes the travel times for all of the possible routes between each origin TAZ and each destination TAZ. Files are created which store information on the shortest path between each origin-destination zone pair for each travel mode network (auto, bike, walk, and transit). The data is stored in the form of TAZ-to-TAZ matrices with each cell showing the shortest inter-zonal travel time in minutes and miles (Auto_Skim.mtx, Bike_Skim.mtx, Walk_Skim.mtx, Daily_TransitSkim.mtx, PM_TransitSkim.mtx).
9. Through Trips (*Through Trips_2023.mtx*): This file identifies the number of through trips (i.e., trips that pass through Tuolumne County without stopping) in an External Zone to External Zone format.
10. Hourly Factors (*Hourly.bin*): This file identifies the percentage distribution of daily trips for each hour of a 24-hour day. The file is in the form of a matrix with one row for each hour of the day and two columns for each trip purpose, one for the departure trip and the other for the return trip. The Tuolumne County model includes a basic PM peak hour component from 17:00 to 18:00 hours (5:00 PM to 6:00 PM). Note that the Tuolumne County RTDM is primarily validated to average daily travel conditions, and secondarily to average PM peak hour travel conditions.
11. Friction Factors (*Friction Factors.dbf*): This file contains the factors used in determining the relative attractiveness of each destination zone based on the travel time from the origin TAZ to the destination TAZ. The friction factors were last calibrated during the 2020 RTDM update using AirSage trip length and frequency data.
12. Trip Distribution: This step applies a traditional “gravity-based” trip distribution process using standard scripts provided by Caliper. The RTDM takes the balanced person trips and creates a production/attraction matrix file by TAZ (PA.mtx).
13. Mode Choice: This step takes the person trips in the production/attraction matrix and divides them into separate modes of travel, including automobile, bike, walk, and transit. The mode choice sub-model uses the skim matrix files from the Network Skimming step, as well as area-specific parameters coded into the model, to calculate the probabilities that different trip types will use the various modes of travel between each TAZ pair. The mode choice step creates production/attraction matrix files for each mode (Daily_Drive_PA.mtx, Daily_Bike_PA.mtx, Daily_Walk_PA.mtx, and Daily_Transit_PA.mtx).
14. P-A to O-D Matrix Transposition: Using the PA matrix files, the RTDM completes a matrix transposition process to produce output O-D files containing the number of trips between each O-D pair under both daily and PM peak hour conditions (Daily_OD_Matrix.mtx, PM_Hourly_OD_Matrix.mtx, Daily_Bike_OD.mtx, Daily_Walk_OD.mtx, Daily_Bus_OD_Matrix.mtx, PM_Hourly_Bus_OD_Matrix.mtx).
15. Trip Assignment: This step assigns the daily and PM peak hour O-D trip matrices to the roadway network for all travel modes using the traffic assignment functions offered by TransCAD. The capacity-restrained “user equilibrium” assignment procedure is used. Multiple assignment iterations and three feedback loops are performed until satisfactory convergence of model-predicted traffic flows are obtained. Traffic volume output files are created containing model estimated daily and PM peak hour volumes for the automobile mode (Daily_Flows.bin, PM_Flows.bin), bike/pedestrians modes (Daily_Bike_Flows.bin, Daily_Walk_Flows.bin, PM_Walk_Flows.bin), and transit mode (Daily_Transit_Flows.bin, PM_Transit_Flows.bin).

Figure 3.1 - Components of the Travel Demand Model



4 MODEL VALIDATION

“Static validation” is the term used to describe the model’s performance as it relates to how well the model’s estimate of roadway segment traffic volumes for the Base Year (i.e., 2023) matches existing field-observed traffic counts. Caltrans has identified certain guidelines regarding acceptability for forecasting future year traffic. Described below is a summary of the model’s performance, validated per guidelines specified the Caltrans *Travel Forecasting Guidelines*, November 1992.

4.1 VALIDATION COMPARISON TECHNIQUES

The Base Year (2023) RTDM accuracy was tested using the comparison techniques listed below.

- The volume-to-count ratio is computed by dividing the total volume assigned by the model on selected individual roadways and the total traffic count volume for those selected individual roadways.
- The *Deviation* is the difference between the model volume and the actual count divided by the actual count.
- The *Correlation Coefficient* estimates the correlation between the actual traffic counts and the estimated traffic volumes from the model.
- The *Coefficient of Determination* (R^2) is the proportion of variability between the actual traffic counts and the estimated traffic volumes from the model.
- The percent *Root Mean Square Error* (RMSE) is the square-root of the model volume minus the actual count squared divided by the number of counts. It is a measure similar to standard deviation in that it assesses the accuracy of the entire model.

4.2 MODEL VALIDATION STANDARDS

For a model to be considered reasonably accurate and appropriate for use in traffic forecasting, it must replicate actual conditions within a certain level of allowable variability. Since it would be practically impossible for any model to precisely replicate all counts, validation guidelines have been established. Key validation targets established for this RTDM update, based on Caltrans’ *Travel Forecasting Guidelines* and typical industry validation standards, are summarized below.

- A minimum of 75 percent of the roadway links should be within their maximum desirable deviation, which ranges from approximately 20 to 68 percent depending on total volume (Caltrans guideline)
- The model-wide correlation coefficient should be greater than 0.88 (Caltrans guideline)
- The model-wide coefficient of determination (R^2) should be greater than 0.88 (typical industry standard)
- The maximum acceptable RMSE should not exceed 40 percent (typical industry standard)
- The total deviation by functional classification should not exceed the following percentages
- (Caltrans guideline):
 - Freeways/Highways: 7 percent
 - Arterial-HiCap: 10 percent
 - Arterial-LoCap: 15 percent
 - Collectors: 25 percent
 - Frontage/Local Roads: 25 percent

Table 4.1 summarizes the allowable deviation in daily traffic volumes on roadway links that were derived from Caltrans’ *Travel Forecasting Guidelines* document (refer to “*Caltrans’ Criteria for Allowable % Error in the Model*” graphic included as **Appendix C**). As stated in the first bullet above, the allowable deviation in

daily traffic volumes on an individual roadway link ranges from approximately 20 to 68 percent depending on the total volume. This allowable deviation is based on the potential deviation in a single traffic count from one day to other days, which can range from 0 to 20 percent depending on the traffic volume. As shown in **Table 4.1**, the allowable deviation is based on the quantity of traffic counted on an individual roadway segment. A higher deviation is allowed on lower volume links where higher variability can occur, and a lower deviation is allowed on higher volume links where more consistent traffic volumes occur on a day-to-day basis.

Table 4.1 - Caltrans Allowable Percent Deviation for RTDMs

Daily Base Year Traffic Count	Maximum Percent Deviation	Daily Base Year Traffic Count	Maximum Percent Deviation
0-1,249	68%	15,000-16,249	30%
1,250-2,499	63%	16,250-18,749	29%
2,500-3,749	58%	18,750-21,249	28%
3,750-4,999	52%	21,250-23,749	27%
5,000-6,249	48%	23,750-26,249	26%
6,250-7,499	44%	26,250-28,749	25%
7,500-8,749	41%	28,750-34,999	24%
8,750-9,999	38%	35,000-37,499	23%
10,000-11,249	36%	37,500-42,499	22%
11,250-12,499	34%	42,500-47,499	21%
12,500-13,749	33%	47,500 or Greater	20%
13,750-14,999	31%		

4.3 MODEL VALIDATION RESULTS

Iterative refinements that include adjustments of network link speeds and capacities were performed to achieve acceptable levels of validation between traffic counts and RTDM estimated traffic volumes under annualized average weekday travel conditions.

The Base Year (2023) RTDM daily conditions were validated for link volumes on 131 directional roadway segments. A detailed validation summary report is included as **Appendix D**. The resulting validation statistics are summarized in **Table 4.2** and **Table 4.3**.

Table 4.2 - Static Link Validation Results for the Base Year (2023)

Validation Statistic (Total Number of Directional Links =131)	Link Validation Target	Validated Daily Model Actual Results	Met Validation Criteria?
Volume to Count Percent Error	< -/+5 %	1%	YES
Percent of Directional Links Within Allowable Maximum Deviation	>75%	85%	YES
Correlation Coefficient	>88%	95%	YES
Coefficient of Determination (R-Squared Value)	>0.88	0.90	YES
Overall Percent RMSE	<40 %	28%	YES

Table 4.3 - Static Functional Classification Validation Results for Base Year (2023)

Roadway Functional Classification	% Error Target	Total Count Volume	Total Model Volume	Daily Model % Error	Met FC Target?
Freeways/Highways	< -/+7%	540,053	568,152	5%	YES
Arterial-HiCap	< -/+10%	266,139	254,658	-4%	YES
Arterial-LoCap	< -/+15%	84,722	85,090	0%	YES
Collectors	< -/+25%	63,854	61,804	-3%	YES
Frontage/Local Roads	< -/+25%	33,625	29,229	-13%	YES
Total:		988,393	998,933	1%	-

As shown in **Table 4.2** and **Table 4.3**, the Base Year (2023) RTDM generates results that meet/exceed the model validation criteria (as described in the previous section) under average weekday conditions. **Appendix E** shows the daily volume plot for the Base Year (2023) RTDM.

The model also completes a PM peak hour trip assignment module that outputs a PM peak hour volume file (*PM_Flows.bin*). It is important to note however that the traffic model is calibrated primarily at a daily traffic forecasts level and secondarily at a PM peak hour traffic forecasts level. Since the model does not use actual PM peak hour trip generation rates by land use type to derive the PM peak hour traffic forecasts, the model should be technically regarded as an ADT model only. However, based on comparison of the year 2023 PM peak hour model volumes to available 2023 PM Peak hour ground counts, the PM peak hour model volumes are observed to be within 1% of the ground counts.

5 FUTURE YEAR MODELS

Upon completion, calibration, and validation of the updated Base Year (2023) RTDM, separate future year models were created for the Interim Year 2040 and Horizon Year 2050. The procedures used for development of future year models, including the creation of future year land uses and roadway networks, are discussed in the following sections.

5.1 FUTURE YEAR LAND USE FORECASTS

Tuolumne County has used the UPlan land use forecasting tool during the last several Regional Transportation Plan and General Plan updates to determine where future population (new homes) and employment (new commercial/industrial) growth would likely occur. The UPlan tool was developed by UC Davis and has gone through several versions over the years. Under the current 2024 Regional Transportation Plan Update effort, the County's UPlan tool has been revisited to develop new population and land use forecasts that reflect the latest changes in policy and trends. A new UPlan tool was developed using the latest available UPlan version 4.0 software. The new UPlan 4.0 tool was developed using all of the input layers listed for the 2018 General Plan UPlan Tool, as well as several new input layers that reflected recent policy changes. The most significant new input layers were CalFire's Very High Fire Hazard Zones recently updated in 2022, and Tuolumne County's Low Vehicle Miles Traveled (VMT) Screening Areas that were developed as part of the *Tuolumne County Vehicle Miles Traveled Impact Analysis Guidelines* (March 2022).

UPlan is a simple rule-based urban growth model intended for Regional or Countywide applications that allows for forecasting future land development based on consideration of a system of several inter-related local and regional conditions/inputs. The UPlan model intakes demographics factors (such as population, employment, economic and housing statistics) and County General Plan land use maps as basic inputs and then estimates where and how much future growth is possible within a "cell" (that could be a TAZ, tract or some other geographical area) by using a system of constraints, positive attractors, and negative attractors. Positive attractors considered by the UPlan model include factors such as identified communities, public facilities, utilities, and low VMT areas. Negative attractors considered include factors such as steep slopes, flood zones, wetlands, and very high fire hazard zones.

UPlan based land use forecasting for future years was completed by Wood Rodgers staff in coordination with TCTC and County staff, and the output land use data (categorized by RTDM TAZs) was prepared by Wood Rodgers for use with the future year RTDM scenarios. The Low Growth UPlan forecasts were selected by TCTC and the County. The UPlan scenarios represent incremental land use growth allocations on top of base-year (2023) conditions for future years of 2040 and 2050.

Wood Rodgers performed the following "post-processing" tasks when preparing future land use data inputs for the Tuolumne County RTDM.

- Used the ITE Trip Generation Rates from *the ITE Trip Generation Manual 11th Edition* to convert the UPlan employment land use data into RTDM land use input data for the future year scenarios.
- Calculated the annual growth rate from 2023 to 2050 to derive the 2040 growth scenario.
- Incrementally added the UPlan land use low growth forecasts for the year 2040 growth scenario to the validated Base Year (year 2023) land use data to derive the year 2040 growth scenario cumulative land use data categorized by RTDM land use types.
- Incrementally added the UPlan land use growth forecasts for the year 2050 growth scenario to the validated Base Year (year 2023) land use data obtain year 2050 growth scenario cumulative land use data categorized by RTDM land use types.
- Identified reasonably foreseeable approved and pending future developments and added those proposed land use quantities to the appropriate future RTDM land use databases (in addition to UPlan growth).

Table 5.1 summarizes the finalized future year land use inputs used in the future year RTDM.

Table 5.1 - Summary of Future Year Land Uses

No.	Model Land Use Category ¹ (Units used by the model)	Base Year 2023	Interim Year 2040 Scenario	Horizon Year 2050 Scenario
1	Single Family (Dwelling Units)	19,754	20,453	20,820
2	Mobile Homes (Dwelling Units)	976	976	976
3	Multi-Family (Dwelling Units)	1,905	2,337	2,408
4	Condo/Townhouse (Dwelling Units)	301	301	301
5	Multiple Residential (Dwelling Units)	896	897	897
6	Rrual Single Family (Dwelling Units)	3,058	3,081	3,081
7	Rural Mobile Homes (Dwelling Units)	2,286	2,286	2,286
8	Rural Multi-Family (Dwelling Units)	748	748	748
9	Schools (Students)	11,806	11,806	11,806
10	Timber / Dry-Grazing Home-sites (Dwelling Units)	350	350	350
11	Church (KSF)	543	543	543
12	Minor Commercial (KSF)	1,956	2,080	2,138
13	Major Commercial (KSF)	2,715	2,833	2,857
14	Motels/Hotels (Rooms)	1136	1,336	1,336
15	Campgrounds/Cabins (Units)	2,373	2,785	2,785
16	Service Station (KSF)	37	37	37
17	Multiple Use/Other Commercial-Industrial (KSF)	1,274	1,310	1,310
18	Industrial (KSF)	1,868	1,953	1,966
19	Public Lands / Water Co. (Acres)	10,998	10,998	10,998
20	Recreation (Acres)	668	668	668
21	Casino (Trips)	5,050	6,603	6,603
Notes: ¹ KSF = 1,000 square feet				

Future year land use databases for year 2040 and 2050, categorized by TAZ, are shown in **Appendix F**.

5.2 FUTURE YEAR TRIP PRODUCTIONS AND ATTRACTIONS

Future year model TAZ trip productions and attractions were checked for a reasonable overall balance in the number of trips assigned to future year roadway networks. The final internal TAZ trip totals for future year scenarios are summarized in **Table 5.2**.

Table 5.2 - Future Year Models Trip Production/Attraction Balance

Trip Type	Base Year 2023	Interim Year 2040 Growth Scenario	Horizon Year 2050 Growth Scenario
Productions (All Trip Types)	154,310	161,650	163,704
Attractions (All Trip Types)	154,743	162,244	164,428
Productions/Attractions Ratio	1.00	1.00	1.00

Growth of external-to-external (X-X) trips for future years was kept consistent with the assumptions made in the prior (2015 and 2020) RTDM updates. The model uses an estimated X-X trips growth rate of approximately 0.5%-4.0% per year, depending on the roadway and route. The estimated growth rates were derived from a review of annual historical traffic growth rates on key Caltrans external gateways.

5.3 FUTURE YEAR ROADWAY NETWORK CHANGES

The year 2040 and 2050 models incorporate a number of improvements to the roadway network on top of the Base Year (2023) model network. The identified improvements are from the 2024 Tuolumne County RTP Update Project List (Appendix N of the RTP), developed by TCTC staff with input from the County and City of Sonora. Tier 1, or “Constrained”, improvement projects are those projects with funding identified. Tier 2, or “Unconstrained”, improvement projects are those projects with no funding identified. The timing of each Constrained improvement project was determined based on preliminary project schedule information provided by TCTC. All Unconstrained improvement projects were assumed to be completed beyond year 2040.

The 2040 Constrained future model scenario was run with Tier 1 improvements assumed to be completed by the Interim Year 2040. The Tier 1 Constrained roadway projects assumed to be completed by 2040 are listed in **Table 5.3**. The 2050 Constrained future model scenario was run with Tier 1 improvements assumed to be completed by the Horizon Year 2050. The Tier 1 Constrained roadway projects assumed to be completed by 2050 are listed in **Table 5.3** and **Table 5.4**. The 2050 Unconstrained future model scenario was run with Tier 1 and Tier 2 improvements assumed to be completed by the Horizon Year 2050. The Tier 2 Unconstrained roadway projects are listed in **Table 5.5**. Note that only those projects from the 2024 RTP Update Project List (Appendix N of the RTP) that were potentially relevant to the RTDM were included in **Tables 5.3** through **5.5**.

Note that the 2050 Unconstrained scenario was prepared for informational/analysis purposes only in service of the Tuolumne County 2024 RTP Update. The future year 2050 land use assumptions were the same for the Constrained and Unconstrained versions of the model. The 2040 Constrained and 2050 Constrained scenarios represent the most likely future scenarios and therefore are the default future year RTDM scenarios that should be used for most analyses moving forward. **Appendix G** shows the daily volume plot for the future year 2040 RTDM. **Appendix H** shows the daily volume plot for the future year 2050 RTDM (Constrained).

Table 5.3 - Summary of Future Year 2040 Tier 1 Constrained Model Network Changes

ID	Improvement Project	Type	Changes to Model
1	Jamestown Safe, Healthy, and Equitable Streets Improvement Project	State Highway Project	Widened SR-49/SR-108 links to 5-lanes in Jamestown from west of South Main Street to Fifth Ave.
7	SR-120/SR-49 Moccasin - Left Turn Channelization	State Highway Project	No change to roadway network.
8	SR 49 Realignment of Curve from Jack Ass Hill Rd to Tim Horne Mine Rd	State Highway Project	Realigned the curve on the SR 49 link from Jack Ass Hill Rd to Tim Horne Mine Rd.
9	SR 120 Install Guardrails from Old Priest Grade to Coulterville Rd	State Highway Project	No change to roadway network.
13	SR 108 - SR 49 to SR 120 - Climbing Lanes	State Highway Project	Updated corresponding link attributes by increasing the capacity.
14	SR 108/120 - La Grange Rd to O'Byrnes Ferry Rd - Climbing Lanes	State Highway Project	Updated corresponding link attributes by increasing the capacity.
16	South Washington Rd/SR 108/Lime Kiln Road Intersection - Operational Improvements	State Highway Project	No change to roadway network.
18	SR 108/120 Eastbound Realignment of Rockhouse Curve	State Highway Project	No change to roadway network.
52	Reconstruction of Evergreen Road	Local Roads and Streets	No change to roadway network.
53	New Rawhide Bridge and Rawhide Rd Realignment with SR 108/49	Local Roads and Streets	Realigned Rawhide Rd links to form an intersection with Main St and SR 108-49.
57	Parrotts Ferry Road Signalization @ Sawmill Flat Road	Local Roads and Streets	No change to roadway network.
58	Algerine Road - Crossing Blanket Creek Bridge Replacement	Local Roads and Streets	No change to roadway network.
59	Draper Mine Road - Crossing Curtis Creek	Local Roads and Streets	Realigned the link so the "S" in the existing road was eliminated.
60	Lime Kiln Road Crossing Curtis Creek Bridge Replacement	Local Roads and Streets	No change to roadway network.
61	Italian Bar Road - Crossing Rose Creek Bridge Replacement	Local Roads and Streets	No change to roadway network.
62	Old Wards Ferry Road - Crossing Curtis Creek Bridge	Local Roads and Streets	No change to roadway network.
63	Red Hill Road - Crossing Six Bit Creek Ford	Local Roads and Streets	No change to roadway network.
64	Wards Ferry Road - Crossing Deer Creek Bridge	Local Roads and Streets	No change to roadway network.
66	Algerine Road - Crossing Algerine Creek Bridge Replacement	Local Roads and Streets	No change to roadway network.
67	Lime Kiln Road Crossing Sullivan Creek Bridge Replacement	Local Roads and Streets	Realigned Lime Kiln Rd link.
68	Rawhide Road Bridge - Crossing Peppermint Creek	Local Roads and Streets	No change to roadway network.
69	Countywide Safe Speed Limits	Local Roads and Streets	No change to roadway network.
70	High Friction Surface Treatment	Local Roads and Streets	No change to roadway network.

Table 5.4 - Summary of Future Year 2050 Tier 1 Constrained Model Network Changes

ID	Improvement Project	Type	Changes to Model
2	SR-108/49 & Chicken Ranch Rd - Intersection Improvements	State Highway Project	No change to roadway network.
3	SR 120 & Old Priest Grade Top Grade - Left Turn Channelization	State Highway Project	No change to roadway network.
4	SR 108/49 - Chicken Ranch Rd to South Main St - Continuous Left Turn Lane	State Highway Project	Updated corresponding link attributes by increasing the capacity.
5	Intersection Improvements at SR 49/Columbia Way - Complete Streets Improvements	State Highway Project	No change to roadway network.
6	SR 49 Left Turn Channelization Shaws Flat Road	State Highway Project	No change to roadway network.
10	Install Bicycle Signs along State Highways	State Highway Project	No change to roadway network.
11	SR-108 & SR 49 Stockton Rd Intersection Improvements	State Highway Project	No change to roadway network.
12	SR 108 - Chicken Ranch Rd to SR 49 - Climbing, Acceleration, De-acceleration Lanes	State Highway Project	Updated corresponding link attributes by increasing the capacity.
15	SR 120 - New Priest Grade - Widen Road, install and Add Climbing Lanes	State Highway Project	Updated corresponding link attributes by increasing the capacity.
17	Mono Way Operational and Safety Project	State Highway Project	No change to roadway network.
19	Construct a Park N- Ride Facility - Sonora	Local Roads and Streets	No change to roadway network.
26	SR 49 and Southgate Drive Intersection and Complete Street Improvements	State Highway Project	No change to roadway network.
49	North-South Connector - Phase 1 - Greenley Extension to SR 49	Local Roads and Streets	Added new links - new major collector between Greenley Rd/Lyons Bald Mtn Rd/Lyons St intersection and SR 49 near Columbia Way.
51	Install Bicycle Signs along Various Roads	Local Roads and Streets	No change to roadway network.
54	Safety Improvements @ Tuolumne Rd & Soulsbyville Rd	Local Roads and Streets	No change to roadway network.
56	Safety Improvements @ Tuolumne Rd & Woodham Carne/Black Oak Rd including Possible Realignment	Local Roads and Streets	No change to roadway network.
65	Crystal Falls Drive - Crossing Sullivan Creek Bridge Replacement Project	Local Roads and Streets	No change to roadway network.
71	Jamestown Park-N- Ride Facility	Local Roads and Streets	No change to roadway network.
78	Intersection Improvements @ Sanguinetti Rd	Local Roads and Streets	No change to roadway network.
214	Extend Gardella Ranch Rd to Justice Center Drive	Local Roads and Streets	No change to roadway network.

Table 5.5 - Summary of Future Year 2050 Tier 2 Constrained Model Network Changes

ID	Improvement Project	Type	Changes to Model
25	Changeable Message Signs	State Highway Project	No change to roadway network.
27	SR-108/SR-49 - Stage 3 Widen to Five Lanes from Chicken Ranch Rd to South Main Street	State Highway Project	Updated corresponding link attributes.
28	SR-108/SR-49 - Stage 2 Widen to Five Lanes from Fifth Ave to Stockton Street	State Highway Project	Updated corresponding link attributes.
29	SR-49 Widen to Five Lanes from Parrotts Ferry Rd to the New Greenley Rd Intersection	State Highway Project	Updated corresponding link attributes.
30	SR-120/SR-108 - Widen to a Four Lane Expressway from La Grange Rd to O'Brynes Ferry	State Highway Project	Updated corresponding link attributes.
31	SR-108/SR-120/SR-49	State Highway Project	Updated corresponding link attributes.
32	East Sonora Bypass Stage III	State Highway Project	Added new links to include the new 2 lane expressway from Mono Way/Argyle Rd to N. Sunshine Rd/Mono Vista Rd.
33	SR 108 - New freeway alignment from (west) Twain Harte Drive to Long Barn Road	State Highway Project	Added new links to include the 2 lane expressway on a new alignment between Twain Harte Drive and Long Barn Road.
34	SR 108 Widening to 5 lanes from Mono Way/Via Este to N. Sunshine/Mono Vista Rd	State Highway Project	Updated corresponding link attributes.
35	SR 108 Widen to a Four lane Expressway from SR 49(Stockton Rd to S Washington St/Lime Kiln	State Highway Project	Updated corresponding link attributes.
36	SR-49 Continuous Left Turn Lane from Parrotts Ferry Rd to Columbia Way	State Highway Project	Updated corresponding link attributes by increasing the capacity.
38	Intersection Improvements Twain Harte Drive (North) & SR 108	State Highway Project	No change to roadway network.
39	Intersection Improvements Twain Harte Drive (South) & SR 108	State Highway Project	No change to roadway network.
40	Signalize SR 108/49 & Chabroullian Rd	State Highway Project	No change to roadway network.
41	SR 108/49 & Bell Mooney Rd/Harvard Mine Rd Intersection Improvements	State Highway Project	No change to roadway network.
42	SR 120 & 49 near Chinese Camp - Left Turn Channelization	State Highway Project	No change to roadway network.
43	SR 120/49 & Red Hills Rd Left Turn Channelization	State Highway Project	No change to roadway network.
44	SR 120/49 & Jacksonville Rd - Left Turn Channelization	State Highway Project	No change to roadway network.
45	SR 120 & Old Priest Grade Bottom of Grade-Left Turn Channelization	State Highway Project	No change to roadway network.
46	SR 49 Western Bypass	State Highway Project	No change to roadway network.
47	Intersection Improvements - Ferretti Rd @ SR 120	State Highway Project	No change to roadway network.
48	Roundabout	State Highway Project	No change to roadway network.
50	Plan & Design SR 49 Western Bypass of Sonora	State Highway Project	No change to roadway network.

Table 5.5 - Summary of Future Year 2050 Tier 2 Constrained Model Network Changes

ID	Improvement Project	Type	Changes to Model
72	Jamestown Road - Capacity Improvements	Local Roads and Streets	No change to roadway network.
73	Rawhide Road - Capacity Improvements	Local Roads and Streets	No change to roadway network.
74	Emergency Access Roads Improvements	Local Roads and Streets	No change to roadway network.
75	North South Connector - Phase 3 - Fir Drive Extension from Cabezut Rd to Lyons Bald Mountain Rd	Local Roads and Streets	Added new links - new major collector from Cabezut Rd to Lyons Bald Mountain Rd.
76	North South Connector - Phase 4 - Fir Drive Extension- Greenley Rd Extension to Lyons Bald Mt Rd.	Local Roads and Streets	Added new links - new major collector from Greenley Rd Extension to Lyons Bald Mt Rd.
77	North South Connector - Phase 5 - Cabezut Rd Extension to Phoenix Lake Rd	Local Roads and Streets	Added new links - new major collector from Cabezut Rd to N Hess Ave/Phoenix Lake Rd.
79	Simms Road Bridge- Crossing Six Bit Creek Ford	Local Roads and Streets	No change to roadway network.
80	Tuolumne Road Improvements from Terrace Dr to Lambert Lake Rd	Local Roads and Streets	No change to roadway network.
81	SR 49 (Stockton Rd) Crossing Sonora Creek	Local Roads and Streets	No change to roadway network.
82	Church Street Extension	Local Roads and Streets	Added new links - extension of Church Street to SR 49(Stockton Road) and Southgate Drive.
83	Child Road Extension	Local Roads and Streets	Added new links - extension of Child Drive to Delnero Drive.
84	Delnero Extension to Truckenmiller	Local Roads and Streets	Added new links - connecting Mono Way to Delnero Drive via Truckenmiller Road.
85	Delnero Drive to Cemetery Road	Local Roads and Streets	Added new links - extension of Delnero Drive to Cemetery Road.
86	New Road - South Washington St to Old Wards Ferry Rd	Local Roads and Streets	Added new links - new roadway segment that connects Old Wards Ferry Road to South Washington Street near the Lowe's Shopping Center.
87	Signalization @ South Washington & Church St	Local Roads and Streets	No change to roadway network.
88	West Lytton Road Extension	Local Roads and Streets	Added new links - extension of West Lytton Road to SR 49 and Southgate Drive.
89	Southgate Drive Crossing Sonora Creek	Local Roads and Streets	No change to roadway network.
90	Green Street Crossing Sonora Creek	Local Roads and Streets	No change to roadway network.
91	South Barretta Street Crossing Barretta Street	Local Roads and Streets	No change to roadway network.
92	Columbia Bypass	Local Roads and Streets	Added new links - a new collector road between SR 49 (Columbia) and Parrotts Ferry Road.
93	North South Connector - Phase 2 - Fir Drive Extension - from Mono Way/SR 108 to Cabezut Rd	Local Roads and Streets	Added new links - a new collector road by extending Fir Drive from the intersection of Mono Way & SR 108 to Cabezut Road.
94	Parrotts Ferry Rd Capacity Improvements from SR 49 to Sawmill Flat Rd	Local Roads and Streets	No change to roadway network.

Table 5.5 - Summary of Future Year 2050 Tier 2 Constrained Model Network Changes

ID	Improvement Project	Type	Changes to Model
95	Tuolumne Road Capacity Improvements from Mono Way to Hess Ave	Local Roads and Streets	No change to roadway network.
96	Tuolumne Road Capacity Improvements from Hess Ave to Standard Rd	Local Roads and Streets	No change to roadway network.
97	Intersection Improvements La Grange Road and Bonds Flat Road	Local Roads and Streets	No change to roadway network.
98	Longeway Road Continuous LTL	Local Roads and Streets	Updated corresponding link attributes by increasing the capacity.
99	Parrotts Ferry Rd - Continuous LTL from Sawmill Flat Rd to Airport Rd	Local Roads and Streets	Updated corresponding link attributes by increasing the capacity.
100	Racetrack Rd Widening From Jamestown Rd to Leland Dr	Local Roads and Streets	No change to roadway network.
101	Signalization of Soulsbyville/Crestview & N. Sunshine Rd/Longeway	Local Roads and Streets	No change to roadway network.
102	Twain Harte Drive - Left Turn Channelization	Local Roads and Streets	No change to roadway network.
103	Twain Harte Drive - Capacity Improvements	Local Roads and Streets	No change to roadway network.
104	East Sonora Park & Ride Facility	Local Roads and Streets	No change to roadway network.
105	Intersection Improvements Tuolumne Rd and Cherokee Rd	Local Roads and Streets	No change to roadway network.
106	Left Turn lane Channelization along Tuolumne Rd at the Tuolumne Shopping Center	Local Roads and Streets	No change to roadway network.
107	Mono Way Widening to Five Lanes from Hess Ave to Standard Rd/Peaceful Oak Dr	Local Roads and Streets	Updated corresponding link attributes.
108	Standard Road Widen to Five Lanes from Mono Way to Standard Townsite	Local Roads and Streets	Updated corresponding link attributes.
109	Tuolumne Road Widening to Five Lanes from Standard Rd to Woodham Carne Rd	Local Roads and Streets	Updated corresponding link attributes.
110	Tuolumne Rd - Passing Lanes	Local Roads and Streets	Updated corresponding link attributes by increasing the capacity.
111	Tuolumne Rd North - Passing Lanes	Local Roads and Streets	Updated corresponding link attributes by increasing the capacity.
112	Intersection Improvements Greenley Road and Morning Star Drive/Cabezut Road	Local Roads and Streets	No change to roadway network.
113	Cabezut Road Capacity Improvements	Local Roads and Streets	No change to roadway network.
114	Greenley Road - Capacity Improvements from Lyons Rd to Morning Star Dr.	Local Roads and Streets	No change to roadway network.
115	Greenley Road - Capacity Improvements from Cabezut Rd to Delnero Dr	Local Roads and Streets	No change to roadway network.
116	Peaceful Oak Rd Extension from SR 108 to Phoenix Lake Rd.	Local Roads and Streets	Added new links - extension of Peaceful Oak Rd from SR 108 to Phoenix Lake Rd.
117	Sommette Drive ROW and Pavement Project	Local Roads and Streets	No change to roadway network.
118	La Grange Road - Operational Improvements	Local Roads and Streets	No change to roadway network.

Table 5.5 - Summary of Future Year 2050 Tier 2 Constrained Model Network Changes

ID	Improvement Project	Type	Changes to Model
119	Ponderosa Way Bridge - Crossing Turnback Creek	Local Roads and Streets	No change to roadway network.
120	Wards Ferry Road Culvert - Crossing Blanket Creek	Local Roads and Streets	No change to roadway network.
121	Cedar Springs Road Crossing Turnback Creek	Local Roads and Streets	No change to roadway network.
122	Old Strawberry Road Crossing Stanislaus River	Local Roads and Streets	No change to roadway network.
123	Italian Bar Rd Crossing Eagle Creek	Local Roads and Streets	No change to roadway network.
124	Soulsbyville Road Crossing Curtis Creek	Local Roads and Streets	No change to roadway network.
125	Tuolumne Rd North Access and Goods Movement Improvement Project	Local Roads and Streets	No change to roadway network.
126	Pinecrest Basin Project	Local Roads and Streets	No change to roadway network.
127	J-59 Corridor (La Grange Road) Improvements	Local Roads and Streets	No change to roadway network.
128	Peppermint Creek ingress/egress improvements	Local Roads and Streets	No change to roadway network.
129	Apple Colony Rd ingress/egress improvements	Local Roads and Streets	No change to roadway network.

Appendix A

Base Year (2023) Tuolumne County Model Land Use Data

APPENDIX A

Base Year (2023) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MHDU	MFDU	CTDU	MRDU	RSFDU	RMHDU	RMFDU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
16	1	0	0	0	0	8	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
17	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	71	0.000	0.000	0.000	92.000	0.000	0
18	1	0	0	0	0	2	0	0	0	0	0.000	0.000	0.000	0	79	0.000	9.500	0.000	0.000	0.000	0
20	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	14	0.000	0.000	0.000	0.000	0.000	0
21	6	0	0	0	0	36	2	4	0	0	0.000	0.000	0.000	0	61	0.000	0.000	0.000	0.000	0.000	0
22	3	0	0	0	0	23	3	3	0	0	0.000	2.200	0.000	0	0	0.000	0.000	4.000	0.000	0.000	0
23	13	0	0	0	0	0	0	0	0	0	0.000	1.100	0.000	0	0	1.600	6.500	0.000	0.000	0.000	0
24	54	0	0	0	0	7	0	1	0	0	17.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
25	0	0	0	0	0	0	0	0	57	0	0.000	0.000	0.000	44	309	3.000	82.200	0.000	0.000	0.000	0
26	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	2.500	0.000	0.000	0.000	0
27	29	0	0	0	2	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	2.988	0.000	0.000	0.000	0
28	17	1	0	0	0	47	12	4	0	1	11.800	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
29	0	0	0	0	0	0	0	0	0	0	11.500	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
30	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
31	313	1	0	0	0	1	0	0	0	0	19.700	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
45	262	18	0	0	5	16	0	3	0	0	0.000	3.900	30.000	0	0	0.000	0.000	0.000	0.000	0.000	0
46	845	2	47	18	4	13	1	0	0	0	39.300	17.600	0.000	20	0	0.000	24.300	5.200	0.000	0.000	0
52	1	0	0	0	0	3	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
53	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	45	0.000	0.000	0.000	2.000	166.000	0
54	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	5.000	0
55	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	5.000	0
61	157	16	78	0	2	1	1	0	0	0	19.300	113.500	134.200	0	0	0.000	3.200	5.200	0.000	0.000	0
68	18	2	0	0	6	19	3	2	0	3	21.100	0.000	0.000	20	20	0.000	23.862	0.000	0.000	0.000	0
69	17	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	28	0.000	0.000	0.000	0.000	71.000	0
70	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	373	0.000	0.000	0.000	0.000	71.000	0
73	27	1	0	0	0	46	3	2	0	0	0.000	0.000	23.000	0	0	0.000	0.000	0.000	0.000	0.000	0
75	197	1	0	0	0	35	2	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
76	231	4	0	0	2	41	1	2	86	0	3.800	61.300	0.000	0	0	0.000	0.200	40.460	1.000	0.000	0
80	643	0	2	0	2	3	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
83	48	3	0	0	0	31	11	7	252	3	36.410	0.000	0.000	0	0	0.000	5.300	0.000	0.000	0.000	0
84	21	22	3	0	2	30	11	13	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	2.000	0.000	0
86	0	0	0	0	0	51	85	12	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
90	652	0	2	63	0	0	0	0	0	0	11.600	0.000	0.000	1	0	0.000	0.000	0.000	0.000	0.000	0
91	562	0	0	0	0	0	0	0	140	0	0.000	0.000	0.000	0	55	0.000	0.000	0.000	0.000	0.000	0
92	748	3	0	0	0	6	1	0	0	0	0.000	12.800	0.000	0	1	0.000	0.000	0.000	0.000	0.000	0
93	228	0	0	0	0	3	0	0	0	0	0.000	17.600	14.000	0	0	0.000	0.000	19.200	0.000	0.000	0
94	566	1	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
100	10	0	5	0	0	0	0	0	1600	0	5.600	3.500	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
101	63	0	14	0	29	0	0	0	0	0	11.000	10.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
102	25	0	41	0	15	0	0	0	0	0	4.700	15.000	12.000	0	0	1.300	0.000	0.000	0.000	0.000	0
103	0	0	0	0	0	0	0	0	0	0	0.000	47.000	37.300	30	0	0.000	10.300	0.000	0.000	0.000	0
104	0	0	0	0	0	0	0	0	0	0	0.000	115.100	9.300	0	0	0.000	5.110	0.000	0.000	0.000	0
105	1	0	7	0	0	0	0	0	0	0	2.500	40.200	9.700	0	0	0.000	9.400	0.000	0.000	0.000	0
106	119	0	50	0	21	1	0	0	0	0	6.500	33.300	14.200	0	0	0.000	1.100	0.000	0.000	0.000	0
107	30	0	25	0	9	0	0	0	0	0	0.000	1.200	13.000	0	0	1.000	0.000	0.000	0.000	0.000	0
108	13	0	29	0	0	0	0	0	0	0	0.000	3.600	6.100	0	0	0.000	2.800	0.000	0.000	0.000	0
109	21	0	12	1	10	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
111	4	0	2	0	3	0	7	0	110	0	10.000	84.200	45.600	0	0	0.000	8.100	0.000	0.000	0.000	0
112	1	0	19	0	0	0	0	0	0	0	0.000	13.100	42.800	42	0	0.000	0.700	0.000	0.000	0.000	0
113	20	0	5	0	0	0	0	0	0	0	10.100	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
114	9	0	4	0	2	1	0	2	0	0	0.000	4.600	0.000	10	0	0.000	0.000	0.000	0.000	0.000	0
115	23	0	23	0	5	0	0	0	0	0	0.000	6.300	0.000	0	0	3.000	4.400	0.000	0.000	0.000	0
116	25	0	39	0	9	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
117	37	0	41	0	15	1	0	0	122	0	0.000	23.600	12.500	0	0	0.000	0.000	0.000	0.000	0.000	0

APPENDIX A

Base Year (2023) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MHDU	MFDU	CTDU	MRDU	RSFDU	RMHDU	RMFDU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
118	22	0	4	0	2	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
119	7	0	9	0	0	0	0	0	0	0	0.000	51.100	0.000	135	0	3.800	2.620	0.000	0.000	0.000	0
120	103	1	0	0	6	33	0	3	0	1	6.900	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
121	0	0	0	0	0	0	3	0	0	4	0.000	0.000	0.000	0	0	0.000	0.000	0.000	14.000	0.000	0
122	41	21	0	0	0	25	7	10	0	0	0.000	3.000	0.000	0	0	0.000	0.000	9.997	0.000	0.000	1400
124	3	0	0	0	0	10	0	2	0	16	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
130	9	3	0	0	9	0	0	0	0	0	0.000	4.100	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
131	5	3	0	0	0	1	0	6	0	0	0.000	8.700	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
132	10	0	12	0	20	0	0	0	0	0	0.000	27.600	0.000	45	0	0.000	1.100	0.000	0.000	0.000	0
133	11	0	136	0	0	0	0	0	0	0	0.000	2.100	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
134	38	1	2	0	8	0	0	2	0	0	0.000	8.600	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
135	5	4	30	0	2	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
136	204	0	28	0	2	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
137	81	41	33	0	9	1	3	14	525	0	0.000	1.500	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
138	0	0	0	0	0	1	0	0	0	0	0.000	22.500	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
139	3	1	0	0	6	0	0	0	0	0	0.000	6.300	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
140	3	0	0	0	3	1	0	4	0	0	0.000	24.100	8.400	18	0	2.000	11.150	0.000	8.000	0.000	0
141	17	6	0	0	8	0	2	2	0	0	0.000	3.300	0.000	0	0	2.100	1.100	0.000	0.000	0.000	0
142	109	15	10	0	18	0	0	0	0	0	7.100	5.900	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
143	12	0	30	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	1.400	0.000	0.000	0.000	0.000	0
144	97	9	10	0	35	0	0	0	0	0	4.500	30.900	3.900	0	0	4.100	17.400	0.000	0.000	0.000	0
145	115	4	2	0	10	5	27	2	0	0	0.000	14.900	0.000	0	0	0.000	9.540	0.000	0.000	0.000	0
146	3	0	0	0	0	6	2	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
147	150	0	0	74	0	0	54	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
148	29	0	0	0	0	32	68	2	0	0	0.000	0.000	0.000	0	1	0.000	0.000	0.000	0.000	0.000	0
149	0	0	0	0	0	1	0	0	0	7	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
150	0	0	0	0	0	3	1	3	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
151	57	2	4	34	5	3	92	5	0	0	0.000	9.300	6.400	0	3	0.000	4.580	0.000	0.000	0.000	0
152	1	0	0	0	2	8	1	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
153	21	4	0	0	6	21	3	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
154	16	6	10	0	4	12	2	7	402	0	0.000	0.000	0.000	0	0	0.000	4.600	0.000	0.000	0.000	0
155	110	5	24	0	2	0	0	0	0	0	3.300	0.000	0.000	0	0	0.000	2.300	0.000	0.000	0.000	0
156	13	3	0	0	0	7	0	6	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
157	7	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	1.100	0.000	0.000	0.000	0
158	8	1	0	15	0	2	0	2	0	0	0.000	0.000	0.000	0	0	0.000	2.900	0.000	0.000	0.000	0
159	4	1	0	0	0	1	1	0	0	0	0.000	0.000	0.000	0	0	0.000	1.300	0.000	0.000	0.000	0
160	5	1	0	0	1	6	0	1	0	1	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
161	2	0	0	0	0	2	1	2	0	1	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
162	14	1	0	0	2	14	1	6	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
163	70	12	11	0	2	0	14	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
164	142	4	0	14	4	2	0	2	0	1	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
165	100	0	8	0	2	0	0	0	0	0	0.000	18.700	13.600	0	0	1.000	0.000	0.000	0.000	0.000	0
166	147	7	13	0	12	4	0	2	0	0	1.900	18.600	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
167	100	0	0	0	2	4	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
168	55	7	40	0	15	12	4	7	0	2	4.800	19.300	0.000	0	0	0.000	1.300	0.000	0.000	0.000	0
169	18	6	3	0	8	7	1	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
170	17	0	0	0	0	32	1	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
171	178	4	0	0	0	12	3	2	0	0	0.000	0.000	0.000	0	13	0.000	1.800	0.000	0.000	0.000	0
172	23	1	0	0	2	2	0	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
173	0	0	0	0	0	0	0	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
174	11	1	4	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	1.900	0.000	0.000	0.000	0
175	32	3	0	0	2	0	151	0	0	0	7.000	1.600	0.000	0	0	0.000	1.600	9.600	0.000	0.000	0
176	9	0	44	0	4	1	0	0	510	0	0.000	9.000	0.000	24	0	0.000	3.700	0.000	0.000	0.000	0
177	27	3	0	0	4	3	0	0	0	0	3.000	5.500	0.000	0	0	0.000	1.800	0.000	0.000	0.000	0

APPENDIX A

Base Year (2023) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MHDU	MFDU	CTDU	MRDU	RSFDU	RMHDU	RMFDU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
178	2	0	0	0	0	0	1	0	0	0	0.000	0.800	0.000	0	15	0.000	0.000	0.000	0.000	0.000	0
179	4	0	0	0	4	0	0	0	0	0	2.300	3.200	0.000	10	0	0.000	0.000	0.000	0.000	0.000	0
180	12	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	5	0	0.000	0.000	0.000	0.000	0.000	0
181	59	8	0	0	4	119	4	6	0	6	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
182	27	0	0	0	0	20	0	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
183	109	0	0	0	0	0	0	0	0	0	0.000	4.000	0.000	0	0	0.000	6.200	0.000	0.000	0.000	0
184	33	6	0	0	6	47	11	8	0	2	0.000	0.000	0.000	0	0	0.000	2.800	0.000	0.000	0.000	0
185	5	2	0	0	0	10	5	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
186	23	11	0	0	4	7	6	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
187	23	4	0	0	6	1	3	7	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
188	10	1	0	0	0	18	0	0	0	1	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
189	139	0	0	0	0	2	0	0	0	0	0.000	0.900	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
190	4	0	0	0	0	13	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
191	74	0	0	0	0	7	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
192	45	0	0	0	0	14	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
193	44	0	2	0	0	5	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
194	26	0	0	0	0	6	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
195	16	4	4	0	0	3	91	5	0	0	8.000	7.900	2.000	0	0	3.100	0.000	0.000	0.000	0.000	0
196	13	1	0	0	7	15	7	8	0	0	0.000	3.400	0.000	0	0	0.000	6.100	0.000	0.000	0.000	0
197	108	8	0	0	0	24	1	4	0	0	0.000	15.600	29.900	0	0	0.000	10.800	0.000	0.000	0.000	0
198	17	3	0	0	0	11	4	4	0	1	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
199	26	0	100	10	0	19	0	0	0	0	0.000	24.000	30.000	0	0	0.000	2.600	0.000	0.000	0.000	0
200	70	0	52	0	0	1	0	2	0	0	0.000	0.000	8.000	0	0	0.000	0.000	0.000	0.000	0.000	0
201	18	1	0	0	0	1	0	0	0	0	0.000	11.400	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
202	57	0	0	0	2	6	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
203	2	2	2	0	0	34	0	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
204	296	0	0	0	2	7	0	0	0	0	4.400	6.800	6.800	0	0	0.000	13.350	0.000	0.000	0.000	0
205	5	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
206	102	0	0	0	0	4	0	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
207	39	4	2	0	4	22	1	0	0	0	2.700	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
208	1	0	0	0	0	5	1	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
209	3	0	0	0	2	9	1	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
210	36	4	0	0	4	8	3	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
211	106	3	4	0	0	7	0	0	0	0	0.000	0.000	2.000	0	0	0.000	0.000	0.000	0.000	0.000	0
212	23	13	0	0	0	5	2	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
213	91	1	2	0	4	2	0	2	0	0	0.000	0.000	91.000	0	0	0.000	0.000	0.000	0.000	0.000	0
214	253	0	11	0	7	0	0	0	227	0	0.000	27.800	6.500	15	0	0.000	9.000	0.000	0.000	0.000	0
215	253	1	0	0	7	0	0	0	0	0	0.000	31.600	0.000	0	1	1.200	8.200	0.000	0.000	0.000	0
216	126	0	19	7	11	0	0	0	375	0	0.000	19.100	13.200	1	0	0.000	4.000	0.000	0.000	0.000	0
217	147	0	0	0	10	0	0	0	0	0	25.700	1.800	0.000	0	0	0.000	6.500	0.000	0.000	0.000	0
218	156	0	2	0	4	3	0	0	0	0	6.300	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
219	111	1	0	0	2	0	0	2	0	0	0.000	3.400	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
220	84	0	12	0	6	2	0	0	0	0	0.000	3.500	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
221	23	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
222	17	6	0	0	2	10	6	5	0	4	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
223	19	10	0	0	6	20	18	13	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
224	47	20	7	0	4	19	3	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
225	47	3	14	0	7	4	0	2	0	0	0.000	35.800	75.100	0	0	0.000	0.000	0.000	0.000	0.000	0
226	0	0	0	0	0	0	0	0	0	0	0.000	0.000	331.200	0	0	0.000	0.000	0.000	0.000	0.000	0
227	19	1	0	0	4	47	1	0	0	0	20.500	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
228	8	2	2	0	0	9	4	5	0	3	0.000	4.800	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
229	30	9	0	0	2	17	2	0	0	6	0.000	0.000	0.000	0	0	0.000	0.000	0.000	5.000	0.000	0
230	14	3	0	0	8	21	5	2	0	5	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
231	21	5	0	0	0	8	14	7	0	6	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0

APPENDIX A

Base Year (2023) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MHDU	MFDU	CTDU	MRDU	RSFDU	RMHDU	RMFDU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
232	10	0	0	0	0	19	2	6	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
233	15	2	2	0	2	4	60	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
234	0	0	0	0	0	3	1	4	0	10	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
235	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	8.775	0.000	0.000	0.000	0
236	1	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
237	57	2	0	0	0	6	0	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
238	1	2	0	0	3	6	1	2	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
239	0	0	0	0	0	4	3	5	0	3	0.000	0.000	0.000	0	0	0.000	4.200	16.000	3.000	0.000	0
240	3	0	0	0	0	1	0	0	0	3	0.000	0.000	0.000	0	0	0.000	0.300	0.000	17.000	0.000	0
241	28	15	0	0	0	15	1	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
242	6	0	0	0	0	4	2	0	0	10	0.000	0.300	13.900	0	0	0.000	86.300	0.000	0.000	0.000	0
243	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	150	0.000	0.000	0.000	0.000	0.000	0
244	18	12	0	0	2	23	22	4	0	3	0.000	0.000	0.000	0	0	0.000	0.000	0.000	232.000	0.000	0
245	4	2	0	0	0	3	8	5	0	0	0.000	2.910	0.000	0	0	0.000	4.700	39.000	0.000	0.000	0
246	23	8	2	0	4	14	5	9	0	4	0.000	0.000	6.900	0	0	0.000	0.000	0.000	0.000	0.000	0
247	18	10	0	0	11	20	7	6	0	0	0.800	3.700	0.000	0	0	0.000	17.675	28.000	5.000	0.000	0
248	0	0	0	0	0	2	1	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
249	6	0	0	0	0	0	0	2	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	100.000	0.000	0
250	1	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	320.000	0.000	0
251	0	0	0	0	0	0	1	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	469.000	0.000	0
252	1	0	0	0	4	1	5	2	0	5	0.000	0.000	0.000	0	0	0.000	0.000	0.000	603.000	0.000	0
253	5	0	0	0	0	0	0	2	0	10	0.000	0.000	0.000	0	0	0.000	0.000	0.000	118.000	0.000	0
254	11	2	0	0	0	20	6	4	0	6	0.000	3.400	0.000	0	0	0.000	0.000	0.000	916.000	0.000	0
256	0	0	0	0	0	1	1	0	0	2	0.000	0.000	0.000	0	337	0.000	0.000	0.000	1582.000	300.000	0
257	6	1	0	0	0	11	4	4	0	6	0.000	0.000	0.000	0	0	0.000	0.000	0.000	364.000	0.000	0
258	10	0	0	0	0	2	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	3000.000	0.000	0
259	128	6	0	0	0	32	0	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
260	368	7	0	0	0	0	1	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
261	394	0	0	0	2	69	3	13	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.010	0
262	9	24	0	0	0	24	2	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
263	304	0	0	0	0	3	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
264	8	0	0	0	0	13	1	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
266	58	0	0	0	4	1	1	0	0	0	0.000	25.900	0.000	0	0	0.000	62.080	80.900	0.000	0.000	0
267	106	6	0	0	5	3	2	2	0	0	0.000	6.000	2.200	0	0	0.000	0.000	0.000	0.000	0.000	0
268	9	8	0	0	2	22	12	10	0	9	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
269	25	3	1	0	2	42	1	0	0	4	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
270	13	0	0	0	0	44	10	12	0	13	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
271	3	0	0	0	0	5	0	2	0	8	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
272	4	0	0	0	0	7	1	0	0	15	1.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
273	0	0	0	0	0	0	0	0	0	0	0.000	0.000	20.600	0	0	0.000	0.000	20.000	0.000	0.000	0
274	42	0	2	0	0	11	0	2	0	0	5.500	5.000	0.000	0	0	0.000	3.600	0.000	0.000	0.000	0
275	2	1	0	0	2	1	0	4	0	3	0.000	4.200	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
276	23	10	0	0	4	20	39	10	0	0	0.000	4.900	0.000	0	0	0.000	33.223	42.310	0.000	0.000	0
277	40	31	0	0	12	50	6	12	0	4	9.600	0.000	0.000	0	0	0.000	2.600	0.000	0.000	0.000	0
278	67	8	20	0	16	97	3	11	0	2	0.000	0.000	1.200	0	0	0.000	0.000	0.000	30.000	0.000	0
279	30	4	0	0	2	29	1	10	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
280	11	1	0	0	2	12	3	4	0	0	0.000	0.000	0.000	0	0	0.000	3.200	0.000	0.000	0.000	0
281	9	0	0	0	0	24	0	6	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
290	57	0	6	0	38	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
291	18	0	0	0	0	2	0	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
292	10	6	0	0	0	4	3	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
293	9	1	0	0	0	3	1	2	0	0	0.000	0.000	0.000	0	0	0.000	1.300	0.000	0.000	0.000	0
294	10	0	0	0	4	7	4	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
295	21	5	5	0	2	4	0	0	0	0	0.000	0.000	0.000	0	0	0.000	3.200	0.000	0.000	0.000	0

APPENDIX A

Base Year (2023) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MHDU	MFDU	CTDU	MRDU	RSFDU	RMHDU	RMFDU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
296	35	2	0	0	6	10	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
298	308	0	0	0	8	5	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
299	4	2	0	0	0	4	0	2	0	1	3.000	7.200	3.000	0	0	0.000	0.000	0.000	0.000	0.000	0
300	50	0	0	0	2	15	0	0	0	0	0.000	0.000	0.000	8	0	0.000	0.000	0.000	0.000	0.000	0
301	93	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
302	0	0	0	0	0	0	0	0	0	0	0.000	10.900	35.100	8	0	0.000	0.000	0.000	0.000	0.000	0
303	0	0	0	0	0	2	0	0	0	0	0.000	0.000	0.000	0	0	0.000	10.000	7.900	0.000	0.000	0
304	0	1	0	0	0	0	0	0	0	0	0.000	9.200	3.000	0	0	0.200	12.300	0.000	0.000	0.000	0
305	2	0	0	0	3	0	2	0	0	0	0.000	4.000	12.000	0	0	0.000	0.000	0.000	0.000	0.000	0
306	1	0	0	0	0	0	0	0	0	0	0.000	13.660	100.000	0	0	0.000	35.630	0.000	0.000	0.000	0
307	18	0	16	0	8	0	0	0	0	0	0.000	17.900	10.000	0	0	0.000	27.100	0.000	0.000	0.000	0
308	15	0	5	0	15	3	0	0	0	0	0.000	4.900	0.000	0	0	0.000	2.900	0.000	0.000	0.000	0
309	37	5	0	0	0	27	8	2	0	2	4.100	3.900	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
310	0	0	0	0	0	0	0	0	0	0	0.000	0.000	12.600	0	0	0.000	0.000	0.000	0.000	0.000	0
312	1	0	0	0	0	0	0	2	0	0	0.000	0.800	0.000	3	71	0.000	0.000	0.000	52.000	0.000	0
313	2	0	0	0	0	12	3	0	0	11	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
314	3	0	0	0	0	2	0	2	0	14	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
315	15	7	0	0	0	40	14	10	0	0	0.000	0.000	0.000	6	0	0.000	3.700	0.000	8.000	0.000	0
316	6	1	0	0	0	24	7	0	412	0	8.900	0.000	0.000	0	0	0.000	0.000	0.000	25.000	0.000	0
317	26	8	0	0	6	12	14	9	0	4	0.000	12.700	2.500	0	0	0.000	0.000	0.000	0.000	0.000	0
318	4	4	0	0	0	4	2	0	0	1	1.700	0.000	0.000	0	0	0.000	5.900	0.000	0.000	0.000	0
320	12	4	0	0	0	14	5	2	0	3	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
321	43	2	0	0	0	3	6	12	0	5	0.000	0.000	0.000	10	0	0.000	17.121	0.000	0.000	0.000	0
322	9	5	0	0	3	25	10	14	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
323	2	0	0	0	0	0	0	0	0	4	0.000	0.000	0.000	0	0	0.000	0.000	0.000	255.000	0.000	0
324	46	12	0	0	6	7	3	9	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
325	56	7	0	0	9	5	0	4	656	0	3.200	0.000	0.000	0	0	0.000	0.000	13.000	0.000	0.000	0
326	262	1	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
327	449	2	9	0	2	2	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
328	0	0	0	0	0	5	0	0	0	0	0.000	0.000	0.000	0	38	0.000	0.000	0.000	0.000	0.000	0
329	63	0	0	0	0	0	6	0	25	0	0.000	4.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
330	32	16	0	0	9	13	10	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
331	21	2	0	0	0	3	18	0	0	0	0.000	5.400	0.000	0	10	0.000	0.000	0.000	0.000	0.000	0
384	0	0	0	0	0	1	0	0	0	0	4.100	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
385	15	0	0	0	0	1	0	0	0	0	0.000	0.000	69.500	0	0	0.000	0.000	0.000	0.000	0.000	0
386	0	0	0	0	0	0	0	0	0	0	9.000	12.020	109.900	0	0	0.000	29.030	0.000	0.000	0.000	0
387	33	0	0	0	0	0	198	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
388	13	0	0	0	0	0	2	0	0	0	0.000	23.920	10.000	0	0	1.100	0.300	0.000	0.000	0.000	0
389	9	0	4	0	3	0	0	0	0	0	0.000	8.800	4.000	0	0	0.000	2.000	0.000	0.000	0.000	0
390	0	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
391	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	54.500	0.000	0.000	0
392	0	0	0	0	2	0	0	0	0	0	0.000	19.120	279.900	0	0	0.000	1.100	0.000	0.000	0.000	0
394	0	0	0	0	0	0	0	2	0	0	0.000	17.310	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
395	3	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
396	2	0	0	0	0	0	0	0	0	0	0.000	14.410	60.000	0	0	0.000	0.000	0.000	0.000	0.000	0
397	0	0	0	0	0	0	0	0	0	0	0.000	4.540	27.900	100	0	0.000	10.300	0.000	0.000	0.000	0
398	11	3	0	0	0	4	68	6	0	0	5.400	35.530	89.200	0	0	0.000	63.700	59.900	0.000	0.000	0
399	0	0	2	0	0	0	0	4	0	0	0.000	0.000	16.000	0	0	0.000	0.000	165.000	0.000	0.000	0
400	39	1	0	0	2	33	0	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
401	2	0	0	0	0	0	0	0	0	0	0.000	0.000	2.800	0	0	0.000	0.000	0.000	0.000	0.000	0
402	8	0	0	0	8	0	0	0	0	0	0.000	15.380	0.000	0	0	0.000	0.000	13.200	0.000	0.000	0
403	25	6	0	0	9	5	2	3	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
404	82	1	12	0	3	1	0	0	0	0	0.000	18.900	102.500	0	0	0.000	6.200	0.000	0.000	0.000	0
405	0	0	0	0	0	0	0	0	0	0	0.000	33.537	0.000	0	0	0.146	0.000	0.000	0.000	0.000	0

APPENDIX A

Base Year (2023) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MHDU	MFDU	CTDU	MRDU	RSFDU	RMHDU	RMFDU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
406	16	2	0	0	6	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
408	11	12	0	0	0	15	6	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
409	14	8	0	0	4	5	27	8	0	0	0.000	0.000	0.000	0	0	0.000	1.200	0.000	0.000	0.000	0
410	49	2	0	0	0	9	3	0	0	0	5.100	0.000	0.000	0	0	0.000	3.200	0.000	0.000	0.000	0
411	12	8	2	0	0	12	3	9	0	0	0.000	0.000	0.000	0	0	0.000	1.500	0.000	0.000	0.000	0
412	20	6	0	0	0	3	37	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	82.730	0.000	0.000	0
413	2	1	0	0	0	0	1	5	0	0	0.000	6.720	0.000	0	0	0.000	0.000	2.000	0.000	0.000	0
414	28	9	0	0	3	5	2	2	0	0	0.000	0.000	0.000	0	0	0.000	7.300	0.000	0.000	0.000	0
415	15	3	0	0	2	28	3	13	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
416	34	2	0	0	2	28	6	18	0	4	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
417	11	11	4	0	0	11	3	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
418	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
419	0	0	0	0	0	1	0	0	0	0	0.000	2.050	15.350	0	0	0.000	0.000	35.500	0.000	0.000	0
420	9	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
421	0	0	0	0	0	0	0	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
422	4	1	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
423	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	15	0	0.000	0.000	0.000	0.000	0.000	0
424	3	3	0	0	0	2	80	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
425	8	2	0	0	0	25	2	5	0	10	0.000	0.000	0.000	0	0	0.000	4.742	22.700	0.000	0.000	0
426	145	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
427	20	0	0	0	0	39	0	0	0	0	0.000	4.000	0.000	0	0	0.000	15.184	0.000	0.000	0.000	0
429	3	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	186.000	0.000	0
430	3	0	83	0	0	0	0	0	0	0	0.000	0.000	25.400	0	0	1.600	0.000	0.000	0.000	0.000	0
431	23	0	2	0	15	0	0	0	196	0	4.100	32.900	3.600	0	0	0.000	6.200	0.000	0.000	0.280	0
432	111	3	2	0	17	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
433	67	16	17	0	19	7	2	12	466	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
434	34	8	0	0	0	6	0	6	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
435	22	4	0	0	0	50	5	11	0	0	24.800	4.800	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
436	0	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
437	0	0	0	0	0	0	0	0	739	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
439	2	1	0	0	2	9	1	7	0	3	0.000	2.787	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
440	8	0	0	0	0	8	1	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	5.000	0.000	0.000	0
441	10	3	0	0	0	3	1	8	0	0	0.000	0.000	11.000	0	0	0.000	0.000	0.000	0.000	0.000	0
442	71	1	0	0	0	35	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
443	19	0	0	0	0	35	1	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
444	5	0	0	0	0	1	0	4	0	0	0.000	5.300	18.400	4	0	0.000	0.900	0.000	0.000	0.000	0
445	16	5	0	0	6	1	5	0	0	0	3.000	19.700	10.300	40	0	2.100	1.600	0.000	0.000	0.000	0
446	2	0	0	0	0	0	0	0	0	0	0.000	14.800	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
447	10	1	0	0	0	1	0	0	0	0	0.000	2.100	1.800	0	0	0.000	2.100	0.000	2.000	0.000	0
448	11	6	39	0	0	3	4	7	0	0	6.000	0.000	0.000	6	0	0.000	8.775	0.000	0.000	0.000	0
449	12	1	0	0	0	21	14	2	0	1	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
450	10	0	0	0	0	9	0	0	0	1	0.000	0.000	0.000	0	0	0.000	0.000	0.000	6.000	0.000	0
451	4	0	0	0	0	2	0	6	0	0	0.000	63.690	0.000	0	0	0.000	0.000	28.700	0.000	0.000	0
452	5	1	4	0	2	6	1	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	9.000	0.000	0.000	0
453	1	0	0	0	0	0	1	0	0	0	0.000	20.000	2.800	0	0	0.000	0.000	0.000	0.000	0.000	0
454	8	1	0	0	2	2	1	2	0	0	0.000	0.000	0.000	0	0	0.000	3.200	0.000	0.000	0.000	0
455	1	0	0	0	0	0	0	0	0	0	0.000	28.080	0.000	0	0	2.300	0.000	0.000	0.000	0.000	0
456	1	0	0	0	0	0	0	0	0	0	0.000	5.600	5.400	0	0	1.200	0.000	0.000	0.000	0.000	0
457	6	0	0	0	5	0	0	0	0	0	4.800	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
458	4	0	4	0	0	0	0	0	0	0	0.000	29.940	34.600	17	0	0.000	13.800	0.000	0.000	0.000	0
459	9	17	0	0	6	0	0	0	0	0	0.000	1.000	0.000	0	0	0.000	0.000	4.000	0.000	0.000	0
460	13	1	51	0	3	0	0	2	0	0	0.000	4.400	0.000	16	0	0.000	0.000	0.000	0.000	0.000	0
461	6	1	5	0	2	0	0	0	0	0	0.000	14.200	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
462	9	0	0	0	2	1	67	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0

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Base Year (2023) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MH DU	MFDU	CTDU	MRDU	RSFDU	RMH DU	RMF DU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
463	31	10	0	0	8	27	9	6	171	3	0.000	2.900	0.000	0	0	0.000	0.000	11.200	0.000	0.000	0
464	9	2	0	0	2	3	4	7	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
465	5	0	2	0	0	10	92	6	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
466	29	14	0	0	2	13	2	6	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
467	1	0	0	0	0	0	0	0	0	0	0.000	8.481	1.500	0	0	0.000	0.000	78.900	0.000	0.000	0
468	68	1	0	0	0	3	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
469	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
471	95	0	0	0	4	0	254	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
472	113	5	0	0	0	3	5	0	0	0	0.000	0.000	6.900	79	0	0.000	31.200	0.000	0.000	0.000	0
473	3	0	0	0	0	8	3	4	0	0	0.000	0.000	0.000	0	0	0.000	2.600	0.000	0.000	0.000	0
474	11	0	0	0	3	2	1	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
475	14	0	0	0	0	1	0	0	0	0	0.000	2.100	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
476	511	1	3	0	2	6	0	2	0	0	20.000	0.240	1.100	0	0	0.000	1.540	0.000	0.200	0.000	0
477	0	0	0	0	0	0	0	0	0	0	0.000	0.000	22.900	0	0	0.000	0.000	0.000	0.000	0.000	0
478	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
479	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
480	12	0	0	0	0	0	0	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
481	0	0	0	0	0	1	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
482	3	0	0	0	2	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
501	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
502	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
503	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
504	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
505	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
506	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
507	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
508	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
509	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
510	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
511	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
512	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
513	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
601	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
602	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
603	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
604	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
605	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
606	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
607	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
608	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
609	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
610	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
611	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
612	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
613	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
614	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
615	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
616	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
617	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
618	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
619	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
620	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
621	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
622	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0

APPENDIX A

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	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MH DU	MFDU	CTDU	MRDU	RSFDU	RMH DU	RMF DU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
623	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
624	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
625	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
626	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
627	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
628	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
629	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
630	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
631	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
632	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
633	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
634	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
635	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
636	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
637	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
638	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
639	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
640	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
641	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
642	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
643	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
644	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
645	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
646	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
647	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
648	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
649	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
701	20	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
702	2	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
703	12	0	0	0	0	6	0	0	31	0	0.000	0.000	0.000	0	0	0.000	0.000	28.000	3.000	0.000	0
704	8	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	28.000	3.000	0.000	0
705	12	0	0	0	0	7	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	28.000	3.000	0.000	0
706	1	0	0	0	0	0	0	0	0	4	0.000	0.000	0.000	0	0	0.000	0.000	0.000	14.000	0.000	0
707	25	0	0	0	0	9	0	0	0	0	0.000	0.000	19.000	0	0	0.000	0.000	0.000	0.000	0.000	0
708	4	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
709	30	1	0	0	0	10	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
710	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
711	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
712	0	0	0	0	0	3	25	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
713	1	0	0	0	0	3	25	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
714	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
715	0	0	0	0	0	0	0	0	0	0	0.000	9.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
716	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
717	2	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
718	10	1	0	0	0	10	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
719	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	600.000	0.000	0
720	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	700.000	0.000	0
721	82	0	0	0	0	20	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
722	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	3	0.000	0.000	0.000	0.000	0.000	0
723	10	0	0	0	0	0	0	0	0	2	0.000	5.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
724	10	1	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
725	18	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
726	10	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
727	4	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	13	30	0.000	0.000	0.000	0.000	0.000	0

APPENDIX A

Base Year (2023) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MH DU	MFDU	CTDU	MRDU	RSFDU	RMH DU	RMF DU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
728	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
729	9	0	0	0	0	9	39	0	0	0	0.000	0.000	0.000	0	0	0.000	8.000	5.000	0.000	0.000	0
730	0	0	0	0	0	0	0	0	39	0	0.000	10.020	16.000	0	0	0.000	5.200	291.500	0.000	0.000	0
731	0	0	0	0	0	0	0	0	0	0	0.000	16.000	16.000	0	0	0.000	0.000	170.000	0.000	0.000	0
732	0	0	0	0	0	0	0	0	0	0	0.000	0.000	6.700	0	0	0.000	0.000	30.000	0.000	0.000	0
733	0	0	0	0	0	0	0	0	0	0	0.000	0.000	16.000	0	0	0.000	0.000	0.000	0.000	0.000	0
734	0	0	0	0	0	0	0	0	0	0	0.000	0.000	16.900	0	0	0.000	0.000	0.000	0.000	0.000	0
735	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
736	0	0	0	0	0	0	0	0	622	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
737	0	0	0	0	0	0	0	0	0	0	0.000	3.599	0.000	0	0	0.000	0.000	8.000	11.000	0.000	0
738	0	0	0	0	0	0	0	0	0	0	0.000	4.840	20.000	0	0	0.000	28.760	140.000	0.000	0.000	0
739	3	0	0	0	0	0	0	0	0	0	12.100	7.820	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
740	28	0	0	0	0	27	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
741	1	21	0	0	0	3	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
742	2	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
743	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
744	25	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
745	0	0	0	0	0	0	0	0	0	0	0.000	0.000	11.000	0	0	0.000	0.000	0.000	0.000	0.000	3650
746	0	0	0	0	0	10	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
747	5	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	13.100	0.000	0.000	0
748	344	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
750	11	0	0	0	0	2	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
751	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
752	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
753	15	0	0	0	0	8	11	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
754	10	0	0	0	0	7	11	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
755	2	0	0	0	0	0	11	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
756	8	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
757	27	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
758	0	0	0	0	0	0	35	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
759	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
760	2	0	0	0	0	9	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
761	1	0	0	0	0	0	0	0	0	0	0.000	7.900	3.100	0	0	0.000	0.000	0.000	0.000	0.000	0
762	47	0	0	0	0	0	0	0	0	0	9.100	0.000	15.000	0	0	0.000	0.000	0.000	0.000	0.000	0
763	0	0	0	0	0	0	0	0	0	0	0.000	5.000	12.000	5	0	0.000	0.000	0.000	0.000	0.000	0
764	16	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
765	0	0	0	0	0	0	0	0	849	0	0.000	0.000	11.500	0	0	0.000	177.080	0.000	0.000	0.000	0
766	0	0	0	0	0	0	0	0	0	0	0.000	6.600	12.000	28	0	0.000	0.000	0.000	0.000	0.000	0
767	0	0	0	0	0	0	0	0	0	0	0.000	0.000	13.000	0	0	0.000	0.000	0.000	0.000	0.000	0
768	0	0	0	0	0	0	0	0	0	0	0.000	0.000	13.000	0	0	0.000	9.830	0.000	0.000	0.000	0
769	0	0	0	0	0	0	0	0	0	0	0.000	10.530	13.000	0	0	0.000	0.000	0.000	0.000	0.000	0
770	0	0	0	0	0	0	0	0	0	0	0.000	0.000	100.000	0	0	0.000	0.000	0.000	0.000	0.000	0
771	0	0	0	0	0	0	0	0	0	0	0.000	0.000	13.000	0	0	0.000	0.000	0.000	0.000	0.000	0
772	0	0	0	0	0	0	0	0	0	0	0.000	4.320	13.500	0	0	0.000	3.800	0.000	0.000	0.000	0
773	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
774	0	0	0	0	0	0	0	0	0	0	0.000	5.000	10.000	0	0	0.000	0.000	0.000	0.000	0.000	0
775	0	0	0	0	0	0	0	0	0	0	0.000	0.000	12.000	0	0	0.000	14.800	0.000	0.000	0.000	0
776	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
777	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
778	0	0	0	0	0	0	0	0	0	0	0.000	5.150	12.200	0	0	0.000	0.000	0.000	0.000	0.000	0
779	0	0	0	0	0	0	0	0	0	0	0.000	0.000	6.000	0	0	0.000	0.000	0.000	0.000	0.000	0
780	0	0	0	0	0	0	0	0	0	0	0.000	0.000	3.000	0	0	0.000	0.000	0.000	0.000	0.000	0
781	0	0	0	0	0	0	0	0	0	0	0.000	0.000	6.200	0	0	0.000	0.000	0.000	0.000	0.000	0
782	0	0	0	0	0	0	0	0	0	0	0.000	0.000	10.000	0	0	0.000	0.000	0.000	0.000	0.000	0

APPENDIX A

Base Year (2023) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MH DU	MFDU	CTDU	MRDU	RSFDU	RMH DU	RMF DU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
783	0	0	0	0	0	0	0	0	0	0	0.000	3.400	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
784	17	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
785	53	0	92	14	0	0	0	0	0	0	0.000	0.000	39.600	0	0	0.000	0.000	0.000	0.000	0.000	0
786	44	0	74	9	0	0	0	0	0	0	0.000	0.000	30.000	0	0	0.000	0.000	0.000	0.000	0.000	0
787	26	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
788	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
789	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
790	45	0	50	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
791	10	0	50	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	40.378	0.000	0.000	0.000	0
792	192	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
793	46	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
794	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
795	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
796	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
797	4	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	8.600	0.000	0.000	0
798	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
799	0	0	33	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
801	0	0	0	0	0	0	16	0	0	0	0.000	9.200	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
802	0	0	0	0	0	0	0	0	0	0	0.000	0.000	15.350	0	0	0.000	0.000	0.000	0.000	0.000	0
803	13	0	0	0	0	0	0	0	3000	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
804	2	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
805	14	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
806	20	22	0	0	0	8	10	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
807	4	4	0	0	0	5	10	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
808	19	0	0	0	0	0	0	0	0	0	0.000	3.075	0.000	0	0	0.000	0.000	20.000	0.000	0.000	0
809	2	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
810	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	33	0.000	0.000	0.000	0.000	0.000	0
811	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	4.000	0.000	0.000	0
812	19	0	0	0	2	4	0	3	0	0	0.000	0.000	0.000	0	10	0.000	1.280	0.000	0.000	0.000	0
813	19	1	0	0	2	8	1	4	0	0	37.100	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
814	15	0	0	2	1	1	0	1	0	0	0.000	0.000	0.000	0	0	0.000	3.252	0.000	8.000	0.000	0
815	0	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
816	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.970	0.000	0.000	0.000	0
817	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
818	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
819	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
820	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
821	1	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	144	148	0.000	0.000	0.000	0.000	0.000	0
822	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	2	0.000	0.000	0.000	33.000	0.000	0
823	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	88	261	0.000	0.000	0.000	32.000	0.000	0
824	12	0	0	0	0	0	0	0	0	5	0.000	0.000	0.000	0	0	0.000	0.000	5.900	0.000	0.000	0
825	0	0	0	0	0	0	0	0	0	4	0.000	0.000	0.000	0	0	0.000	0.000	0.000	13.000	0.000	0
826	0	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	16.000	3.000	0.000	0
827	3	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	16.200	3.000	0.000	0
828	0	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	7.000	0.000	0
829	0	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	7.000	0.000	0
830	7	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	6.000	0.000	0
831	26	8	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	113	0.000	0.000	0.000	0.000	0.000	0
832	14	7	0	0	0	4	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
833	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
834	0	0	0	0	0	0	0	0	0	0	0.000	20.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
835	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
836	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	21.900	0.000	0.000	0
837	3	11	0	0	1	23	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	232.000	0.000	0

APPENDIX A

Base Year (2023) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MH DU	MFDU	CTDU	MRDU	RSFDU	RMH DU	RMF DU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
838	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	25.000	0.000	0
839	1	0	0	0	0	9	0	0	0	6	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
840	2	0	0	0	0	0	0	0	0	6	0.000	0.000	0.000	0	78	0.000	0.000	0.000	0.000	50.000	0
841	7	0	0	0	0	5	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	200.000	0.000	0
842	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	670.000	0.000	0
843	5	0	0	0	0	6	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
844	5	0	0	0	0	0	0	0	0	9	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
845	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
846	1	0	0	0	0	0	0	0	0	7	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
847	11	7	6	0	2	2	19	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
848	11	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
849	10	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
850	12	0	0	0	1	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
851	37	0	17	0	11	1	0	0	0	0	0.000	8.700	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
852	76	0	21	0	0	0	0	0	0	0	0.000	0.480	10.000	0	0	0.000	0.000	0.000	0.000	0.000	0
853	0	0	50	0	0	0	0	0	0	0	0.000	0.000	4.000	0	0	0.000	0.000	0.000	0.000	0.000	0
854	20	0	50	0	0	0	0	0	0	0	0.000	0.000	4.700	0	0	0.000	0.000	0.000	0.000	0.000	0
855	35	0	0	0	0	10	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
856	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	111.559	0.000	0.000	0
857	10	0	0	0	0	0	0	0	0	0	0.000	0.200	0.000	0	0	0.000	0.832	0.000	0.000	0.000	0
858	15	0	0	0	0	5	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
859	0	0	0	0	0	0	0	0	0	0	0.000	4.992	10.000	21	0	0.000	0.000	0.000	0.000	0.000	0
860	0	0	0	0	0	0	0	0	0	0	0.000	0.000	9.100	9	0	0.000	0.000	0.000	0.000	0.000	0
861	5	1	0	0	0	6	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
862	9	0	0	0	0	0	0	0	0	0	0.000	26.610	0.000	61	0	0.000	0.000	0.000	0.000	0.000	0
863	2	0	0	0	0	6	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
864	7	0	0	0	0	9	39	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
900	11	5	0	0	10	1	0	4	0	0	0.000	2.400	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
901	10	2	0	0	5	4	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	9.000	0.000	0.000	0
902	5	1	0	0	1	5	0	1	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
903	0	0	0	0	2	4	5	9	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
904	9	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
905	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
906	1	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
907	3	1	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
908	9	1	0	0	2	0	0	0	0	0	3.100	8.400	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
909	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
910	4	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
911	6	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
912	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
913	10	1	0	0	0	2	0	0	0	0	0.000	0.000	0.000	0	0	0.000	4.809	0.000	0.000	0.000	0
914	5	0	0	0	0	3	0	7	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
915	18	0	0	0	0	2	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
916	4	18	0	0	0	2	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
917	220	17	2	0	3	0	0	0	172	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
918	312	0	5	40	5	0	0	0	0	0	0.000	4.000	0.000	15	0	0.000	44.408	0.000	8.000	0.000	0
919	291	1	1	0	9	8	0	1	22	0	0.000	0.960	4.400	20	0	0.000	23.092	0.000	0.000	0.000	0
920	8	0	0	0	0	3	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
921	49	9	0	0	3	14	1	3	0	0	7.600	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
SUM	19,754	976	1,905	301	897	3,058	2,286	748	11,806	350	543.410	1,956.421	2,714.700	1,136	2,373	37.246	1,273.766	1,867.856	10,998.200	668.290	5,050

Appendix B

Base Year (2023) Tuolumne County Model Trip Generation Rates

APPENDIX B
Base Year (2023) Tuolumne County Model Trip Generation Rates

Area Type	Single Family (DU)	Mobile Homes (DU)	Multi-Family (DU)	Condo/Townhouse (DU)	Multiple Residential (DU)	Rural Single Family (DU)	Rural Mobile Home (DU)	Rural Multiple Family (DU)	Schools (Students)	Timber/Dry-Grazing Homesites (DU)
	SF_DU	MH_DU	MF_DU	CT_DU	MR_DU	RSF_DU	RMH_DU	RMF_DU	SCH	TDGH_EMP
Towns	8.03	4.32	5.64	5.65	5.62	8.22	4.28	5.58	1.47	4.07
Suburbs	8.03	4.34	5.66	5.67	5.64	8.23	4.28	5.58	1.47	4.09
Rural	4.81	3.11	4.06	4.06	4.02	5.49	2.87	3.76	1.47	3.30
Southwest	4.80	3.39	4.42	4.43	4.36	5.39	2.82	3.68	1.47	3.30
Western Suburb	8.03	4.72	6.16	6.17	6.12	8.80	4.58	5.99	1.47	4.36
Groveland	4.81	2.76	3.60	3.60	3.71	5.17	2.70	3.52	1.47	3.29

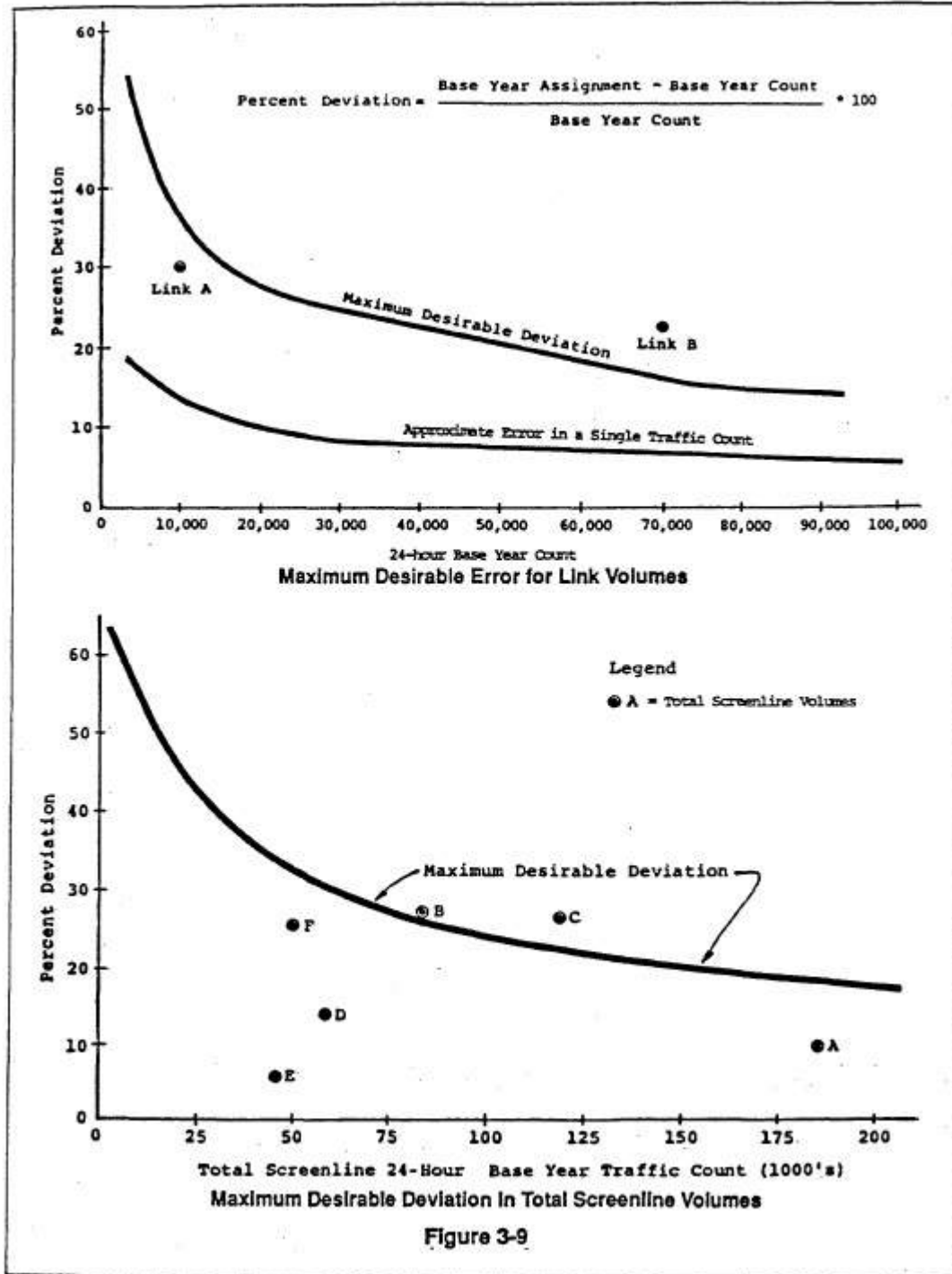
Area Type	Church (KSF)	Minor Commercial (KSF)	Major Commercial (KSF)	Motels / Hotels (Rooms)	Campgrounds / Cabins (Units)	Service Station (Acres)	Multiple Use / Other Commercial Industrial (KSF)	Industrial (KSF)	Public Lands / Water Co. (Acres)	Recreation (Acres)	Casino (Trips)
	CHURCH	MICOM_EMP	MACOM_EMP	MOTEL	CAMP	SS_EMP	MUCOM_EMP	IND_EMP	PL_EMP	REC	CAS
Towns	7.40	33.41	33.42	3.92	1.10	42.82	33.93	4.88	0.01	1.05	1.00
Suburbs	4.64	25.35	25.35	2.91	0.88	35.34	25.06	3.96	0.00	1.05	1.00
Rural	3.53	23.71	23.72	3.24	1.10	42.71	23.38	4.34	0.00	1.05	1.00
Southwest	3.95	24.67	24.68	3.32	1.11	44.00	24.02	4.03	0.00	1.05	1.00
Western Suburb	4.11	24.97	24.98	3.10	1.00	39.88	24.53	3.88	0.00	1.05	1.00
Groveland	5.62	25.74	25.75	3.38	1.01	38.88	25.60	4.10	0.01	1.05	1.00

Appendix C

Caltrans' Criteria for Percent Error in a Model

APPENDIX C

Caltrans' Criteria for Percent Error in a Model



Appendix D

Base Year (2023) Model Validation Summary

APPENDIX D

Base Year (2023) Regional Travel Demand Model Validation Summary

#	Roadway/Highway Segment	Functional Classification (FC) ⁷	FC #	Count Year ¹	Exist ADT Count	Exist Peak Month ADT	Base Year Model ADT Volume	Diff (Base Year Model ADT Volume - Exist ADT Count)	Diff Squared ²	Allowable Link Deviation % (+/-) ³	Percent Diff. (Base Year Model ADT - Exist ADT Count)	Link Deviation % Met? ⁴	
1	SR 108 Corridor	w/o Tulloch rd	4-Lane Highway	1	2021	12,700	14,716	15,327	2,627	6,902,694	33%	20.7%	YES
2		b/w East Jct SR 120 and West Jct SR 49	2-Lane Highway	1	2021	15,287	16,192	19,895	4,608	21,232,138	30%	30.1%	YES
3		e/o East Jct SR 49	2-Lane Highway	1	2023	22,874	24,397	22,584	-290	84,134	27%	-1.3%	YES
4		b/w Mono Way and Hess Ave	2-Lane Highway	1	2021	20,800	22,500	20,377	-423	179,303	28%	-2.0%	YES
5		b/w Hess Ave and Peaceful Oak Rd	4-Lane Highway	1	2023	15,070	18,490	15,077	7	47	30%	0.0%	YES
6		b/w Peaceful Oak Rd and Mono Way	4-Lane Highway	1	2023	13,299	16,254	14,700	1,401	1,962,328	33%	10.5%	YES
7		w/o Mono Way	2-Lane Highway	1	2021	20,800	21,554	19,753	-1,047	1,095,331	28%	-5.0%	YES
8		b/w Mono Way and Soulsbyville Rd	2-Lane Highway	1	2023	19,370	21,137	19,067	-303	91,743	28%	-1.6%	YES
9		b/w Soulsbyville Rd and W Conn. Twain Harte Dr	2-Lane Highway	1	2023	13,928	15,521	12,868	-1,060	1,122,588	31%	-7.6%	YES
10		b/w O'Byrnes Ferry Rd & La Grange Rd	2-Lane Highway	1	2023	16,540	19,347	18,892	2,351	5,528,851	29%	14.2%	YES
11		b/w W & E Conn Twain Harte Dr	2-Lane Highway	1	2021	8,000	9,400	9,485	1,485	2,203,860	41%	18.6%	YES
12		b/w O'Byrnes Ferry Rd & SR 120	2-Lane Highway	1	2021	18,000	22,385	23,484	5,484	30,074,902	29%	30.5%	NO
13		e/o East Conn. Twain Hart Rd	2-Lane Highway	1	2021	8,100	11,300	8,300	200	40,091	41%	2.5%	YES
14		w/o Chief Fuller Rd	2-Lane Highway	1	2021	3,150	7,400	6,687	3,537	12,511,820	58%	112.3%	NO
15		e/o Chief Fuller Rd	2-Lane Highway	1	2021	4,800	6,800	4,971	171	29,209	52%	3.6%	YES
16		w/o West Long Barn Conn.	2-Lane Highway	1	2021	3,250	5,400	4,385	1,135	1,288,395	58%	34.9%	YES
17		b/w West Long Barn Conn. and East Long Barn Conn.	2-Lane Highway	1	2021	3,600	4,800	3,720	120	14,363	58%	3.3%	YES
18		W/O Pinecrest Rd	2-Lane Highway	1	2023	4,300	16,612	3,770	-530	280,864	52%	-12.3%	YES
19		E/O Pinecrest Rd	2-Lane Highway	1	2023	3,400	12,338	2,141	-1,259	1,584,615	58%	-37.0%	YES
20		b/w Kennedy Meadows Rd and Tuolumne/ Mono Countyline	2-Lane Highway	1	2021	500	590	427	-73	5,359	68%	-14.6%	YES
21	SR 49 Corridor	n/o Tuolumne/Mariposa County Line	2-Lane Highway	1	2021	830	1,050	944	114	13,000	68%	13.7%	YES
22		s/o South Jct SR 120	2-Lane Highway	1	2021	850	1,050	1,344	494	244,177	68%	58.1%	YES
23		n/o North SR 120 Jct	2-Lane Highway	1	2021	1,100	1,900	2,522	1,422	2,023,127	68%	129.3%	NO
24		b/w SR 49 (Montezuma Jct) & Bell Mooney Rd	2-Lane Highway	1	2021	16,900	18,500	22,430	5,530	30,582,856	29%	32.7%	NO
25		b/w Bell Mooney Rd and South Jct Main St	2-Lane Highway	1	2021	19,300	23,754	23,473	4,173	17,413,252	28%	21.6%	YES
26		b/w South Jct Main St and Rawhide Rd	2-Lane Highway	1	2021	20,908	22,888	23,164	2,256	5,089,728	28%	10.8%	YES
27		b/w Rawhide Rd and Fifth Ave	2-Lane Highway	1	2021	19,700	19,913	23,658	3,958	15,667,018	28%	20.1%	YES
28		b/w Fifth Ave and East Jct SR 108	2-Lane Highway	1	2021	19,600	22,500	24,583	4,983	24,828,175	28%	25.4%	YES
29		btn SR 108 and Fairview Lane (Ponderosa)	2-Lane Highway	1	2021	10,700	12,524	9,723	-977	955,163	36%	-9.1%	YES
30		b/w Fairview Lane and Southgate Dr	2-Lane Highway	1	2021	10,700	11,500	8,497	-2,203	4,854,690	36%	-20.6%	YES
31		b/w Southgate Dr and Washington St	2-Lane Highway	1	2021	10,900	11,500	7,585	-3,315	10,986,628	36%	-30.4%	YES
32		b/w Stockton Rd and Dodge St	2-Lane Highway	1	2021	18,500	19,600	15,242	-3,258	10,615,912	29%	-17.6%	YES
33		n/o Dodge St	2-Lane Highway	1	2021	19,400	19,800	14,451	-4,949	24,496,243	28%	-25.5%	YES
34		s/o N Washington St / Columbia Way	2-Lane Highway	1	2021	16,100	16,500	15,214	-886	784,243	30%	-5.5%	YES
35		n/o N Washington St / Columbia Way	2-Lane Highway	1	2021	15,400	17,700	13,017	-2,383	5,676,555	30%	-15.5%	YES
36		e/o Parrots Ferry Rd (Columbia WYE)	2-Lane Highway	1	2021	13,300	15,200	12,268	-1,032	1,065,337	33%	-7.8%	YES
37		w/o Parrots Ferry Rd (Columbia WYE)	2-Lane Highway	1	2021	13,300	14,131	6,022	-7,278	52,973,323	33%	-54.7%	NO
38		e/o Rawhide Rd	2-Lane Highway	1	2021	3,600	5,000	3,921	321	102,744	58%	8.9%	YES
39		b/w Rawhide Rd and Tuttletown	2-Lane Highway	1	2021	5,400	6,000	5,908	508	257,684	48%	9.4%	YES
40		b/w Tuttletown and Tuolumne / Calveras County Line	2-Lane Highway	1	2021	4,050	4,400	5,015	965	931,607	52%	23.8%	YES
41	SR 120 Corridor	b/w Tulloch Rd and La Grange Rd	4-Lane Highway	1	2023	12,700	12,740	15,392	2,692	7,247,065	33%	21.2%	YES
42		b/w East Jct 108 and North Jct SR 49	2-Lane Highway	1	2021	3,000	3,350	3,787	787	619,150	58%	26.2%	YES
43		b/w North Jct SR 49 and Jacksonville Rd	2-Lane Highway	1	2021	5,100	5,100	5,514	414	171,053	48%	8.1%	YES
44		b/w Jacksonville Rd and South Jct SR 49	2-Lane Highway	1	2021	5,100	7,100	8,858	3,758	14,125,050	48%	73.7%	NO
45		W/O Lower Old Priest Grade Rd	2-Lane Highway	1	2023	4,700	5,181	8,647	3,947	15,575,567	52%	84.0%	NO
46		b/w South Jct SR 49 and Priest-Coulterville Rd	2-Lane Highway	1	2023	5,200	5,308	5,524	324	104,711	48%	6.2%	YES
47		w/o Ferretti Rd (Groveland Townsite)	2-Lane Highway	1	2023	8,600	6,878	8,559	-41	1,659	41%	-0.5%	YES
48		e/o Ferreti Rd (Groveland Townsite)	2-Lane Highway	1	2023	4,596	6,901	4,631	34	1,183	52%	0.7%	YES
49		at Tenaya School	2-Lane Highway	1	2023	3,850	4,895	5,277	1,427	2,035,865	52%	37.1%	YES
50		w/o Hells Hollow Rd	2-Lane Highway	1	2023	5,300	4,371	4,464	-836	699,599	48%	-15.8%	YES
51		e/o Smiths Station Rd	2-Lane Highway	1	2021	5,700	11,100	4,373	-1,327	1,759,757	48%	-23.3%	YES
52		w/o Cherry Valley/Lake Rd	2-Lane Highway	1	2021	4,000	6,400	4,549	549	301,266	52%	13.7%	YES
53		w/oYosemite Park West Boundary	2-Lane Highway	1	2021	3,900	6,300	3,687	-213	45,377	52%	-5.5%	YES
54	Mono Way	w/o Sanguinetti Rd	2-Lane Arterial HiCap	2	2023	22,887		19,422	-3,465	12,007,299	27%	-15.1%	YES
55		w/o Greenley Road	2-Lane Arterial HiCap	2	2023	18,412		15,625	-2,787	7,767,949	29%	-15.1%	YES
56		b/w Greenley Road and Flynn Ln	4-Lane Arterial HiCap	2	2023	23,116		18,762	-4,354	18,953,063	27%	-18.8%	YES
57		b/w Fir Dr & Tuolumne Rd	4-Lane Arterial HiCap	2	2023	25,953		23,754	-2,199	4,836,211	26%	-8.5%	YES
58		b/w Tuolumne Rd & Hess Ave	4-Lane Arterial HiCap	2	2023	11,285		13,301	2,016	4,065,668	34%	17.9%	YES
59		b/w Standard Rd/Peaceful Oak Dr & SR 108	2-Lane Arterial HiCap	2	2023	7,050		8,621	1,571	2,467,039	44%	22.3%	YES

APPENDIX D

Base Year (2023) Regional Travel Demand Model Validation Summary

#	Roadway/Highway Segment		Functional Classification (FC) ⁷	FC #	Count Year ¹	Exist ADT Count	Exist Peak Month ADT	Base Year Model ADT Volume	Diff (Base Year Model ADT Volume - Exist ADT Count)	Diff Squared ²	Allowable Link Deviation % (+/-) ³	Percent Diff. (Base Year Model ADT - Exist ADT Count)	Link Deviation % Met? ⁴
60	Standard Road	n/o Tuolumne Rd	2-Lane Arterial LoCap	3	2023	3,123		2,116	-1,007	1,013,084	58%	-32.2%	YES
61		s/o Mono Way	2-Lane Arterial LoCap	3	2023	5,014		2,746	-2,268	5,144,682	48%	-45.2%	YES
62	Parrots Ferry Road	b/w SR 49 & Sawmill Flat Rd	2-Lane Arterial HiCap	2	2023	9,788		10,877	1,089	1,186,982	38%	11.1%	YES
63		s/o Calaveras County Line	2-Lane Arterial HiCap	2	2023	2,551		3,094	543	294,482	58%	21.3%	YES
64	Fifth Avenue	s/o SR 108 / 49	2-Lane Collector	4	2023	2,658		3,219	561	314,906	58%	21.1%	YES
65		n/o SR 108 / 49	2-Lane Collector	4	2023	1,938		3,368	1,430	2,044,653	63%	73.8%	NO
66	Greenley Road	b/wLyons Bald Mt Rd/Lyons Rd & Cabezut Rd	2-Lane Arterial LoCap	3	2023	5,959		5,736	-223	49,821	48%	-3.7%	YES
67		b/w Delnero Dr & Mono Way	4-Lane Arterial LoCap	3	2023	14,335		15,023	688	473,449	31%	4.8%	YES
68		b/w Mono Way & Sanguinetti Rd	4-Lane Arterial HiCap	2	2023	9,484		3,079	-6,405	41,022,717	38%	-67.5%	NO
69	La Grange Road	b/w County Line & Bonds Flat Rd	2-Lane Arterial HiCap	2	2023	2,628		3,190	562	316,029	58%	21.4%	YES
70		b/w Bonds Flat Rd & Red Hills Rd	2-Lane Arterial HiCap	2	2023	3,312		4,366	1,054	1,110,176	58%	31.8%	YES
71		b/wRed Hills Rd & SR 108-SR 120	2-Lane Arterial HiCap	2	2023	3,270		4,156	886	784,813	58%	27.1%	YES
72	Tuolumne Road	b/w Mono Way & Lambert lake Rd	2-Lane Arterial HiCap	2	2023	15,010		15,421	411	169,221	30%	2.7%	YES
73		b/w Hess Ave & Wards Ferry Rd	2-Lane Arterial HiCap	2	2023	14,708		14,094	-614	377,352	31%	-4.2%	YES
74		b/w Wards Ferry Rd & Standard Rd	2-Lane Arterial HiCap	2	2023	11,539		13,068	1,529	2,336,468	34%	13.2%	YES
75		b/w Standard Rd & Woodhams Carne	2-Lane Arterial HiCap	2	2023	12,414		13,301	887	786,803	34%	7.1%	YES
76		b/w Woodham Carne Rd & Cherokee Rd	2-Lane Arterial HiCap	2	2023	8,858		8,720	-138	19,056	38%	-1.6%	YES
77	Wards Ferry Road	s/o Yosemite Rd	2-Lane Collector	4	2023	203		87	-116	13,453	68%	-57.1%	YES
78		s/o Tuolumne Rd	2-Lane Collector	4	2023	1,890		1,660	-230	53,091	63%	-12.2%	YES
79	Twain Harte Drive	n/o Hunts Rd	2-Lane Arterial LoCap	3	2023	4,414		3,678	-736	542,360	52%	-16.7%	YES
80		w/o East Ave	2-Lane Arterial LoCap	3	2023	3,384		2,017	-1,367	1,867,649	58%	-40.4%	YES
81		e/o Tiffeni Dr (eastern Most)	2-Lane Arterial LoCap	3	2023	2,372		2,933	561	315,079	63%	23.7%	YES
82	Shaws Flat Road	n/o Jamestown Rd	2-Lane Collector	4	2023	3,149		3,486	337	113,694	58%	10.7%	YES
83		n/o SR 49 (Near Sonora High School)	2-Lane Collector	4	2023	3,697		1,856	-1,841	3,388,306	58%	-49.8%	YES
84	Jamestown Road	s/o Shaws Flat Rd	2-Lane Arterial LoCap	3	2023	2,598		2,887	289	83,580	58%	11.1%	YES
85		s/o Racetrack Rd	2-Lane Arterial LoCap	3	2023	3,208		3,190	-18	317	58%	-0.6%	YES
86		s/o Golf Links Rd	2-Lane Arterial LoCap	3	2023	2,901		3,164	263	69,297	58%	9.1%	YES
87	Rawhide Road	n/o SR 49 & 108 (by the Bridge)	2-Lane Arterial HiCap	2	2023	4,545		4,552	7	52	52%	0.2%	YES
88		s/o SR 49 (near Tuttletown)	2-Lane Arterial HiCap	2	2023	2,682		2,988	306	93,500	58%	11.4%	YES
89	Phoenix Lake Road	e/o Creekside Dr	2-Lane Arterial LoCap	3	2023	1,183		2,306	1,123	1,261,874	68%	95.0%	NO
90		e/o Ridgewood	2-Lane Arterial LoCap	3	2023	3,810		6,441	2,631	6,923,734	52%	69.1%	NO
91		e/o Hess Ave	2-Lane Arterial LoCap	3	2023	5,170		9,752	4,582	20,998,639	48%	88.6%	NO
92		w/o Hess Ave	2-Lane Arterial LoCap	3	2023	3,561		2,992	-569	323,663	58%	-16.0%	YES
93	Old Wards Ferry Road	n/o Justice Ctr Dr	2-Lane Arterial HiCap	2	2023	1,736		1,149	-587	344,854	63%	-33.8%	YES
94		s/o Sanguinetti Rd	4-Lane Arterial HiCap	2	2023	8,244		4,808	-3,436	11,806,691	41%	-41.7%	NO
95	Soulsbyville Road	n/o Tuolumne Rd	2-Lane Arterial LoCap	3	2023	3,298		1,427	-1,871	3,500,680	58%	-56.7%	YES
96		n/o Mono Vista Rd/King Ct	2-Lane Arterial LoCap	3	2023	7,107		7,874	767	587,795	44%	10.8%	YES
97	Tuolumne Rd North	n/o Tuolumne Rd	2-Lane Arterial HiCap	2	2023	4,965		4,808	-157	24,767	52%	-3.2%	YES
98		n/o Mi Wu St	2-Lane Arterial HiCap	2	2023	1,411		1,836	425	180,240	63%	30.1%	YES
99		n/o East Ave	2-Lane Arterial HiCap	2	2023	982		1,781	799	638,816	68%	81.4%	NO
100	O'Byrnes Ferry Rd	n/o SR 108	2-Lane Arterial HiCap	2	2023	5,695		7,122	1,427	2,036,042	48%	25.1%	YES
101		w/o Sierra Conservation Camp Dwy	2-Lane Arterial HiCap	2	2023	4,375		5,313	938	880,681	52%	21.5%	YES
102	Longeway Rd	e/o Soulsbyville Rd	2-Lane Arterial LoCap	3	2023	10,336		10,420	84	7,131	36%	0.8%	YES
103	Stewart St	n/o E Jackson St	2-Lane Local Road	5	2023	6,026		7,036	1,010	1,020,969	48%	16.8%	YES
104		n/o William St	2-Lane Local Road	5	2023	6,294		3,706	-2,588	6,698,013	44%	-41.1%	YES
105	S Washington St	n/o SR 108	2-Lane Arterial HiCap	2	2023	11,391		8,742	-2,649	7,016,345	34%	-23.3%	YES
106		s/o William St	2-Lane Collector	4	2023	18,116		13,411	-4,705	22,133,210	29%	-26.0%	YES
107	Sanguinetti Rd	e/o Old Wards Ferry Road	2-Lane Arterial HiCap	2	2023	7,529		6,684	-845	713,414	41%	-11.2%	YES
108		w/o Old Wards Ferry Road	4-Lane Arterial HiCap	2	2023	4,207		4,292	85	7,229	52%	2.0%	YES
109	Other Roads	Algerine Rd, s/o Jacksonville Rd	2-Lane Collector	4	2023	2,449		1,308	-1,141	1,302,919	63%	-46.6%	YES
110		Barron Ranch Rd, w/o Black Oak Rd	2-Lane Local Road	5	2023	602		1,381	779	606,192	68%	129.3%	NO
111		Big Hill Rd, b/w Sawmill Flat Rd & N Bald Mountain Rd	2-Lane Collector	4	2023	866		1,008	142	20,154	68%	16.4%	YES
112		Black Oak Rd, n/o Tuolumne Rd	2-Lane Collector	4	2023	1,822		3,254	1,432	2,050,142	63%	78.6%	NO
113		Bonds Flat Rd, e/o La Grange Rd	2-Lane Arterial HiCap	2	2023	1,519		2,736	1,217	1,480,538	63%	80.1%	NO
114		Cabezcut Rd, w/o Cedar Rd	2-Lane Collector	4	2023	5,171		4,614	-557	310,657	48%	-10.8%	YES
115		Cherokee Rd, n/o Tuolumne Rd	2-Lane Collector	4	2023	2,262		2,312	50	2,455	63%	2.2%	YES
116		Ferretti Road, s/o Pine Mt Dr	2-Lane Arterial HiCap	2	2023	4,593		4,996	403	162,624	52%	8.8%	YES
117		Hess Ave, n/o of Mono Way	2-Lane Local Road	5	2023	6,288		4,988	-1,300	1,689,601	44%	-20.7%	YES
118		Lime Kiln Rd, s/o Campo Seco Rd & SR 108	2-Lane Collector	4	2023	4,816		4,801	-15	239	52%	-0.3%	YES
119		Lyons St, w/o E Bald Mountain Rd	2-Lane Local Road	5	2023	4,954		3,944	-1,010	1,020,012	52%	-20.4%	YES
120		Lyons Bald Mountain Rd, e/o Greenley Road	2-Lane Collector	4	2022	1,367		1,921	554	306,413	63%	40.5%	YES
121		Main St (Jamestown), n/o Donovan St	2-Lane Local Road	5	2023	1,463		2,735	1,272	1,618,666	63%	87.0%	NO
122		North Sunshine Rd, s/o Soulsbyville Rd	2-Lane Local Road	5	2023	5,056		3,201	-1,855	3,442,747	48%	-36.7%	YES
123		Peaceful Oak Dr, b/w Mono Way and SR 108	2-Lane Arterial LoCap	3	2023	2,949		386	-2,563	6,569,287	58%	-86.9%	NO

APPENDIX D

Base Year (2023) Regional Travel Demand Model Validation Summary

#	Roadway/Highway Segment	Functional Classification (FC) ⁷	FC #	Count Year ¹	Exist ADT Count	Exist Peak Month ADT	Base Year Model ADT Volume	Diff (Base Year Model ADT Volume - Exist ADT Count)	Diff Squared ²	Allowable Link Deviation % (+/-) ³	Percent Diff. (Base Year Model ADT - Exist ADT Count)	Link Deviation % Met? ⁴
124	Other Roads	Sawmill Flat Rd, e/o Parrots Ferry Rd	2-Lane Collector	4	2023	2,409	4,878	2,469	6,096,488	63%	102.5%	NO
125		Snell Rd-Racetrack Rd, n/o Bonanza Rd	2-Lane Collector	4	2023	3,839	3,658	-181	32,838	52%	-4.7%	YES
126		Seco St, b/w Camp Seco Rd& 3rd Ave	2-Lane Collector	4	2023	2,556	2,546	-10	93	58%	-0.4%	YES
127		Springfield Rd, n/o Horseshoe Bend Rd	2-Lane Collector	4	2023	1,542	1,933	391	152,860	63%	25.4%	YES
128		Willow Springs Dr, e/o Soulsbyville Rd	2-Lane Local Road	5	2023	2,942	2,238	-704	495,945	58%	-23.9%	YES
129		Woodhams Carne Rd, s/o Tuolumne Rd	2-Lane Collector	4	2023	1,671	790	-881	776,131	63%	-52.7%	YES
130		Yankee Hill Rd, e/o Bigler St	2-Lane Collector	4	2023	876	1,469	593	352,160	68%	67.7%	YES
131		Yosemite Rd, e/o Turnback Creek Br	2-Lane Collector	4	2023	557	227	-330	109,135	68%	-59.3%	YES
TOTAL:					988,393		998,933	10,540	568,266,786			111
Note: Dir = Direction, FC = Functional Classification, FC # = Functional Classification Number, ADT = Average Daily Traffic, Diff = Difference, Exist = Existing, NB = Northbound, SB = Southbound												
¹ Existing counts were based on Caltrans Count Book, Caltrans PeMS Data Source, County Database, and National Data & Surveying Services (NDS) collected counts.												
² Diff Squared = [Diff (Base Year (2023) Model ADT - Exist ADT Count)]^2												
³ Allowable Link Deviation % (+/-) is based on Caltrans Model Validation Report, dated November 1992												
⁴ Link Deviation % Met = If absolute value of Percent Difference is less than the Allowable Link Deviation Percentage, then "YES", otherwise "NO"												
⁵ FC Target Met = If absolute value of Percent Difference is less than the FC % Error Target Percentage, then "YES", otherwise "NO"												
⁶ FC % Error Target, Correlation Coefficient, R Squared are based on Caltrans Travel Forecasting Guidelines, dated November 1992												
⁷ The Functional Classifications used in this Validation Table are for modeling purposes only.												

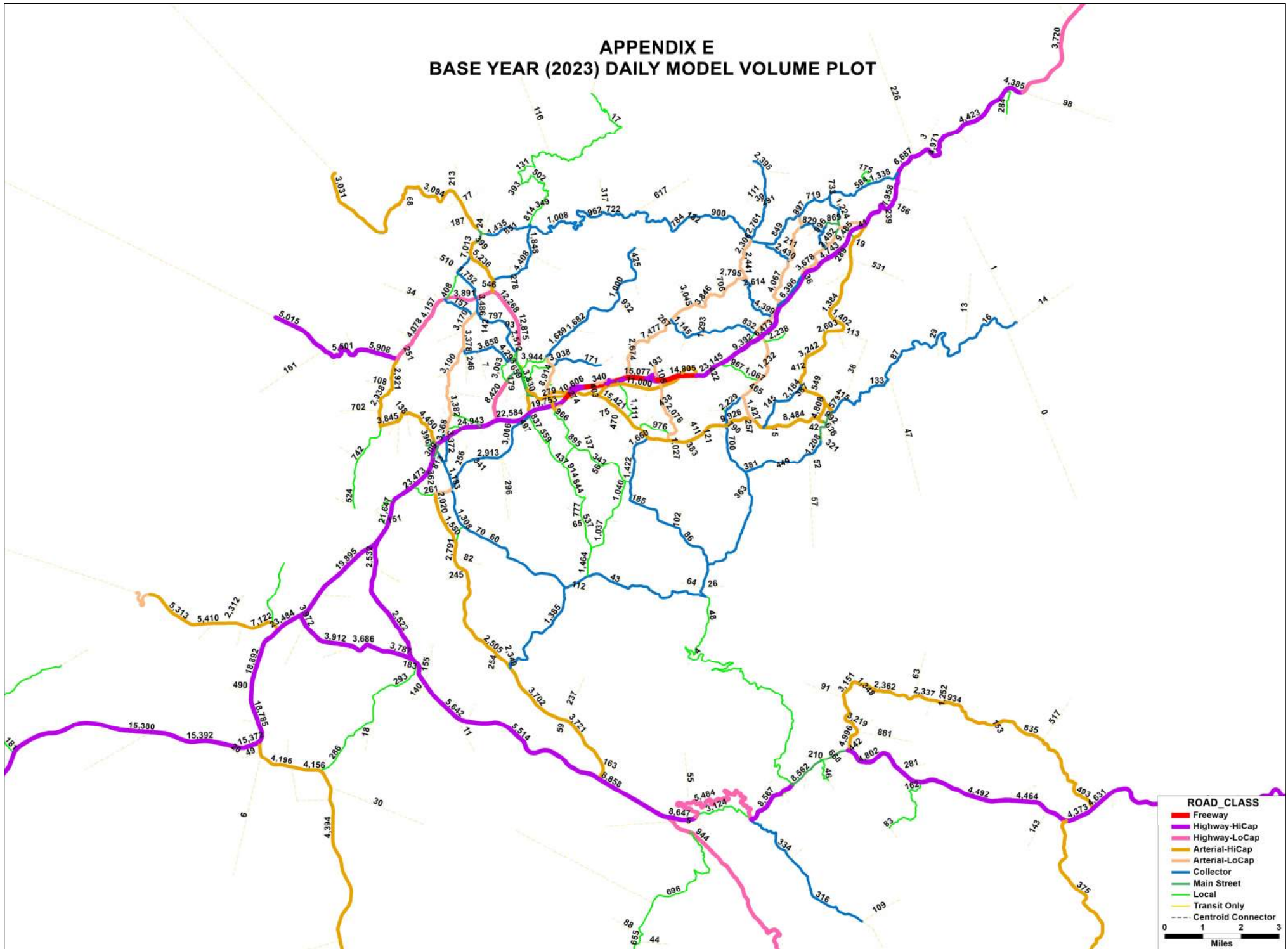
Functional Classification Percent Error						
FC#	Classification	Target % Error ⁶	Total Count	Total Model	Actual% Error	Met FC Target? ⁵
1	Freeways/Highways	+/- 7%	540,053	568,152	5%	YES
2	Arterial-HiCap	+/- 10%	266,139	254,658	-4%	YES
3	Arterial-LoCap	+/- 15%	84,722	85,090	0%	YES
4	Collectors	+/- 25%	63,854	61,804	-3%	YES
5	Frontage/Local Roads	+/- 25%	33,625	29,229	-13%	YES
Total			988,393	998,933	1%	

Validation Targets	Target	Model	Met?
Total Links		131	
Correlation Coefficient	> 88%	95%	YES
Root Mean Square Error (%RMSE)	< 40%	28%	YES
Model to Count Ratio	< 5%	1%	YES
Caltrans Difference Validation	> 75%	85%	YES
R Squared	> 0.88	0.90	YES
Note: %RMSE = [(Difference Squared)/(Total Links - 1)]^(0.5)/[(Total Exist ADT Count)/(Total Links)], and is based on Model Validation and Reasonableness Checking Manual, dated February 1997.			

Appendix E

Base Year (2023) Daily Model Volume Plot

APPENDIX E BASE YEAR (2023) DAILY MODEL VOLUME PLOT



Appendix F

Future Year Land Use Summaries by TAZ

APPENDIX F

Future Year (2040) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MH DU	MFDU	CTDU	MRDU	RSFDU	RMH DU	RMF DU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
16	1	0	0	0	0	8	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
17	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	71	0.000	0.000	0.000	92.000	0.000	0
18	1	0	0	0	0	2	0	0	0	0	0.000	0.000	0.000	0	79	0.000	9.500	0.000	0.000	0.000	0
20	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	14	0.000	0.000	0.000	0.000	0.000	0
21	6	0	0	0	0	36	2	4	0	0	0.000	0.000	0.000	0	61	0.000	0.000	0.000	0.000	0.000	0
22	3	0	0	0	0	23	3	3	0	0	0.000	2.200	0.000	0	0	0.000	0.000	4.000	0.000	0.000	0
23	13	0	0	0	0	0	0	0	0	0	0.000	1.100	0.000	0	0	1.600	6.500	0.000	0.000	0.000	0
24	54	0	0	0	0	7	0	1	0	0	17.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
25	0	0	0	0	0	0	0	0	57	0	0.000	0.000	0.000	44	309	3.000	82.200	0.000	0.000	0.000	0
26	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	2.500	0.000	0.000	0.000	0
27	29	0	0	0	2	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	2.988	0.000	0.000	0.000	0
28	17	1	0	0	0	47	12	4	0	1	11.800	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
29	0	0	0	0	0	0	0	0	0	0	11.500	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
30	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
31	313	1	0	0	0	1	0	0	0	0	19.700	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
45	264	18	0	0	5	16	0	3	0	0	0.000	3.900	30.000	0	0	0.000	0.000	0.000	0.000	0.000	0
46	845	2	47	18	4	13	1	0	0	0	39.300	17.600	0.000	20	0	0.000	24.300	5.200	0.000	0.000	0
52	1	0	0	0	0	3	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
53	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	45	0.000	0.000	0.000	2.000	166.000	0
54	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	5.000	0
55	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	5.000	0
61	163	16	78	0	2	1	1	0	0	0	19.300	113.500	134.200	0	0	0.000	3.200	5.200	0.000	0.000	0
68	18	2	5	0	6	19	3	2	0	3	21.100	2.800	0.000	146	20	0.000	40.652	0.000	0.000	0.000	0
69	17	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	28	0.000	0.000	0.000	0.000	71.000	0
70	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	373	0.000	0.000	0.000	0.000	71.000	0
73	27	1	0	0	0	46	3	2	0	0	0.000	0.000	23.000	0	0	0.000	0.000	0.000	0.000	0.000	0
75	197	1	0	0	0	35	2	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
76	231	4	0	0	2	41	1	2	86	0	3.800	61.300	0.000	0	0	0.000	0.200	40.460	1.000	0.000	0
80	643	0	2	0	2	3	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
83	48	3	0	0	0	31	11	7	252	3	36.410	0.000	0.000	0	0	0.000	5.300	0.000	0.000	0.000	0
84	21	22	3	0	2	30	11	13	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	2.000	0.000	0
86	0	0	0	0	0	51	85	12	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
90	664	0	2	63	0	0	0	0	0	0	11.600	0.000	0.000	1	0	0.000	0.000	0.000	0.000	0.000	0
91	563	0	0	0	0	0	0	0	140	0	0.000	0.000	0.000	0	55	0.000	0.000	0.000	0.000	0.000	0
92	748	3	0	0	0	6	1	0	0	0	0.000	12.800	0.000	0	1	0.000	0.000	0.000	0.000	0.000	0
93	228	0	0	0	0	3	0	0	0	0	0.000	17.600	14.000	0	0	0.000	0.000	19.200	0.000	0.000	0
94	576	1	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
100	15	0	5	0	0	0	0	0	1600	0	5.600	3.500	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
101	63	0	14	0	29	0	0	0	0	0	11.000	10.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
102	25	0	41	0	15	0	0	0	0	0	4.700	15.000	12.000	0	0	1.300	0.000	0.000	0.000	0.000	0
103	0	0	0	0	0	0	0	0	0	0	0.000	47.000	37.300	30	0	0.000	10.300	0.000	0.000	0.000	0
104	0	0	0	0	0	0	0	0	0	0	0.000	116.820	9.300	0	0	0.000	5.110	0.000	0.000	0.000	0
105	1	0	7	0	0	0	0	0	0	0	2.500	42.090	9.700	0	0	0.000	9.400	0.000	0.000	0.000	0
106	124	0	50	0	21	1	0	0	0	0	6.500	33.300	14.200	0	0	0.000	1.100	0.000	0.000	0.000	0
107	30	0	25	0	9	0	0	0	0	0	0.000	1.200	13.000	0	0	1.000	0.000	0.000	0.000	0.000	0
108	13	0	29	0	0	0	0	0	0	0	0.000	3.600	6.100	0	0	0.000	2.800	0.000	0.000	0.000	0
109	21	0	12	1	10	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
111	4	0	2	0	3	0	7	0	110	0	10.000	84.200	45.600	0	0	0.000	8.100	0.000	0.000	0.000	0
112	1	0	19	0	0	0	0	0	0	0	0.000	13.100	42.800	42	0	0.000	0.700	0.000	0.000	0.000	0
113	21	0	5	0	0	0	0	0	0	0	10.100	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
114	9	0	4	0	2	1	0	2	0	0	0.000	4.600	0.000	10	0	0.000	0.000	0.000	0.000	0.000	0
115	23	0	23	0	5	0	0	0	0	0	0.000	6.300	31.970	0	0	3.000	4.400	0.000	0.000	0.000	0
116	25	0	66	0	9	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
117	37	0	126	0	15	1	0	0	122	0	0.000	23.600	12.500	0	0	0.000	0.000	0.000	0.000	0.000	0

APPENDIX F

Future Year (2040) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MH DU	MFDU	CTDU	MRDU	RSFDU	RMH DU	RMF DU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
118	22	0	4	0	2	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
119	7	0	9	0	0	0	0	0	0	0	0.000	81.170	0.000	135	0	3.800	2.620	0.000	0.000	0.000	0
120	103	1	0	0	6	33	0	3	0	1	6.900	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
121	0	0	0	0	0	0	3	0	0	4	0.000	0.000	0.000	0	0	0.000	0.000	0.000	14.000	0.000	0
122	41	21	0	0	0	25	7	10	0	0	0.000	3.000	0.000	200	0	0.000	7.840	9.997	0.000	0.000	1925
124	3	0	0	0	0	10	0	2	0	16	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
130	9	3	0	0	9	0	0	0	0	0	0.000	4.100	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
131	5	3	0	0	0	1	0	6	0	0	0.000	8.700	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
132	10	0	12	0	20	0	0	0	0	0	0.000	27.600	0.000	45	0	0.000	1.100	0.000	0.000	0.000	0
133	100	0	225	0	0	0	0	0	0	0	0.000	18.650	80.150	0	0	0.000	0.000	0.000	0.000	0.000	0
134	39	1	2	0	8	0	0	2	0	0	0.000	8.600	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
135	5	4	30	0	2	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
136	207	0	28	0	2	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
137	86	41	33	0	9	1	3	14	525	0	0.000	1.500	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
138	2	0	0	0	0	1	0	0	0	0	0.000	22.500	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
139	3	1	0	0	6	0	0	0	0	0	0.000	6.300	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
140	11	0	0	0	3	1	0	4	0	0	0.000	24.100	8.400	18	0	2.000	11.150	0.000	8.000	0.000	0
141	17	6	0	0	8	0	2	2	0	0	0.000	3.300	0.000	0	0	2.100	1.100	0.000	0.000	0.000	0
142	112	15	10	0	18	0	0	0	0	0	7.100	5.900	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
143	12	0	30	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	1.400	0.000	0.000	0.000	0.000	0
144	98	9	10	0	35	0	0	0	0	0	4.500	30.900	3.900	0	0	4.100	17.400	0.000	0.000	0.000	0
145	115	4	2	0	10	5	27	2	0	0	0.000	14.900	0.000	0	0	0.000	9.540	0.000	0.000	0.000	0
146	3	0	0	0	0	6	2	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
147	159	0	0	74	0	0	54	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
148	51	0	0	0	0	32	68	2	0	0	0.000	0.000	0.000	0	1	0.000	0.000	0.000	0.000	0.000	0
149	0	0	0	0	0	1	0	0	0	7	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
150	0	0	0	0	0	3	1	3	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
151	62	2	4	34	5	3	92	5	0	0	0.000	9.300	6.400	0	3	0.000	4.580	0.000	0.000	0.000	0
152	1	0	0	0	2	8	1	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
153	21	4	0	0	6	21	3	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
154	16	6	10	0	4	12	2	7	402	0	0.000	0.000	0.000	0	0	0.000	4.600	0.000	0.000	0.000	0
155	113	5	24	0	2	0	0	0	0	0	3.300	0.000	0.000	0	0	0.000	2.300	0.000	0.000	0.000	0
156	13	3	0	0	0	7	0	6	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
157	7	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	1.100	0.000	0.000	0.000	0
158	9	1	0	15	0	2	0	2	0	0	0.000	0.000	0.000	0	0	0.000	2.900	0.000	0.000	0.000	0
159	4	1	0	0	0	1	1	0	0	0	0.000	0.000	0.000	0	0	0.000	1.300	0.000	0.000	0.000	0
160	5	1	0	0	1	6	0	1	0	1	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
161	2	0	0	0	0	2	1	2	0	1	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
162	14	1	0	0	2	14	1	6	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
163	70	12	11	0	2	0	14	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
164	150	4	0	14	4	2	0	2	0	1	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
165	104	0	8	0	2	0	0	0	0	0	0.000	18.700	13.600	0	0	1.000	0.000	0.000	0.000	0.000	0
166	147	7	13	0	12	4	0	2	0	0	1.900	18.600	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
167	103	0	0	0	2	4	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
168	55	7	40	0	15	12	4	7	0	2	4.800	19.300	0.000	0	0	0.000	1.300	0.000	0.000	0.000	0
169	19	6	3	0	8	7	1	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
170	17	0	0	0	0	32	1	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
171	178	4	0	0	0	12	3	2	0	0	0.000	0.000	0.000	0	13	0.000	1.800	0.000	0.000	0.000	0
172	23	1	0	0	2	2	0	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
173	0	0	0	0	0	0	0	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
174	13	1	4	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	1.900	0.000	0.000	0.000	0
175	34	3	0	0	2	0	151	0	0	0	7.000	1.600	0.000	0	0	0.000	1.600	9.600	0.000	0.000	0
176	9	0	44	0	4	1	0	0	510	0	0.000	9.000	0.000	24	0	0.000	3.700	0.000	0.000	0.000	0
177	27	3	0	0	4	3	0	0	0	0	3.000	5.500	0.000	0	0	0.000	1.800	0.000	0.000	0.000	0

APPENDIX F

Future Year (2040) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MH DU	MFDU	CTDU	MRDU	RSFDU	RMH DU	RMF DU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
178	2	0	0	0	0	0	1	0	0	0	0.000	0.800	0.000	0	15	0.000	0.000	0.000	0.000	0.000	0
179	4	0	0	0	4	0	0	0	0	0	2.300	3.200	0.000	10	0	0.000	0.000	0.000	0.000	0.000	0
180	12	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	5	0	0.000	0.000	0.000	0.000	0.000	0
181	63	8	0	0	4	119	4	6	0	6	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
182	27	0	0	0	0	20	0	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
183	111	0	0	0	0	0	0	0	0	0	0.000	4.000	0.000	0	0	0.000	6.200	0.000	0.000	0.000	0
184	33	6	0	0	6	47	11	8	0	2	0.000	0.000	0.000	0	0	0.000	2.800	0.000	0.000	0.000	0
185	5	2	0	0	0	10	5	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
186	23	11	0	0	4	7	6	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
187	23	4	0	0	6	1	3	7	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
188	10	1	0	0	0	18	0	0	0	1	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
189	139	0	0	0	0	2	0	0	0	0	0.000	0.900	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
190	4	0	0	0	0	13	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
191	74	0	0	0	0	7	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
192	45	0	0	0	0	14	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
193	44	0	2	0	0	5	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
194	26	0	0	0	0	6	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
195	17	4	4	0	0	3	91	5	0	0	8.000	7.900	2.000	0	0	3.100	0.000	0.000	0.000	0.000	0
196	13	1	0	0	7	15	7	8	0	0	0.000	3.400	0.000	0	0	0.000	6.100	0.000	0.000	0.000	0
197	108	8	0	0	0	24	1	4	0	0	0.000	15.600	29.900	0	0	0.000	10.800	0.000	0.000	0.000	0
198	17	3	0	0	0	11	4	4	0	1	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
199	26	0	100	10	0	19	0	0	0	0	0.000	24.000	30.000	0	0	0.000	2.600	0.000	0.000	0.000	0
200	76	0	52	0	0	1	0	2	0	0	0.000	0.000	8.000	0	0	0.000	0.000	0.000	0.000	0.000	0
201	26	1	0	0	0	1	0	0	0	0	0.000	11.400	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
202	62	0	0	0	2	6	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
203	2	2	2	0	0	34	0	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
204	307	0	0	0	2	7	0	0	0	0	4.400	6.800	6.800	0	0	0.000	13.350	0.000	0.000	0.000	0
205	5	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
206	102	0	0	0	0	4	0	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
207	39	4	2	0	4	22	1	0	0	0	2.700	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
208	1	0	0	0	0	5	1	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
209	3	0	0	0	2	9	1	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
210	38	4	0	0	4	8	3	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
211	110	3	4	0	0	7	0	0	0	0	0.000	0.000	2.000	0	0	0.000	0.000	0.000	0.000	0.000	0
212	23	13	0	0	0	5	2	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
213	99	1	2	0	4	2	0	2	0	0	0.000	0.000	91.000	0	0	0.000	0.000	0.000	0.000	0.000	0
214	258	0	11	0	7	0	0	0	227	0	0.000	27.800	6.500	15	0	0.000	9.000	0.000	0.000	0.000	0
215	257	1	0	0	7	0	0	0	0	0	0.000	31.600	0.000	0	1	1.200	8.200	0.000	0.000	0.000	0
216	129	0	19	7	11	0	0	0	375	0	0.000	19.100	13.200	1	0	0.000	4.000	0.000	0.000	0.000	0
217	151	0	0	0	10	0	0	0	0	0	25.700	1.800	0.000	0	0	0.000	6.500	0.000	0.000	0.000	0
218	159	0	2	0	4	3	0	0	0	0	6.300	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
219	111	1	0	0	2	0	0	2	0	0	0.000	3.400	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
220	84	0	12	0	6	2	0	0	0	0	0.000	3.500	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
221	23	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
222	17	6	0	0	2	10	6	5	0	4	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
223	19	10	0	0	6	20	18	13	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
224	47	20	7	0	4	19	3	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
225	47	3	14	0	7	4	0	2	0	0	0.000	35.800	75.100	0	0	0.000	0.000	0.000	0.000	0.000	0
226	0	0	0	0	0	0	0	0	0	0	0.000	0.000	331.200	0	0	0.000	0.000	0.000	0.000	0.000	0
227	35	1	0	0	4	47	1	0	0	0	20.500	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
228	8	2	2	0	0	9	4	5	0	3	0.000	4.800	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
229	30	9	0	0	2	17	2	0	0	6	0.000	0.000	0.000	0	0	0.000	0.000	0.000	5.000	0.000	0
230	33	3	0	0	8	21	5	2	0	5	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
231	21	5	0	0	0	8	14	7	0	6	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0

APPENDIX F

Future Year (2040) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MHDU	MFDU	CTDU	MRDU	RSFDU	RMHDU	RMFDU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
232	13	0	0	0	0	19	2	6	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
233	15	2	2	0	2	4	60	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
234	0	0	0	0	0	3	1	4	0	10	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
235	4	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	8.775	0.000	0.000	0.000	0
236	1	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
237	57	2	0	0	0	6	0	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
238	1	2	0	0	3	6	1	2	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
239	0	0	0	0	0	4	3	5	0	3	0.000	0.000	0.000	0	0	0.000	4.200	16.000	3.000	0.000	0
240	3	0	0	0	0	11	0	0	0	3	0.000	0.000	0.000	0	0	0.000	0.300	0.000	17.000	0.000	0
241	28	15	0	0	0	15	1	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
242	6	0	0	0	0	4	2	0	0	10	0.000	0.300	13.900	0	0	0.000	86.300	0.000	0.000	0.000	0
243	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	150	0.000	0.000	0.000	0.000	0.000	0
244	18	12	0	0	2	23	22	4	0	3	0.000	0.000	0.000	0	0	0.000	0.000	0.000	232.000	0.000	0
245	4	2	0	0	0	3	8	5	0	0	0.000	2.910	0.000	0	0	0.000	4.700	39.000	0.000	0.000	0
246	23	8	2	0	4	14	5	9	0	4	0.000	0.000	6.900	0	0	0.000	0.000	0.000	0.000	0.000	0
247	18	10	0	0	11	20	7	6	0	0	0.800	3.700	0.000	0	0	0.000	17.675	28.000	5.000	0.000	0
248	0	0	0	0	0	2	1	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
249	6	0	0	0	0	0	0	2	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	100.000	0.000	0
250	1	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	320.000	0.000	0
251	0	0	0	0	0	0	1	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	469.000	0.000	0
252	1	0	0	0	4	1	5	2	0	5	0.000	0.000	0.000	0	0	0.000	0.000	0.000	603.000	0.000	0
253	5	0	0	0	0	0	0	2	0	10	0.000	0.000	0.000	0	0	0.000	0.000	0.000	118.000	0.000	0
254	11	2	0	0	0	20	6	4	0	6	0.000	3.400	0.000	0	0	0.000	0.000	0.000	916.000	0.000	0
256	0	0	0	0	0	1	1	0	0	2	0.000	0.000	0.000	0	337	0.000	0.000	0.000	1582.000	300.000	0
257	6	1	0	0	0	11	4	4	0	6	0.000	0.000	0.000	0	0	0.000	0.000	0.000	364.000	0.000	0
258	10	0	0	0	0	2	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	3000.000	0.000	0
259	128	6	0	0	0	32	0	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
260	368	7	0	0	0	0	1	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
261	394	0	0	0	2	69	3	13	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.010	0
262	9	24	0	0	0	24	2	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
263	304	0	0	0	0	3	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
264	8	0	0	0	0	13	1	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
266	59	0	0	0	4	1	1	0	0	0	0.000	25.900	0.000	0	0	0.000	62.080	80.900	0.000	0.000	0
267	106	6	0	0	5	3	2	2	0	0	0.000	6.000	2.200	0	0	0.000	0.000	0.000	0.000	0.000	0
268	9	8	0	0	2	22	12	10	0	9	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
269	25	3	1	0	2	42	1	0	0	4	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
270	13	0	0	0	0	44	10	12	0	13	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
271	3	0	0	0	0	5	0	2	0	8	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
272	4	0	0	0	0	7	1	0	0	15	1.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
273	0	0	0	0	0	0	0	0	0	0	0.000	0.000	20.600	0	0	0.000	0.000	20.000	0.000	0.000	0
274	56	0	2	0	0	11	0	2	0	0	5.500	5.000	0.000	0	0	0.000	3.600	0.000	0.000	0.000	0
275	2	1	0	0	2	1	0	4	0	3	0.000	4.200	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
276	23	10	0	0	4	20	39	10	0	0	0.000	4.900	0.000	0	0	0.000	33.223	42.310	0.000	0.000	0
277	40	31	0	0	12	50	6	12	0	4	9.600	0.000	0.000	0	0	0.000	2.600	0.000	0.000	0.000	0
278	67	8	20	0	16	97	3	11	0	2	0.000	0.000	1.200	0	0	0.000	0.000	0.000	30.000	0.000	0
279	30	4	0	0	2	29	1	10	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
280	11	1	0	0	2	12	3	4	0	0	0.000	0.000	0.000	0	0	0.000	3.200	0.000	0.000	0.000	0
281	9	0	0	0	0	24	0	6	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
290	57	0	6	0	38	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
291	19	0	0	0	0	2	0	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
292	17	6	0	0	0	4	3	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
293	9	1	0	0	0	3	1	2	0	0	0.000	0.000	0.000	0	0	0.000	1.300	2.900	0.000	0.000	0
294	10	0	0	0	4	7	4	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
295	21	5	5	0	2	4	0	0	0	0	0.000	0.000	0.000	0	0	0.000	3.200	0.000	0.000	0.000	0

APPENDIX F

Future Year (2040) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MH DU	MFDU	CTDU	MRDU	RSFDU	RMH DU	RMF DU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
296	35	2	0	0	6	10	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
298	320	0	0	0	8	5	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
299	7	2	0	0	0	4	0	2	0	1	3.000	7.200	3.000	0	0	0.000	0.000	0.000	0.000	0.000	0
300	50	0	0	0	2	15	0	0	0	0	0.000	0.000	0.000	8	0	0.000	0.000	0.000	0.000	0.000	0
301	95	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
302	0	0	0	0	0	0	0	0	0	0	0.000	52.440	35.100	8	0	0.000	0.000	0.000	0.000	0.000	0
303	0	0	0	0	0	2	0	0	0	0	0.000	0.000	0.000	0	0	0.000	10.000	7.900	0.000	0.000	0
304	0	1	0	0	0	0	0	0	0	0	0.000	9.200	3.000	0	0	0.200	12.300	0.000	0.000	0.000	0
305	2	0	0	0	3	0	2	0	0	0	0.000	4.000	12.000	0	0	0.000	0.000	0.000	0.000	0.000	0
306	1	0	0	0	0	0	0	0	0	0	0.000	13.660	100.000	0	0	0.000	35.630	0.000	0.000	0.000	0
307	18	0	16	0	8	0	0	0	0	0	0.000	20.420	10.000	0	0	0.000	27.100	0.000	0.000	0.000	0
308	15	0	5	0	15	3	0	0	0	0	0.000	4.900	0.000	0	0	0.000	2.900	0.000	0.000	0.000	0
309	37	5	0	0	0	27	8	2	0	2	4.100	3.900	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
310	9	0	0	0	0	0	0	0	0	0	0.000	0.000	12.600	0	0	0.000	0.000	0.000	0.000	0.000	0
312	1	0	0	0	0	0	0	2	0	0	0.000	0.800	0.000	3	71	0.000	0.000	0.000	52.000	0.000	0
313	3	0	0	0	0	12	3	0	0	11	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
314	3	0	0	0	0	2	0	2	0	14	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
315	28	7	0	0	0	40	14	10	0	0	0.000	0.000	0.000	6	0	0.000	3.700	0.000	8.000	0.000	0
316	7	1	0	0	0	24	7	0	412	0	8.900	0.000	0.000	0	0	0.000	0.000	0.000	25.000	0.000	0
317	26	8	0	0	6	12	14	9	0	4	0.000	12.700	2.500	0	0	0.000	0.000	0.000	0.000	0.000	0
318	4	4	0	0	0	4	2	0	0	1	1.700	1.500	0.000	0	0	0.000	5.900	62.000	0.000	0.000	0
320	12	4	0	0	0	14	5	2	0	3	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
321	43	2	0	0	0	3	6	12	0	5	0.000	0.000	0.000	10	0	0.000	17.121	0.000	0.000	0.000	0
322	9	5	0	0	3	25	10	14	0	0	0.000	0.000	0.000	0	12	0.000	0.000	0.000	0.000	0.000	0
323	2	0	0	0	0	0	0	0	0	4	0.000	0.000	0.000	0	0	0.000	0.000	0.000	255.000	0.000	0
324	55	12	0	0	6	7	3	9	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
325	63	7	0	0	9	5	0	4	656	0	3.200	0.000	0.000	0	0	0.000	0.000	13.000	0.000	0.000	0
326	262	1	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
327	449	2	9	0	2	2	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
328	0	0	0	0	0	5	0	0	0	0	0.000	0.000	0.000	0	38	0.000	0.000	0.000	0.000	0.000	0
329	63	0	0	0	0	0	6	0	25	0	0.000	4.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
330	39	16	0	0	9	13	10	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
331	25	2	0	0	0	3	18	0	0	0	0.000	5.400	0.000	0	10	0.000	0.000	0.000	0.000	0.000	0
384	14	0	0	0	0	1	0	0	0	0	4.100	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
385	16	0	0	0	0	1	0	0	0	0	0.000	0.000	69.500	0	0	0.000	0.000	0.000	0.000	0.000	0
386	0	0	0	0	0	0	0	0	0	0	9.000	12.020	109.900	0	0	0.000	29.030	0.000	0.000	0.000	0
387	35	0	0	0	0	0	198	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
388	13	0	1	0	0	0	2	0	0	0	0.000	23.920	10.000	0	0	1.100	0.300	0.000	0.000	0.000	0
389	9	0	4	0	3	0	0	0	0	0	0.000	8.800	4.000	0	0	0.000	2.000	0.000	0.000	0.000	0
390	0	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
391	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	54.500	0.000	0.000	0
392	0	0	0	0	2	0	0	0	0	0	0.000	19.120	279.900	0	0	0.000	1.100	0.000	0.000	0.000	0
394	0	0	0	0	0	0	0	2	0	0	0.000	17.310	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
395	3	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
396	2	0	0	0	0	0	0	0	0	0	0.000	14.410	60.000	0	0	0.000	0.000	0.000	0.000	0.000	0
397	0	0	0	0	0	0	0	0	0	0	0.000	4.540	27.900	100	0	0.000	10.300	0.000	0.000	0.000	0
398	13	3	0	0	0	4	68	6	0	0	5.400	35.530	89.200	0	0	0.000	63.700	59.900	0.000	0.000	0
399	0	0	2	0	0	0	0	4	0	0	0.000	0.000	16.000	0	0	0.000	0.000	165.000	0.000	0.000	0
400	39	1	0	0	2	33	0	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
401	2	0	0	0	0	0	0	0	0	0	0.000	0.000	2.800	0	0	0.000	0.000	0.000	0.000	0.000	0
402	8	0	0	0	8	0	0	0	0	0	0.000	15.380	0.000	0	0	0.000	0.000	13.200	0.000	0.000	0
403	32	6	0	0	9	5	2	3	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
404	88	1	12	0	3	1	0	0	0	0	0.000	18.900	102.500	0	0	0.000	6.200	0.000	0.000	0.000	0
405	0	0	0	0	0	0	0	0	0	0	0.000	33.537	0.000	0	0	0.146	0.000	0.000	0.000	0.000	0

APPENDIX F

Future Year (2040) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MHDU	MFDU	CTDU	MRDU	RSFDU	RMHDU	RMFDU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
406	16	2	0	0	6	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
408	12	12	0	0	0	15	6	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
409	15	8	0	0	4	5	27	8	0	0	0.000	0.000	0.000	0	0	0.000	1.200	0.000	0.000	0.000	0
410	49	2	0	0	0	9	3	0	0	0	5.100	0.000	0.000	0	0	0.000	3.200	0.000	0.000	0.000	0
411	12	8	2	0	0	12	3	9	0	0	0.000	0.000	0.000	0	0	0.000	1.500	0.000	0.000	0.000	0
412	21	6	0	0	0	3	37	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	82.730	0.000	0.000	0
413	2	1	0	0	0	0	1	5	0	0	0.000	6.720	0.000	0	0	0.000	0.000	2.000	0.000	0.000	0
414	28	9	0	0	3	5	2	2	0	0	0.000	0.000	0.000	0	0	0.000	7.300	0.000	0.000	0.000	0
415	15	3	0	0	2	28	3	13	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
416	34	2	0	0	2	28	6	18	0	4	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
417	19	11	4	0	0	11	3	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
418	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
419	0	0	0	0	0	1	0	0	0	0	0.000	2.050	15.350	0	0	0.000	0.000	35.500	0.000	0.000	0
420	11	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
421	2	0	0	0	0	0	0	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
422	4	1	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
423	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	15	0	0.000	0.000	0.000	0.000	0.000	0
424	3	3	0	0	0	2	80	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
425	8	2	0	0	0	25	2	5	0	10	0.000	0.000	0.000	0	0	0.000	4.742	22.700	0.000	0.000	0
426	145	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
427	20	0	0	0	0	39	0	0	0	0	0.000	4.000	0.000	0	0	0.000	15.184	0.000	0.000	0.000	0
429	3	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	186.000	0.000	0
430	3	0	83	0	0	0	0	0	0	0	0.000	0.000	25.400	0	0	1.600	0.000	0.000	0.000	0.000	0
431	23	0	4	0	15	0	0	0	196	0	4.100	32.900	3.600	0	0	0.000	6.200	0.000	0.000	0.280	0
432	113	3	2	0	17	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
433	69	16	17	0	19	7	2	12	466	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
434	36	8	0	0	0	6	0	6	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
435	22	4	0	0	0	50	5	11	0	0	24.800	4.800	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
436	0	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
437	0	0	0	0	0	0	0	0	739	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
439	2	1	0	0	2	9	1	7	0	3	0.000	2.787	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
440	9	0	0	0	0	8	1	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	5.000	0.000	0.000	0
441	14	3	0	0	0	3	1	8	0	0	0.000	0.000	11.000	0	0	0.000	0.000	0.000	0.000	0.000	0
442	71	1	0	0	0	35	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
443	19	0	0	0	0	35	1	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
444	7	0	0	0	0	1	0	4	0	0	0.000	5.300	18.400	4	0	0.000	0.900	0.000	0.000	0.000	0
445	18	5	0	0	6	1	5	0	0	0	3.000	19.700	10.300	40	0	2.100	1.600	0.000	0.000	0.000	0
446	2	0	0	0	0	0	0	0	0	0	0.000	23.800	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
447	11	1	0	0	0	1	0	0	0	0	0.000	2.100	1.800	0	0	0.000	2.100	0.000	2.000	0.000	0
448	29	6	39	0	0	3	4	7	0	0	6.000	0.000	0.000	6	0	0.000	8.775	0.000	0.000	0.000	0
449	12	1	0	0	0	21	14	2	0	1	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
450	10	0	0	0	0	9	0	0	0	1	0.000	0.000	0.000	0	0	0.000	0.000	0.000	6.000	0.000	0
451	5	0	0	0	0	2	0	6	0	0	0.000	63.690	0.000	0	0	0.000	0.000	28.700	0.000	0.000	0
452	14	1	4	0	2	6	1	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	9.000	0.000	0.000	0
453	1	0	0	0	0	0	1	0	0	0	0.000	20.000	2.800	0	0	0.000	0.000	0.000	0.000	0.000	0
454	10	1	0	0	2	2	1	2	0	0	0.000	0.000	0.000	0	0	0.000	3.200	0.000	0.000	0.000	0
455	1	0	0	0	0	0	0	0	0	0	0.000	28.080	0.000	0	0	2.300	0.000	0.000	0.000	0.000	0
456	1	0	0	0	0	0	0	0	0	0	0.000	5.600	5.400	0	0	1.200	0.000	0.000	0.000	0.000	0
457	6	0	0	0	5	0	0	0	0	0	4.800	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
458	4	0	4	0	0	0	0	0	0	0	0.000	29.940	34.600	17	0	0.000	13.800	0.000	0.000	0.000	0
459	10	17	0	0	6	0	0	0	0	0	0.000	1.000	0.000	0	0	0.000	0.000	4.000	0.000	0.000	0
460	13	1	51	0	3	0	0	2	0	0	0.000	4.400	0.000	16	0	0.000	0.000	0.000	0.000	0.000	0
461	6	1	5	0	2	0	0	0	0	0	0.000	14.200	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
462	9	0	0	0	2	1	67	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0

APPENDIX F

Future Year (2040) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MH DU	MFDU	CTDU	MRDU	RSFDU	RMH DU	RMF DU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
463	31	10	0	0	8	27	9	6	171	3	0.000	2.900	0.000	0	0	0.000	0.000	11.200	0.000	0.000	0
464	9	2	0	0	2	3	4	7	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
465	5	0	2	0	0	10	92	6	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
466	37	14	0	0	2	13	2	6	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
467	9	0	0	0	0	0	0	0	0	0	0.000	8.481	1.500	0	0	0.000	0.000	78.900	0.000	0.000	0
468	74	1	0	0	0	3	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
469	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
471	96	0	0	0	4	0	254	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
472	117	5	0	0	0	3	5	0	0	0	0.000	0.000	6.900	79	0	0.000	31.200	0.000	0.000	0.000	0
473	3	0	0	0	0	8	3	4	0	0	0.000	0.000	0.000	0	0	0.000	2.600	0.000	0.000	0.000	0
474	11	0	0	0	3	2	1	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
475	22	0	0	0	0	1	0	0	0	0	0.000	2.100	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
476	511	1	3	0	2	6	0	2	0	0	20.000	0.240	1.100	0	0	0.000	1.540	0.000	0.200	0.000	0
477	0	0	0	0	0	0	0	0	0	0	0.000	0.000	22.900	0	0	0.000	0.000	0.000	0.000	0.000	0
478	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
479	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
480	13	0	0	0	0	0	0	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
481	0	0	0	0	0	1	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
482	3	0	0	0	2	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
501	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
502	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
503	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
504	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
505	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
506	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
507	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
508	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
509	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
510	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
511	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
512	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
513	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
601	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
602	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
603	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
604	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
605	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
606	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
607	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
608	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
609	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
610	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
611	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
612	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
613	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
614	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
615	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
616	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
617	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
618	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
619	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
620	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
621	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
622	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0

APPENDIX F

Future Year (2040) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MH DU	MFDU	CTDU	MRDU	RSFDU	RMH DU	RMF DU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
623	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
624	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
625	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
626	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
627	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
628	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
629	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
630	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
631	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
632	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
633	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
634	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
635	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
636	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
637	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
638	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
639	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
640	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
641	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
642	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
643	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
644	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
645	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
646	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
647	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
648	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
649	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
701	20	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
702	2	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
703	12	0	0	0	0	6	0	0	31	0	0.000	0.000	0.000	0	0	0.000	0.000	28.000	3.000	0.000	0
704	8	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	28.000	3.000	0.000	0
705	14	0	0	0	0	7	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	28.000	3.000	0.000	0
706	1	0	0	0	0	0	0	0	0	4	0.000	0.000	0.000	0	0	0.000	0.000	0.000	14.000	0.000	0
707	25	0	0	0	0	9	0	0	0	0	0.000	0.000	19.000	0	0	0.000	0.000	0.000	0.000	0.000	0
708	7	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
709	30	1	0	0	0	10	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
710	9	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
711	19	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
712	0	0	0	0	0	3	25	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
713	1	0	0	0	0	3	25	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
714	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
715	0	0	0	0	0	0	0	0	0	0	0.000	9.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
716	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
717	2	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
718	10	1	0	0	0	10	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
719	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	600.000	0.000	0
720	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	700.000	0.000	0
721	82	0	0	0	0	20	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
722	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	3	0.000	0.000	0.000	0.000	0.000	0
723	12	0	0	0	0	0	0	0	0	2	0.000	5.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
724	16	1	96	0	0	0	0	0	0	2	0.000	2.500	0.000	175	0	0.000	0.000	0.000	0.000	0.000	0
725	18	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
726	10	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
727	4	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	13	30	0.000	0.000	0.000	0.000	0.000	0

APPENDIX F

Future Year (2040) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MH DU	MFDU	CTDU	MRDU	RSFDU	RMH DU	RMF DU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
728	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
729	15	0	0	0	0	9	39	0	0	0	0.000	0.000	0.000	0	0	0.000	8.000	5.000	0.000	0.000	0
730	0	0	0	0	0	0	0	0	39	0	0.000	10.020	16.000	0	0	0.000	5.200	291.500	0.000	0.000	0
731	0	0	0	0	0	0	0	0	0	0	0.000	16.000	16.000	0	0	0.000	0.000	192.760	0.000	0.000	0
732	0	0	0	0	0	0	0	0	0	0	0.000	0.000	6.700	0	0	0.000	0.000	30.000	0.000	0.000	0
733	5	0	0	0	0	0	0	0	0	0	0.000	0.000	16.000	0	0	0.000	0.000	0.000	0.000	0.000	0
734	0	0	0	0	0	0	0	0	0	0	0.000	0.000	16.900	0	0	0.000	0.000	0.000	0.000	0.000	0
735	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
736	0	0	0	0	0	0	0	0	622	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
737	0	0	0	0	0	0	0	0	0	0	0.000	3.599	0.000	0	0	0.000	0.000	8.000	11.000	0.000	0
738	0	0	0	0	0	0	0	0	0	0	0.000	4.840	20.000	0	0	0.000	28.760	140.000	0.000	0.000	0
739	3	0	0	0	0	0	0	0	0	0	12.100	7.820	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
740	28	0	0	0	0	27	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
741	1	21	0	0	0	3	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
742	2	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
743	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
744	25	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
745	1	0	0	0	0	0	0	0	0	0	0.000	0.000	11.000	0	0	0.000	0.000	0.000	0.000	0.000	3650
746	0	0	0	0	0	10	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
747	5	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	13.100	0.000	0.000	0
748	353	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
750	11	0	0	0	0	2	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
751	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
752	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
753	15	0	0	0	0	8	11	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
754	10	0	0	0	0	7	11	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
755	2	0	0	0	0	0	11	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
756	8	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
757	27	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
758	1	0	0	0	0	0	35	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
759	25	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
760	2	0	0	0	0	9	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
761	1	0	0	0	0	0	0	0	0	0	0.000	7.900	3.100	0	0	0.000	0.000	0.000	0.000	0.000	0
762	47	0	0	0	0	0	0	0	0	0	9.100	0.000	15.000	0	0	0.000	0.000	0.000	0.000	0.000	0
763	0	0	0	0	0	0	0	0	0	0	0.000	5.000	12.000	5	0	0.000	0.000	0.000	0.000	0.000	0
764	17	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
765	0	0	0	0	0	0	0	0	849	0	0.000	0.000	11.500	0	0	0.000	177.080	0.000	0.000	0.000	0
766	0	0	0	0	0	0	0	0	0	0	0.000	13.060	12.000	28	0	0.000	0.000	0.000	0.000	0.000	0
767	0	0	0	0	0	0	0	0	0	0	0.000	0.000	13.000	0	0	0.000	0.000	0.000	0.000	0.000	0
768	0	0	0	0	0	0	0	0	0	0	0.000	10.780	13.000	0	0	0.000	9.830	0.000	0.000	0.000	0
769	0	0	0	0	0	0	0	0	0	0	0.000	10.530	13.000	0	0	0.000	0.000	0.000	0.000	0.000	0
770	0	0	0	0	0	0	0	0	0	0	0.000	0.000	100.000	0	0	0.000	0.000	0.000	0.000	0.000	0
771	0	0	0	0	0	0	0	0	0	0	0.000	0.000	13.000	0	0	0.000	0.000	0.000	0.000	0.000	0
772	0	0	0	0	0	0	0	0	0	0	0.000	4.320	13.500	0	0	0.000	3.800	0.000	0.000	0.000	0
773	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
774	0	0	0	0	0	0	0	0	0	0	0.000	5.000	10.220	0	0	0.000	8.100	0.000	0.000	0.000	0
775	0	0	0	0	0	0	0	0	0	0	0.000	0.000	12.000	0	0	0.000	14.800	0.000	0.000	0.000	0
776	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
777	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
778	0	0	0	0	0	0	0	0	0	0	0.000	5.150	12.200	0	0	0.000	0.000	0.000	0.000	0.000	0
779	0	0	0	0	0	0	0	0	0	0	0.000	0.000	6.000	0	0	0.000	0.000	0.000	0.000	0.000	0
780	0	0	0	0	0	0	0	0	0	0	0.000	0.000	3.000	0	0	0.000	0.000	0.000	0.000	0.000	0
781	0	0	0	0	0	0	0	0	0	0	0.000	0.000	6.200	0	0	0.000	0.000	0.000	0.000	0.000	0
782	0	0	0	0	0	0	0	0	0	0	0.000	0.000	10.000	0	0	0.000	0.000	0.000	0.000	0.000	0

APPENDIX F

Future Year (2040) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MH DU	MFDU	CTDU	MRDU	RSFDU	RMH DU	RMF DU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
783	0	0	0	0	0	0	0	0	0	0	0.000	3.400	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
784	17	0	72	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
785	61	0	92	14	0	0	0	0	0	0	0.000	0.000	39.600	0	0	0.000	0.000	0.000	0.000	0.000	0
786	46	0	74	9	0	0	0	0	0	0	0.000	0.000	30.000	0	0	0.000	0.000	0.000	0.000	0.000	0
787	31	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
788	3	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
789	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
790	47	0	50	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
791	10	0	50	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	40.378	0.000	0.000	0.000	0
792	197	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
793	48	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
794	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
795	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
796	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
797	4	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	8.600	0.000	0.000	0
798	3	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
799	4	0	33	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
801	6	0	0	0	0	0	16	0	0	0	0.000	9.200	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
802	0	0	0	0	0	0	0	0	0	0	0.000	0.000	15.350	0	0	0.000	0.000	0.000	0.000	0.000	0
803	13	0	0	0	0	0	0	0	3000	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
804	2	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
805	14	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
806	20	22	0	0	0	8	10	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
807	4	4	0	0	0	5	10	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
808	19	0	0	0	0	0	0	0	0	0	0.000	3.075	0.000	0	0	0.000	0.000	20.000	0.000	0.000	0
809	6	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
810	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	33	0.000	0.000	0.000	0.000	0.000	0
811	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	4.000	0.000	0.000	0
812	19	0	0	0	2	4	0	3	0	0	0.000	0.000	0.000	0	10	0.000	1.280	0.000	0.000	0.000	0
813	19	1	0	0	2	8	1	4	0	0	37.100	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
814	15	0	0	2	1	1	0	1	0	0	0.000	0.000	0.000	0	0	0.000	3.252	0.000	8.000	0.000	0
815	0	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
816	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.970	0.000	0.000	0.000	0
817	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
818	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
819	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
820	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
821	1	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	144	247	0.000	0.000	0.000	0.000	0.000	0
822	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	2	0.000	0.000	0.000	33.000	0.000	0
823	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	88	261	0.000	0.000	0.000	32.000	0.000	0
824	12	0	0	0	0	0	0	0	0	5	0.000	0.000	0.000	0	0	0.000	0.000	5.900	0.000	0.000	0
825	0	0	0	0	0	0	0	0	0	4	0.000	0.000	0.000	0	0	0.000	0.000	0.000	13.000	0.000	0
826	0	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	16.000	3.000	0.000	0
827	3	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	16.200	3.000	0.000	0
828	0	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	7.000	0.000	0
829	0	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	7.000	0.000	0
830	7	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	6.000	0.000	0
831	26	8	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	113	0.000	0.000	0.000	0.000	0.000	0
832	14	7	0	0	0	4	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
833	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
834	0	0	0	0	0	0	0	0	0	0	0.000	20.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
835	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
836	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	21.900	0.000	0.000	0
837	3	11	0	0	1	23	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	232.000	0.000	0

APPENDIX F

Future Year (2040) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MHDU	MFDU	CTDU	MRDU	RSFDU	RMHDU	RMFDU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
838	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	25.000	0.000	0
839	1	0	0	0	0	9	0	0	0	6	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
840	2	0	0	0	0	0	0	0	0	6	0.000	0.000	0.000	0	78	0.000	0.000	0.000	0.000	50.000	0
841	7	0	0	0	0	5	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	200.000	0.000	0
842	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	670.000	0.000	0
843	5	0	0	0	0	6	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
844	5	0	0	0	0	0	0	0	0	9	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
845	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
846	1	0	0	0	0	0	0	0	0	7	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
847	11	7	6	0	2	2	19	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
848	12	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
849	10	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
850	12	0	0	0	1	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
851	37	0	17	0	11	1	0	0	0	0	0.000	8.700	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
852	78	0	21	0	0	0	0	0	0	0	0.000	0.480	10.000	0	0	0.000	0.000	0.000	0.000	0.000	0
853	2	0	50	0	0	0	0	0	0	0	0.000	0.000	4.000	0	0	0.000	0.000	0.000	0.000	0.000	0
854	20	0	50	0	0	0	0	0	0	0	0.000	0.000	4.700	0	0	0.000	0.000	0.000	0.000	0.000	0
855	46	0	0	0	0	10	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
856	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	111.559	0.000	0.000	0
857	10	0	0	0	0	0	0	0	0	0	0.000	0.200	6.460	0	0	0.000	0.832	0.000	0.000	0.000	0
858	15	0	0	0	0	5	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
859	0	0	0	0	0	0	0	0	0	0	0.000	4.992	10.000	21	0	0.000	0.000	0.000	0.000	0.000	0
860	0	0	0	0	0	0	0	0	0	0	0.000	0.000	9.100	9	0	0.000	0.000	0.000	0.000	0.000	0
861	5	1	0	0	0	6	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
862	12	0	55	0	0	0	0	0	0	0	0.000	26.610	0.000	61	0	0.000	0.000	0.000	0.000	0.000	0
863	2	0	0	0	0	6	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
864	7	0	0	0	0	9	39	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
900	11	5	0	0	10	1	0	4	0	0	0.000	2.400	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
901	10	2	0	0	5	4	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	9.000	0.000	0.000	0
902	5	1	0	0	1	5	0	1	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
903	0	0	0	0	2	4	5	9	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
904	9	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
905	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
906	1	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
907	3	1	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
908	11	1	0	0	2	0	0	0	0	0	3.100	8.400	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
909	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
910	4	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
911	6	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
912	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
913	10	1	0	0	0	15	0	0	0	0	0.000	0.000	0.000	0	0	0.000	4.809	0.000	0.000	0.000	0
914	5	0	0	0	0	3	0	7	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
915	18	0	0	0	0	2	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
916	4	18	0	0	0	2	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
917	220	17	2	0	3	0	0	0	172	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
918	312	0	5	40	5	0	0	0	0	0	0.000	4.000	0.000	15	0	0.000	44.408	0.000	8.000	0.000	0
919	291	1	1	0	9	8	0	1	22	0	0.000	0.960	4.400	20	0	0.000	23.092	0.000	0.000	0.000	0
920	8	0	0	0	0	3	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
921	49	9	0	0	3	14	1	3	0	0	7.600	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
SUM	20,453	976	2,337	301	897	3,081	2,286	748	11,806	350	543.410	2,083.751	2,833.500	1,637	2,484	37.246	1,306.496	1,955.516	10,998.200	668.290	5,575

APPENDIX F

Future Year (2050) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MH DU	MFDU	CTDU	MRDU	RSFDU	RMH DU	RMF DU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
16	1	0	0	0	0	8	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
17	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	71	0.000	0.000	0.000	92.000	0.000	0
18	1	0	0	0	0	2	0	0	0	0	0.000	0.000	0.000	0	79	0.000	9.500	0.000	0.000	0.000	0
20	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	14	0.000	0.000	0.000	0.000	0.000	0
21	6	0	0	0	0	36	2	4	0	0	0.000	0.000	0.000	0	61	0.000	0.000	0.000	0.000	0.000	0
22	3	0	0	0	0	23	3	3	0	0	0.000	2.200	0.000	0	0	0.000	0.000	4.000	0.000	0.000	0
23	13	0	0	0	0	0	0	0	0	0	0.000	1.100	0.000	0	0	1.600	6.500	0.000	0.000	0.000	0
24	54	0	0	0	0	7	0	1	0	0	17.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
25	0	0	0	0	0	0	0	0	57	0	0.000	0.000	0.000	44	309	3.000	82.200	0.000	0.000	0.000	0
26	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	2.500	0.000	0.000	0.000	0
27	29	0	0	0	2	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	2.988	0.000	0.000	0.000	0
28	17	1	0	0	0	47	12	4	0	1	11.800	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
29	0	0	0	0	0	0	0	0	0	0	11.500	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
30	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
31	313	1	0	0	0	1	0	0	0	0	19.700	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
45	266	18	0	0	5	16	0	3	0	0	0.000	3.900	30.000	0	0	0.000	0.000	0.000	0.000	0.000	0
46	869	2	47	18	4	13	1	0	0	0	39.300	17.600	0.000	20	0	0.000	24.300	5.200	0.000	0.000	0
52	1	0	0	0	0	3	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
53	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	45	0.000	0.000	0.000	2.000	166.000	0
54	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	5.000	0
55	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	5.000	0
61	163	16	78	0	2	1	1	0	0	0	19.300	113.500	134.200	0	0	0.000	3.200	5.200	0.000	0.000	0
68	18	2	5	0	6	19	3	2	0	3	21.100	2.800	0.000	146	20	0.000	40.652	0.000	0.000	0.000	0
69	17	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	28	0.000	0.000	0.000	0.000	71.000	0
70	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	373	0.000	0.000	0.000	0.000	71.000	0
73	27	1	0	0	0	46	3	2	0	0	0.000	0.000	23.000	0	0	0.000	0.000	0.000	0.000	0.000	0
75	197	1	0	0	0	35	2	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
76	276	4	0	0	2	41	1	2	86	0	3.800	61.300	0.000	0	0	0.000	0.200	40.460	1.000	0.000	0
80	643	0	2	0	2	3	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
83	48	3	0	0	0	31	11	7	252	3	36.410	0.000	0.000	0	0	0.000	5.300	0.000	0.000	0.000	0
84	21	22	3	0	2	30	11	13	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	2.000	0.000	0
86	5	0	0	0	0	51	85	12	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
90	670	0	2	63	0	0	0	0	0	0	11.600	0.000	0.000	1	0	0.000	0.000	0.000	0.000	0.000	0
91	563	0	0	0	0	0	0	0	140	0	0.000	0.000	0.000	0	55	0.000	0.000	0.000	0.000	0.000	0
92	748	3	0	0	0	6	1	0	0	0	0.000	12.800	0.000	0	1	0.000	0.000	0.000	0.000	0.000	0
93	228	0	0	0	0	3	0	0	0	0	0.000	17.600	14.000	0	0	0.000	0.000	19.200	0.000	0.000	0
94	585	1	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
100	15	0	5	0	0	0	0	0	1600	0	5.600	3.500	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
101	63	0	14	0	29	0	0	0	0	0	11.000	10.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
102	25	0	41	0	15	0	0	0	0	0	4.700	15.000	12.000	0	0	1.300	0.000	0.000	0.000	0.000	0
103	0	0	0	0	0	0	0	0	0	0	0.000	47.000	37.300	30	0	0.000	10.300	0.000	0.000	0.000	0
104	0	0	0	0	0	0	0	0	0	0	0.000	117.938	9.300	0	0	0.000	5.110	0.000	0.000	0.000	0
105	1	0	7	0	0	0	0	0	0	0	2.500	43.317	9.700	0	0	0.000	9.400	0.000	0.000	0.000	0
106	124	0	50	0	21	1	0	0	0	0	6.500	33.300	14.200	0	0	0.000	1.100	0.000	0.000	0.000	0
107	30	0	25	0	9	0	0	0	0	0	0.000	1.200	13.000	0	0	1.000	0.000	0.000	0.000	0.000	0
108	13	0	29	0	0	0	0	0	0	0	0.000	3.600	6.100	0	0	0.000	2.800	0.000	0.000	0.000	0
109	21	0	12	1	10	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
111	4	0	2	0	3	0	7	0	110	0	10.000	84.200	45.600	0	0	0.000	8.100	0.000	0.000	0.000	0
112	1	0	19	0	0	0	0	0	0	0	0.000	13.100	42.800	42	0	0.000	0.700	0.000	0.000	0.000	0
113	21	0	5	0	0	0	0	0	0	0	10.100	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
114	9	0	4	0	2	1	0	2	0	0	0.000	4.600	0.000	10	0	0.000	0.000	0.000	0.000	0.000	0
115	23	0	23	0	5	0	0	0	0	0	0.000	6.300	50.647	0	0	3.000	4.400	0.000	0.000	0.000	0
116	25	0	66	0	9	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
117	37	0	126	0	15	1	0	0	122	0	0.000	23.600	12.500	0	0	0.000	0.000	0.000	0.000	0.000	0

APPENDIX F

Future Year (2050) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MHDU	MFDU	CTDU	MRDU	RSFDU	RMHDU	RMFDU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
118	22	0	4	0	2	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
119	7	0	9	0	0	0	0	0	0	0	0.000	100.742	0.000	135	0	3.800	2.620	0.000	0.000	0.000	0
120	103	1	0	0	6	33	0	3	0	1	6.900	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
121	0	0	0	0	0	0	3	0	0	4	0.000	0.000	0.000	0	0	0.000	0.000	0.000	14.000	0.000	0
122	48	21	0	0	0	25	7	10	0	0	0.000	3.000	0.000	200	0	0.000	7.840	9.997	0.000	0.000	1925
124	3	0	0	0	0	10	0	2	0	16	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
130	9	3	0	0	9	0	0	0	0	0	0.000	4.100	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
131	5	3	0	0	0	1	0	6	0	0	0.000	8.700	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
132	10	0	12	0	20	0	0	0	0	0	0.000	27.600	0.000	45	0	0.000	1.100	0.000	0.000	0.000	0
133	100	0	225	0	0	0	0	0	0	0	0.000	18.650	80.150	0	0	0.000	0.000	0.000	0.000	0.000	0
134	39	1	2	0	8	0	0	2	0	0	0.000	8.600	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
135	5	4	30	0	2	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
136	207	0	28	0	2	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
137	86	41	33	0	9	1	3	14	525	0	0.000	1.500	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
138	2	0	0	0	0	1	0	0	0	0	0.000	22.500	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
139	3	1	0	0	6	0	0	0	0	0	0.000	6.300	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
140	11	0	0	0	3	1	0	4	0	0	0.000	24.100	8.400	18	0	2.000	11.150	0.000	8.000	0.000	0
141	21	6	0	0	8	0	2	2	0	0	0.000	3.300	0.000	0	0	2.100	1.100	0.000	0.000	0.000	0
142	112	15	10	0	18	0	0	0	0	0	7.100	5.900	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
143	12	0	30	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	1.400	0.000	0.000	0.000	0.000	0
144	98	9	10	0	35	0	0	0	0	0	4.500	30.900	3.900	0	0	4.100	17.400	0.000	0.000	0.000	0
145	124	4	2	0	10	5	27	2	0	0	0.000	14.900	0.000	0	0	0.000	9.540	0.000	0.000	0.000	0
146	3	0	0	0	0	6	2	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
147	159	0	0	74	0	0	54	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
148	51	0	0	0	0	32	68	2	0	0	0.000	0.000	0.000	0	1	0.000	0.000	0.000	0.000	0.000	0
149	7	0	0	0	0	1	0	0	0	7	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
150	0	0	0	0	0	3	1	3	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
151	63	2	4	34	5	3	92	5	0	0	0.000	9.300	6.400	0	3	0.000	4.580	0.000	0.000	0.000	0
152	1	0	0	0	2	8	1	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
153	21	4	0	0	6	21	3	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
154	16	6	10	0	4	12	2	7	402	0	0.000	0.000	0.000	0	0	0.000	4.600	0.000	0.000	0.000	0
155	113	5	24	0	2	0	0	0	0	0	3.300	0.000	0.000	0	0	0.000	2.300	0.000	0.000	0.000	0
156	13	3	0	0	0	7	0	6	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
157	7	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	1.100	0.000	0.000	0.000	0
158	9	1	0	15	0	2	0	2	0	0	0.000	0.000	0.000	0	0	0.000	2.900	0.000	0.000	0.000	0
159	5	1	0	0	0	1	1	0	0	0	0.000	0.000	0.000	0	0	0.000	1.300	0.000	0.000	0.000	0
160	5	1	0	0	1	6	0	1	0	1	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
161	2	0	0	0	0	2	1	2	0	1	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
162	14	1	0	0	2	14	1	6	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
163	70	12	11	0	2	0	14	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
164	150	4	0	14	4	2	0	2	0	1	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
165	104	0	8	0	2	0	0	0	0	0	0.000	18.700	13.600	0	0	1.000	0.000	0.000	0.000	0.000	0
166	147	7	13	0	12	4	0	2	0	0	1.900	18.600	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
167	103	0	0	0	2	4	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
168	55	7	40	0	15	12	4	7	0	2	4.800	19.300	0.000	0	0	0.000	1.300	0.000	0.000	0.000	0
169	24	6	3	0	8	7	1	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
170	17	0	0	0	0	32	1	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
171	178	4	0	0	0	12	3	2	0	0	0.000	0.000	0.000	0	13	0.000	1.800	0.000	0.000	0.000	0
172	23	1	0	0	2	2	0	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
173	0	0	0	0	0	0	0	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
174	13	1	4	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	1.900	0.000	0.000	0.000	0
175	34	3	0	0	2	0	151	0	0	0	7.000	1.600	0.000	0	0	0.000	1.600	9.600	0.000	0.000	0
176	9	0	44	0	4	1	0	0	510	0	0.000	9.000	0.000	24	0	0.000	3.700	0.000	0.000	0.000	0
177	27	3	0	0	4	3	0	0	0	0	3.000	5.500	0.000	0	0	0.000	1.800	0.000	0.000	0.000	0

APPENDIX F

Future Year (2050) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MH DU	MFDU	CTDU	MRDU	RSFDU	RMH DU	RMF DU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
178	2	0	0	0	0	0	1	0	0	0	0.000	0.800	0.000	0	15	0.000	0.000	0.000	0.000	0.000	0
179	4	0	0	0	4	0	0	0	0	0	2.300	3.200	0.000	10	0	0.000	0.000	0.000	0.000	0.000	0
180	12	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	5	0	0.000	0.000	0.000	0.000	0.000	0
181	63	8	0	0	4	119	4	6	0	6	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
182	27	0	0	0	0	20	0	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
183	111	0	0	0	0	0	0	0	0	0	0.000	4.000	0.000	0	0	0.000	6.200	0.000	0.000	0.000	0
184	33	6	0	0	6	47	11	8	0	2	0.000	0.000	0.000	0	0	0.000	2.800	0.000	0.000	0.000	0
185	5	2	0	0	0	10	5	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
186	23	11	0	0	4	7	6	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
187	23	4	0	0	6	1	3	7	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
188	10	1	0	0	0	18	0	0	0	1	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
189	139	0	0	0	0	2	0	0	0	0	0.000	0.900	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
190	4	0	0	0	0	13	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
191	74	0	0	0	0	7	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
192	45	0	0	0	0	14	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
193	44	0	2	0	0	5	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
194	26	0	0	0	0	6	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
195	17	4	4	0	0	3	91	5	0	0	8.000	7.900	2.000	0	0	3.100	0.000	0.000	0.000	0.000	0
196	15	1	0	0	7	15	7	8	0	0	0.000	3.400	0.000	0	0	0.000	6.100	0.000	0.000	0.000	0
197	108	8	0	0	0	24	1	4	0	0	0.000	15.600	29.900	0	0	0.000	10.800	0.000	0.000	0.000	0
198	17	3	0	0	0	11	4	4	0	1	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
199	26	0	100	10	0	19	0	0	0	0	0.000	24.000	30.000	0	0	0.000	2.600	0.000	0.000	0.000	0
200	76	0	52	0	0	1	0	2	0	0	0.000	0.000	8.000	0	0	0.000	0.000	0.000	0.000	0.000	0
201	26	1	0	0	0	1	0	0	0	0	0.000	11.400	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
202	62	0	0	0	2	6	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
203	2	2	2	0	0	34	0	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
204	307	0	0	0	2	7	0	0	0	0	4.400	6.800	6.800	0	0	0.000	13.350	0.000	0.000	0.000	0
205	5	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
206	102	0	0	0	0	4	0	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
207	39	4	2	0	4	22	1	0	0	0	2.700	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
208	1	0	0	0	0	5	1	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
209	3	0	0	0	2	9	1	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
210	38	4	0	0	4	8	3	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
211	115	3	4	0	0	7	0	0	0	0	0.000	0.000	2.000	0	0	0.000	0.000	0.000	0.000	0.000	0
212	23	13	0	0	0	5	2	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
213	99	1	2	0	4	2	0	2	0	0	0.000	0.000	91.000	0	0	0.000	0.000	0.000	0.000	0.000	0
214	258	0	11	0	7	0	0	0	227	0	0.000	27.800	6.500	15	0	0.000	9.000	0.000	0.000	0.000	0
215	257	1	0	0	7	0	0	0	0	0	0.000	31.600	0.000	0	1	1.200	8.200	0.000	0.000	0.000	0
216	129	0	19	7	11	0	0	0	375	0	0.000	19.100	13.200	1	0	0.000	4.000	0.000	0.000	0.000	0
217	151	0	0	0	10	0	0	0	0	0	25.700	1.800	0.000	0	0	0.000	6.500	0.000	0.000	0.000	0
218	159	0	2	0	4	3	0	0	0	0	6.300	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
219	111	1	0	0	2	0	0	2	0	0	0.000	3.400	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
220	84	0	12	0	6	2	0	0	0	0	0.000	3.500	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
221	23	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
222	17	6	0	0	2	10	6	5	0	4	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
223	20	10	0	0	6	20	18	13	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
224	47	20	7	0	4	19	3	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
225	47	3	14	0	7	4	0	2	0	0	0.000	35.800	75.100	0	0	0.000	0.000	0.000	0.000	0.000	0
226	0	0	0	0	0	0	0	0	0	0	0.000	0.000	331.200	0	0	0.000	0.000	0.000	0.000	0.000	0
227	35	1	0	0	4	47	1	0	0	0	20.500	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
228	8	2	2	0	0	9	4	5	0	3	0.000	4.800	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
229	30	9	0	0	2	17	2	0	0	6	0.000	0.000	0.000	0	0	0.000	0.000	0.000	5.000	0.000	0
230	33	3	0	0	8	21	5	2	0	5	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
231	21	5	0	0	0	8	14	7	0	6	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0

APPENDIX F

Future Year (2050) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MHDU	MFDU	CTDU	MRDU	RSFDU	RMHDU	RMFDU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
232	16	0	0	0	0	19	2	6	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
233	15	2	2	0	2	4	60	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
234	8	0	0	0	0	3	1	4	0	10	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
235	4	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	8.775	0.000	0.000	0.000	0
236	2	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
237	57	2	0	0	0	6	0	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
238	1	2	0	0	3	6	1	2	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
239	0	0	0	0	0	4	3	5	0	3	0.000	0.000	0.000	0	0	0.000	4.200	16.000	3.000	0.000	0
240	3	0	0	0	0	11	0	0	0	3	0.000	0.000	0.000	0	0	0.000	0.300	0.000	17.000	0.000	0
241	28	15	0	0	0	15	1	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
242	6	0	0	0	0	4	2	0	0	10	0.000	0.300	13.900	0	0	0.000	86.300	0.000	0.000	0.000	0
243	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	150	0.000	0.000	0.000	0.000	0.000	0
244	18	12	0	0	2	23	22	4	0	3	0.000	0.000	0.000	0	0	0.000	0.000	0.000	232.000	0.000	0
245	4	2	0	0	0	3	8	5	0	0	0.000	2.910	0.000	0	0	0.000	4.700	39.000	0.000	0.000	0
246	23	8	2	0	4	14	5	9	0	4	0.000	0.000	6.900	0	0	0.000	0.000	0.000	0.000	0.000	0
247	18	10	0	0	11	20	7	6	0	0	0.800	3.700	0.000	0	0	0.000	17.675	28.000	5.000	0.000	0
248	0	0	0	0	0	2	1	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
249	6	0	0	0	0	0	0	2	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	100.000	0.000	0
250	1	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	320.000	0.000	0
251	0	0	0	0	0	0	1	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	469.000	0.000	0
252	1	0	0	0	4	1	5	2	0	5	0.000	0.000	0.000	0	0	0.000	0.000	0.000	603.000	0.000	0
253	5	0	0	0	0	0	0	2	0	10	0.000	0.000	0.000	0	0	0.000	0.000	0.000	118.000	0.000	0
254	11	2	0	0	0	20	6	4	0	6	0.000	3.400	0.000	0	0	0.000	0.000	0.000	916.000	0.000	0
256	0	0	0	0	0	1	1	0	0	2	0.000	0.000	0.000	0	337	0.000	0.000	0.000	1582.000	300.000	0
257	6	1	0	0	0	11	4	4	0	6	0.000	0.000	0.000	0	0	0.000	0.000	0.000	364.000	0.000	0
258	10	0	0	0	0	2	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	3000.000	0.000	0
259	128	6	0	0	0	32	0	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
260	368	7	0	0	0	0	1	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
261	394	0	0	0	2	69	3	13	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.010	0
262	9	24	0	0	0	24	2	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
263	304	0	0	0	0	3	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
264	8	0	0	0	0	13	1	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
266	59	0	0	0	4	1	1	0	0	0	0.000	25.900	0.000	0	0	0.000	62.080	80.900	0.000	0.000	0
267	106	6	0	0	5	3	2	2	0	0	0.000	6.000	2.200	0	0	0.000	0.000	0.000	0.000	0.000	0
268	21	8	0	0	2	22	12	10	0	9	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
269	25	3	1	0	2	42	1	0	0	4	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
270	13	0	0	0	0	44	10	12	0	13	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
271	3	0	0	0	0	5	0	2	0	8	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
272	4	0	0	0	0	7	1	0	0	15	1.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
273	0	0	0	0	0	0	0	0	0	0	0.000	0.000	20.600	0	0	0.000	0.000	20.000	0.000	0.000	0
274	56	0	2	0	0	11	0	2	0	0	5.500	5.000	0.000	0	0	0.000	3.600	0.000	0.000	0.000	0
275	2	1	0	0	2	1	0	4	0	3	0.000	4.200	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
276	23	10	0	0	4	20	39	10	0	0	0.000	4.900	0.000	0	0	0.000	33.223	42.310	0.000	0.000	0
277	40	31	0	0	12	50	6	12	0	4	9.600	0.000	0.000	0	0	0.000	2.600	0.000	0.000	0.000	0
278	67	8	20	0	16	97	3	11	0	2	0.000	0.000	1.200	0	0	0.000	0.000	0.000	30.000	0.000	0
279	30	4	0	0	2	29	1	10	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
280	11	1	0	0	2	12	3	4	0	0	0.000	0.000	0.000	0	0	0.000	3.200	0.000	0.000	0.000	0
281	9	0	0	0	0	24	0	6	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
290	57	0	6	0	38	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
291	19	0	0	0	0	2	0	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
292	17	6	0	0	0	4	3	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
293	9	1	0	0	0	3	1	2	0	0	0.000	0.000	0.000	0	0	0.000	1.300	2.900	0.000	0.000	0
294	10	0	0	0	4	7	4	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
295	21	5	5	0	2	4	0	0	0	0	0.000	0.000	0.000	0	0	0.000	3.200	0.000	0.000	0.000	0

APPENDIX F

Future Year (2050) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MH DU	MFDU	CTDU	MRDU	RSFDU	RMH DU	RMF DU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
296	40	2	0	0	6	10	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
298	327	0	0	0	8	5	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
299	8	2	0	0	0	4	0	2	0	1	3.000	7.200	3.000	0	0	0.000	0.000	0.000	0.000	0.000	0
300	50	0	0	0	2	15	0	0	0	0	0.000	0.000	0.000	8	0	0.000	0.000	0.000	0.000	0.000	0
301	95	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
302	0	0	0	0	0	0	0	0	0	0	0.000	79.475	35.100	8	0	0.000	0.000	0.000	0.000	0.000	0
303	0	0	0	0	0	2	0	0	0	0	0.000	0.000	0.000	0	0	0.000	10.000	7.900	0.000	0.000	0
304	0	1	0	0	0	0	0	0	0	0	0.000	9.200	3.000	0	0	0.200	12.300	0.000	0.000	0.000	0
305	2	0	0	0	3	0	2	0	0	0	0.000	4.000	12.000	0	0	0.000	0.000	0.000	0.000	0.000	0
306	1	0	0	0	0	0	0	0	0	0	0.000	13.660	100.000	0	0	0.000	35.630	0.000	0.000	0.000	0
307	18	0	16	0	8	0	0	0	0	0	0.000	22.054	10.000	0	0	0.000	27.100	0.000	0.000	0.000	0
308	18	0	5	0	15	3	0	0	0	0	0.000	4.900	0.000	0	0	0.000	2.900	0.000	0.000	0.000	0
309	43	5	0	0	0	27	8	2	0	2	4.100	3.900	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
310	23	0	0	0	0	0	0	0	0	0	0.000	0.000	12.600	0	0	0.000	0.000	0.000	0.000	0.000	0
312	1	0	0	0	0	0	0	2	0	0	0.000	0.800	0.000	3	71	0.000	0.000	0.000	52.000	0.000	0
313	3	0	0	0	0	12	3	0	0	11	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
314	3	0	0	0	0	2	0	2	0	14	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
315	77	7	0	0	0	40	14	10	0	0	0.000	0.000	0.000	6	0	0.000	3.700	0.000	8.000	0.000	0
316	7	1	0	0	0	24	7	0	412	0	8.900	0.000	0.000	0	0	0.000	0.000	0.000	25.000	0.000	0
317	27	8	0	0	6	12	14	9	0	4	0.000	12.700	2.500	0	0	0.000	0.000	0.000	0.000	0.000	0
318	4	4	0	0	0	4	2	0	0	1	1.700	1.500	0.000	0	0	0.000	5.900	62.000	0.000	0.000	0
320	12	4	0	0	0	14	5	2	0	3	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
321	43	2	0	0	0	3	6	12	0	5	0.000	0.000	0.000	10	0	0.000	17.121	0.000	0.000	0.000	0
322	9	5	0	0	3	25	10	14	0	0	0.000	0.000	0.000	0	12	0.000	0.000	0.000	0.000	0.000	0
323	2	0	0	0	0	0	0	0	0	4	0.000	0.000	0.000	0	0	0.000	0.000	0.000	255.000	0.000	0
324	55	12	0	0	6	7	3	9	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
325	73	7	0	0	9	5	0	4	656	0	3.200	0.000	0.000	0	0	0.000	0.000	13.000	0.000	0.000	0
326	262	1	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
327	449	2	9	0	2	2	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
328	0	0	0	0	0	5	0	0	0	0	0.000	0.000	0.000	0	38	0.000	0.000	0.000	0.000	0.000	0
329	63	0	0	0	0	0	6	0	25	0	0.000	4.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
330	46	16	0	0	9	13	10	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
331	25	2	0	0	0	3	18	0	0	0	0.000	5.400	0.000	0	10	0.000	0.000	0.000	0.000	0.000	0
384	14	0	0	0	0	1	0	0	0	0	4.100	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
385	16	0	0	0	0	1	0	0	0	0	0.000	0.000	69.500	0	0	0.000	0.000	0.000	0.000	0.000	0
386	0	0	0	0	0	0	0	0	0	0	9.000	12.020	109.900	0	0	0.000	29.030	0.000	0.000	0.000	0
387	35	0	0	0	0	0	198	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
388	13	0	1	0	0	0	2	0	0	0	0.000	23.920	10.000	0	0	1.100	0.300	0.000	0.000	0.000	0
389	9	0	4	0	3	0	0	0	0	0	0.000	8.800	4.000	0	0	0.000	2.000	0.000	0.000	0.000	0
390	0	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
391	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	54.500	0.000	0.000	0
392	0	0	0	0	2	0	0	0	0	0	0.000	19.120	279.900	0	0	0.000	1.100	0.000	0.000	0.000	0
394	0	0	0	0	0	0	0	2	0	0	0.000	17.310	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
395	3	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
396	2	0	0	0	0	0	0	0	0	0	0.000	14.410	60.000	0	0	0.000	0.000	0.000	0.000	0.000	0
397	0	0	0	0	0	0	0	0	0	0	0.000	4.540	27.900	100	0	0.000	10.300	0.000	0.000	0.000	0
398	13	3	0	0	0	4	68	6	0	0	5.400	35.530	89.200	0	0	0.000	63.700	59.900	0.000	0.000	0
399	0	0	2	0	0	0	0	4	0	0	0.000	0.000	16.000	0	0	0.000	0.000	165.000	0.000	0.000	0
400	39	1	0	0	2	33	0	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
401	2	0	0	0	0	0	0	0	0	0	0.000	0.000	2.800	0	0	0.000	0.000	0.000	0.000	0.000	0
402	8	0	0	0	8	0	0	0	0	0	0.000	15.380	0.000	0	0	0.000	0.000	13.200	0.000	0.000	0
403	32	6	0	0	9	5	2	3	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
404	88	1	12	0	3	1	0	0	0	0	0.000	18.900	102.500	0	0	0.000	6.200	0.000	0.000	0.000	0
405	0	0	0	0	0	0	0	0	0	0	0.000	33.537	0.000	0	0	0.146	0.000	0.000	0.000	0.000	0

APPENDIX F

Future Year (2050) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MH DU	MFDU	CTDU	MRDU	RSFDU	RMH DU	RMF DU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
406	16	2	0	0	6	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
408	12	12	0	0	0	15	6	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
409	15	8	0	0	4	5	27	8	0	0	0.000	0.000	0.000	0	0	0.000	1.200	0.000	0.000	0.000	0
410	49	2	0	0	0	9	3	0	0	0	5.100	0.000	0.000	0	0	0.000	3.200	0.000	0.000	0.000	0
411	12	8	2	0	0	12	3	9	0	0	0.000	0.000	0.000	0	0	0.000	1.500	0.000	0.000	0.000	0
412	21	6	0	0	0	3	37	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	82.730	0.000	0.000	0
413	2	1	0	0	0	0	1	5	0	0	0.000	6.720	0.000	0	0	0.000	0.000	2.000	0.000	0.000	0
414	28	9	0	0	3	5	2	2	0	0	0.000	0.000	0.000	0	0	0.000	7.300	0.000	0.000	0.000	0
415	15	3	0	0	2	28	3	13	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
416	34	2	0	0	2	28	6	18	0	4	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
417	23	11	4	0	0	11	3	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
418	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
419	0	0	0	0	0	1	0	0	0	0	0.000	2.050	15.350	0	0	0.000	0.000	35.500	0.000	0.000	0
420	11	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
421	2	0	0	0	0	0	0	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
422	4	1	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
423	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	15	0	0.000	0.000	0.000	0.000	0.000	0
424	3	3	0	0	0	2	80	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
425	8	2	0	0	0	25	2	5	0	10	0.000	0.000	0.000	0	0	0.000	4.742	22.700	0.000	0.000	0
426	145	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
427	20	0	0	0	0	39	0	0	0	0	0.000	4.000	0.000	0	0	0.000	15.184	0.000	0.000	0.000	0
429	3	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	186.000	0.000	0
430	3	0	83	0	0	0	0	0	0	0	0.000	0.000	25.400	0	0	1.600	0.000	0.000	0.000	0.000	0
431	23	0	19	0	15	0	0	0	196	0	4.100	32.900	3.600	0	0	0.000	6.200	0.000	0.000	0.280	0
432	113	3	2	0	17	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
433	77	16	17	0	19	7	2	12	466	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
434	40	8	0	0	0	6	0	6	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
435	45	4	0	0	0	50	5	11	0	0	24.800	4.800	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
436	3	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
437	0	0	0	0	0	0	0	0	739	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
439	10	1	0	0	2	9	1	7	0	3	0.000	2.787	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
440	17	0	0	0	0	8	1	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	5.000	0.000	0.000	0
441	14	3	0	0	0	3	1	8	0	0	0.000	0.000	11.000	0	0	0.000	0.000	0.000	0.000	0.000	0
442	71	1	0	0	0	35	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
443	19	0	0	0	0	35	1	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
444	7	0	0	0	0	1	0	4	0	0	0.000	5.300	18.400	4	0	0.000	0.900	0.000	0.000	0.000	0
445	18	5	0	0	6	1	5	0	0	0	3.000	19.700	10.300	40	0	2.100	1.600	0.000	0.000	0.000	0
446	2	0	0	0	0	0	0	0	0	0	0.000	23.800	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
447	11	1	0	0	0	1	0	0	0	0	0.000	2.100	1.800	0	0	0.000	2.100	0.000	2.000	0.000	0
448	29	6	39	0	0	3	4	7	0	0	6.000	0.000	0.000	6	0	0.000	8.775	0.000	0.000	0.000	0
449	12	1	0	0	0	21	14	2	0	1	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
450	10	0	0	0	0	9	0	0	0	1	0.000	0.000	0.000	0	0	0.000	0.000	0.000	6.000	0.000	0
451	5	0	0	0	0	2	0	6	0	0	0.000	63.690	0.000	0	0	0.000	0.000	28.700	0.000	0.000	0
452	14	1	4	0	2	6	1	2	0	0	0.000	0.000	0.000	0	0	0.000	0.000	9.000	0.000	0.000	0
453	1	0	0	0	0	0	1	0	0	0	0.000	20.000	2.800	0	0	0.000	0.000	0.000	0.000	0.000	0
454	10	1	0	0	2	2	1	2	0	0	0.000	0.000	0.000	0	0	0.000	3.200	0.000	0.000	0.000	0
455	1	0	0	0	0	0	0	0	0	0	0.000	28.080	0.000	0	0	2.300	0.000	0.000	0.000	0.000	0
456	1	0	0	0	0	0	0	0	0	0	0.000	5.600	5.400	0	0	1.200	0.000	0.000	0.000	0.000	0
457	6	0	0	0	5	0	0	0	0	0	4.800	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
458	4	0	4	0	0	0	0	0	0	0	0.000	29.940	34.600	17	0	0.000	13.800	0.000	0.000	0.000	0
459	10	17	0	0	6	0	0	0	0	0	0.000	1.000	0.000	0	0	0.000	0.000	4.000	0.000	0.000	0
460	13	1	51	0	3	0	0	2	0	0	0.000	4.400	0.000	16	0	0.000	0.000	0.000	0.000	0.000	0
461	6	1	5	0	2	0	0	0	0	0	0.000	14.200	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
462	9	0	0	0	2	1	67	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0

APPENDIX F

Future Year (2050) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MH DU	MFDU	CTDU	MRDU	RSFDU	RMH DU	RMF DU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
463	31	10	0	0	8	27	9	6	171	3	0.000	2.900	0.000	0	0	0.000	0.000	11.200	0.000	0.000	0
464	9	2	0	0	2	3	4	7	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
465	5	0	2	0	0	10	92	6	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
466	37	14	0	0	2	13	2	6	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
467	9	0	0	0	0	0	0	0	0	0	0.000	8.481	1.500	0	0	0.000	0.000	78.900	0.000	0.000	0
468	74	1	0	0	0	3	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
469	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
471	96	0	0	0	4	0	254	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
472	117	5	0	0	0	3	5	0	0	0	0.000	0.000	6.900	79	0	0.000	31.200	0.000	0.000	0.000	0
473	3	0	0	0	0	8	3	4	0	0	0.000	0.000	0.000	0	0	0.000	2.600	0.000	0.000	0.000	0
474	11	0	0	0	3	2	1	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
475	22	0	0	0	0	1	0	0	0	0	0.000	2.100	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
476	511	1	3	0	2	6	0	2	0	0	20.000	0.240	1.100	0	0	0.000	1.540	0.000	0.200	0.000	0
477	0	0	0	0	0	0	0	0	0	0	0.000	0.000	22.900	0	0	0.000	0.000	0.000	0.000	0.000	0
478	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
479	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
480	13	0	0	0	0	0	0	4	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
481	0	0	0	0	0	1	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
482	3	0	56	0	2	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
501	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
502	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
503	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
504	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
505	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
506	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
507	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
508	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
509	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
510	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
511	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
512	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
513	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
601	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
602	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
603	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
604	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
605	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
606	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
607	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
608	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
609	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
610	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
611	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
612	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
613	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
614	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
615	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
616	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
617	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
618	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
619	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
620	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
621	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
622	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0

APPENDIX F

Future Year (2050) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MH DU	MFDU	CTDU	MRDU	RSFDU	RMH DU	RMF DU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
623	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
624	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
625	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
626	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
627	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
628	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
629	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
630	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
631	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
632	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
633	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
634	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
635	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
636	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
637	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
638	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
639	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
640	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
641	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
642	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
643	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
644	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
645	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
646	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
647	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
648	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
649	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
701	20	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
702	2	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
703	12	0	0	0	0	6	0	0	31	0	0.000	0.000	0.000	0	0	0.000	0.000	28.000	3.000	0.000	0
704	8	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	28.000	3.000	0.000	0
705	14	0	0	0	0	7	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	28.000	3.000	0.000	0
706	1	0	0	0	0	0	0	0	0	4	0.000	0.000	0.000	0	0	0.000	0.000	0.000	14.000	0.000	0
707	25	0	0	0	0	9	0	0	0	0	0.000	0.000	19.000	0	0	0.000	0.000	0.000	0.000	0.000	0
708	7	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
709	42	1	0	0	0	10	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
710	9	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
711	19	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
712	0	0	0	0	0	3	25	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
713	1	0	0	0	0	3	25	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
714	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
715	0	0	0	0	0	0	0	0	0	0	0.000	9.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
716	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
717	2	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
718	10	1	0	0	0	10	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
719	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	600.000	0.000	0
720	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	700.000	0.000	0
721	84	0	0	0	0	20	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
722	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	3	0.000	0.000	0.000	0.000	0.000	0
723	12	0	0	0	0	0	0	0	0	2	0.000	5.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
724	16	1	96	0	0	0	0	0	0	2	0.000	2.500	0.000	175	0	0.000	0.000	0.000	0.000	0.000	0
725	18	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
726	10	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
727	23	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	13	30	0.000	0.000	0.000	0.000	0.000	0

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Future Year (2050) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MH DU	MFDU	CTDU	MRDU	RSFDU	RMH DU	RMF DU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
728	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
729	15	0	0	0	0	9	39	0	0	0	0.000	0.000	0.000	0	0	0.000	8.000	5.000	0.000	0.000	0
730	0	0	0	0	0	0	0	0	39	0	0.000	10.020	16.000	0	0	0.000	5.200	291.500	0.000	0.000	0
731	0	0	0	0	0	0	0	0	0	0	0.000	16.000	16.000	0	0	0.000	0.000	206.443	0.000	0.000	0
732	0	0	0	0	0	0	0	0	0	0	0.000	0.000	6.700	0	0	0.000	0.000	30.000	0.000	0.000	0
733	5	0	0	0	0	0	0	0	0	0	0.000	0.000	16.000	0	0	0.000	0.000	0.000	0.000	0.000	0
734	0	0	0	0	0	0	0	0	0	0	0.000	0.000	16.900	0	0	0.000	0.000	0.000	0.000	0.000	0
735	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
736	0	0	0	0	0	0	0	0	622	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
737	0	0	0	0	0	0	0	0	0	0	0.000	3.599	0.000	0	0	0.000	0.000	8.000	11.000	0.000	0
738	0	0	0	0	0	0	0	0	0	0	0.000	4.840	20.000	0	0	0.000	28.760	140.000	0.000	0.000	0
739	3	0	0	0	0	0	0	0	0	0	12.100	7.820	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
740	28	0	0	0	0	27	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
741	1	21	0	0	0	3	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
742	2	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
743	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
744	25	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
745	3	0	0	0	0	0	0	0	0	0	0.000	0.000	11.000	0	0	0.000	0.000	0.000	0.000	0.000	3650
746	0	0	0	0	0	10	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
747	5	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	13.100	0.000	0.000	0
748	353	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
750	11	0	0	0	0	2	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
751	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
752	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
753	15	0	0	0	0	8	11	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
754	10	0	0	0	0	7	11	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
755	2	0	0	0	0	0	11	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
756	8	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
757	28	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
758	10	0	0	0	0	0	35	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
759	25	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
760	2	0	0	0	0	9	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
761	1	0	0	0	0	0	0	0	0	0	0.000	7.900	3.100	0	0	0.000	0.000	0.000	0.000	0.000	0
762	47	0	0	0	0	0	0	0	0	0	9.100	0.000	15.000	0	0	0.000	0.000	0.000	0.000	0.000	0
763	0	0	0	0	0	0	0	0	0	0	0.000	5.000	12.000	5	0	0.000	0.000	0.000	0.000	0.000	0
764	17	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
765	0	0	0	0	0	0	0	0	849	0	0.000	0.000	11.500	0	0	0.000	177.080	0.000	0.000	0.000	0
766	0	0	0	0	0	0	0	0	0	0	0.000	17.258	12.000	28	0	0.000	0.000	0.000	0.000	0.000	0
767	0	0	0	0	0	0	0	0	0	0	0.000	0.000	13.000	0	0	0.000	0.000	0.000	0.000	0.000	0
768	0	0	0	0	0	0	0	0	0	0	0.000	17.799	13.000	0	0	0.000	9.830	0.000	0.000	0.000	0
769	0	0	0	0	0	0	0	0	0	0	0.000	10.530	13.000	0	0	0.000	0.000	0.000	0.000	0.000	0
770	0	0	0	0	0	0	0	0	0	0	0.000	0.000	100.000	0	0	0.000	0.000	0.000	0.000	0.000	0
771	0	0	0	0	0	0	0	0	0	0	0.000	0.000	13.000	0	0	0.000	0.000	0.000	0.000	0.000	0
772	0	0	0	0	0	0	0	0	0	0	0.000	4.320	13.500	0	0	0.000	3.800	0.000	0.000	0.000	0
773	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
774	0	0	0	0	0	0	0	0	0	0	0.000	5.000	10.356	0	0	0.000	8.100	0.000	0.000	0.000	0
775	0	0	0	0	0	0	0	0	0	0	0.000	0.000	12.000	0	0	0.000	14.800	0.000	0.000	0.000	0
776	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
777	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
778	0	0	0	0	0	0	0	0	0	0	0.000	5.150	12.200	0	0	0.000	0.000	0.000	0.000	0.000	0
779	0	0	0	0	0	0	0	0	0	0	0.000	0.000	6.000	0	0	0.000	0.000	0.000	0.000	0.000	0
780	0	0	0	0	0	0	0	0	0	0	0.000	0.000	3.000	0	0	0.000	0.000	0.000	0.000	0.000	0
781	0	0	0	0	0	0	0	0	0	0	0.000	0.000	6.200	0	0	0.000	0.000	0.000	0.000	0.000	0
782	0	0	0	0	0	0	0	0	0	0	0.000	0.000	10.000	0	0	0.000	0.000	0.000	0.000	0.000	0

APPENDIX F

Future Year (2050) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MH DU	MFDU	CTDU	MRDU	RSFDU	RMH DU	RMF DU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
783	0	0	0	0	0	0	0	0	0	0	0.000	3.400	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
784	17	0	72	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
785	61	0	92	14	0	0	0	0	0	0	0.000	0.000	39.600	0	0	0.000	0.000	0.000	0.000	0.000	0
786	47	0	74	9	0	0	0	0	0	0	0.000	0.000	30.000	0	0	0.000	0.000	0.000	0.000	0.000	0
787	31	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
788	3	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
789	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
790	47	0	50	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
791	10	0	50	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	40.378	0.000	0.000	0.000	0
792	197	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
793	48	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
794	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
795	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
796	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
797	4	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	8.600	0.000	0.000	0
798	3	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
799	6	0	33	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
801	6	0	0	0	0	0	16	0	0	0	0.000	9.200	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
802	0	0	0	0	0	0	0	0	0	0	0.000	0.000	15.350	0	0	0.000	0.000	0.000	0.000	0.000	0
803	13	0	0	0	0	0	0	0	3000	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
804	5	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
805	14	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
806	20	22	0	0	0	8	10	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
807	4	4	0	0	0	5	10	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
808	19	0	0	0	0	0	0	0	0	0	0.000	3.075	0.000	0	0	0.000	0.000	20.000	0.000	0.000	0
809	6	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
810	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	33	0.000	0.000	0.000	0.000	0.000	0
811	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	4.000	0.000	0.000	0
812	19	0	0	0	2	4	0	3	0	0	0.000	0.000	0.000	0	10	0.000	1.280	0.000	0.000	0.000	0
813	19	1	0	0	2	8	1	4	0	0	37.100	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
814	15	0	0	2	1	1	0	1	0	0	0.000	0.000	0.000	0	0	0.000	3.252	0.000	8.000	0.000	0
815	0	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
816	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.970	0.000	0.000	0.000	0
817	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
818	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
819	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
820	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
821	1	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	144	247	0.000	0.000	0.000	0.000	0.000	0
822	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	2	0.000	0.000	0.000	33.000	0.000	0
823	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	88	261	0.000	0.000	0.000	32.000	0.000	0
824	12	0	0	0	0	0	0	0	0	5	0.000	0.000	0.000	0	0	0.000	0.000	5.900	0.000	0.000	0
825	0	0	0	0	0	0	0	0	0	4	0.000	0.000	0.000	0	0	0.000	0.000	0.000	13.000	0.000	0
826	0	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	16.000	3.000	0.000	0
827	3	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	16.200	3.000	0.000	0
828	0	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	7.000	0.000	0
829	0	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	7.000	0.000	0
830	7	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	6.000	0.000	0
831	26	8	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	113	0.000	0.000	0.000	0.000	0.000	0
832	14	7	0	0	0	4	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
833	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
834	0	0	0	0	0	0	0	0	0	0	0.000	20.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
835	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
836	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	21.900	0.000	0.000	0
837	3	11	0	0	1	23	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	232.000	0.000	0

APPENDIX F

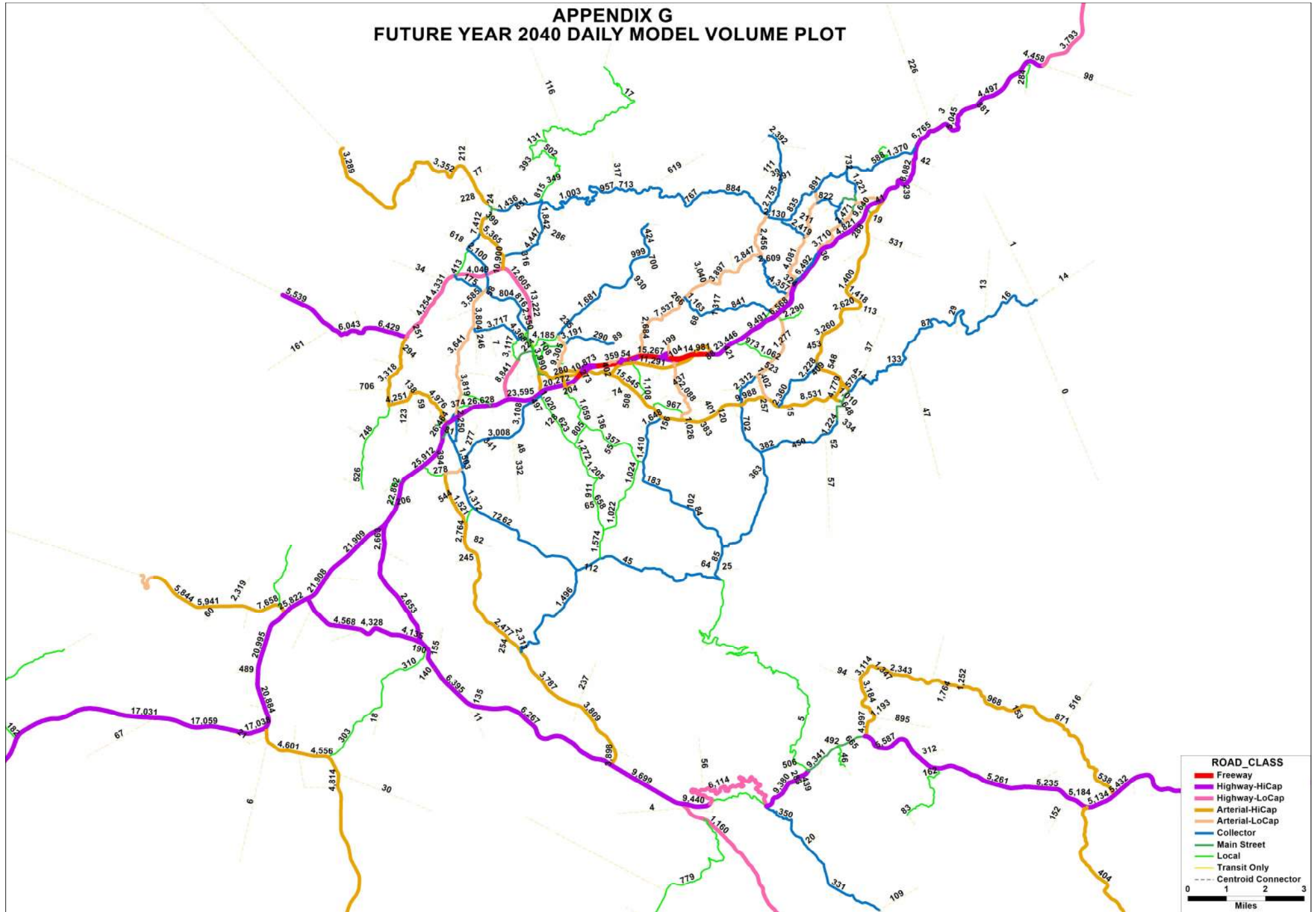
Future Year (2050) Tuolumne County Model Land Use Data

Traffic Zone	Single Family	Mobile Home	Multi - Family	Condo / Townhouse	Mutiple Residential	Rural Single Family	Rural Moblie Home	Rural Mutiple Family	Schools	Timber / Dry-Grazing Homesites	Church	Minor Commercial	Major Commercial	Motels Hotels	Campgrds / Cabins	Service Station	Multiple Use / Other Commercial Industrial	Industrial	Public Lands / Water Co.	Recreation	CASINO
	DU	DU	DU	DU	DU	DU	DU	DU	Students	DU	KSF	KSF	KSF	Rooms	Units	Acres	KSF	KSF	Acres	Acres	Trips
	SFDU	MH DU	MFDU	CTDU	MRDU	RSFDU	RMH DU	RMF DU	SCH	TDGH	CHURCH	MICOM	MACOM	MOTEL	CAMP	SS	MUCOM	IND	PL	REC	CAS
838	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	25.000	0.000	0
839	1	0	0	0	0	9	0	0	0	6	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
840	2	0	0	0	0	0	0	0	0	6	0.000	0.000	0.000	0	78	0.000	0.000	0.000	0.000	50.000	0
841	7	0	0	0	0	5	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	200.000	0.000	0
842	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	670.000	0.000	0
843	5	0	0	0	0	6	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
844	5	0	0	0	0	0	0	0	0	9	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
845	1	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
846	1	0	0	0	0	0	0	0	0	7	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
847	11	7	6	0	2	2	19	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
848	12	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
849	10	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
850	12	0	0	0	1	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
851	37	0	17	0	11	1	0	0	0	0	0.000	8.700	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
852	78	0	21	0	0	0	0	0	0	0	0.000	0.480	10.000	0	0	0.000	0.000	0.000	0.000	0.000	0
853	2	0	50	0	0	0	0	0	0	0	0.000	0.000	4.000	0	0	0.000	0.000	0.000	0.000	0.000	0
854	20	0	50	0	0	0	0	0	0	0	0.000	0.000	4.700	0	0	0.000	0.000	0.000	0.000	0.000	0
855	46	0	0	0	0	10	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
856	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	111.559	0.000	0.000	0
857	10	0	0	0	0	0	0	0	0	0	0.000	0.200	10.240	0	0	0.000	0.832	0.000	0.000	0.000	0
858	15	0	0	0	0	5	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
859	0	0	0	0	0	0	0	0	0	0	0.000	4.992	10.000	21	0	0.000	0.000	0.000	0.000	0.000	0
860	0	0	0	0	0	0	0	0	0	0	0.000	0.000	9.100	9	0	0.000	0.000	0.000	0.000	0.000	0
861	5	1	0	0	0	6	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
862	12	0	55	0	0	0	0	0	0	0	0.000	26.610	0.000	61	0	0.000	0.000	0.000	0.000	0.000	0
863	2	0	0	0	0	6	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
864	7	0	0	0	0	9	39	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
900	11	5	0	0	10	1	0	4	0	0	0.000	2.400	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
901	11	2	0	0	5	4	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	9.000	0.000	0.000	0
902	5	1	0	0	1	5	0	1	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
903	0	0	0	0	2	4	5	9	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
904	9	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
905	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
906	1	0	0	0	0	0	0	0	0	2	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
907	3	1	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
908	11	1	0	0	2	0	0	0	0	0	3.100	8.400	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
909	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
910	4	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
911	6	0	0	0	0	1	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
912	0	0	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
913	10	1	0	0	0	15	0	0	0	0	0.000	0.000	0.000	0	0	0.000	4.809	0.000	0.000	0.000	0
914	5	0	0	0	0	3	0	7	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
915	18	0	0	0	0	2	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
916	4	18	0	0	0	2	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
917	220	17	2	0	3	0	0	0	172	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
918	312	0	5	40	5	0	0	0	0	0	0.000	4.000	0.000	15	0	0.000	44.408	0.000	8.000	0.000	0
919	291	1	1	0	9	8	0	1	22	0	0.000	0.960	4.400	20	0	0.000	23.092	0.000	0.000	0.000	0
920	8	0	0	0	0	3	0	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
921	49	9	0	0	3	14	1	3	0	0	7.600	0.000	0.000	0	0	0.000	0.000	0.000	0.000	0.000	0
SUM	20,824	976	2,408	301	897	3,081	2,286	748	11,806	350	543.410	2,145.554	2,856.093	1,637	2,484	37.246	1,306.496	1,969.199	10,998.200	668.290	5,575

Appendix G

Future Year 2040 Daily Model Volume Plot

APPENDIX G FUTURE YEAR 2040 DAILY MODEL VOLUME PLOT

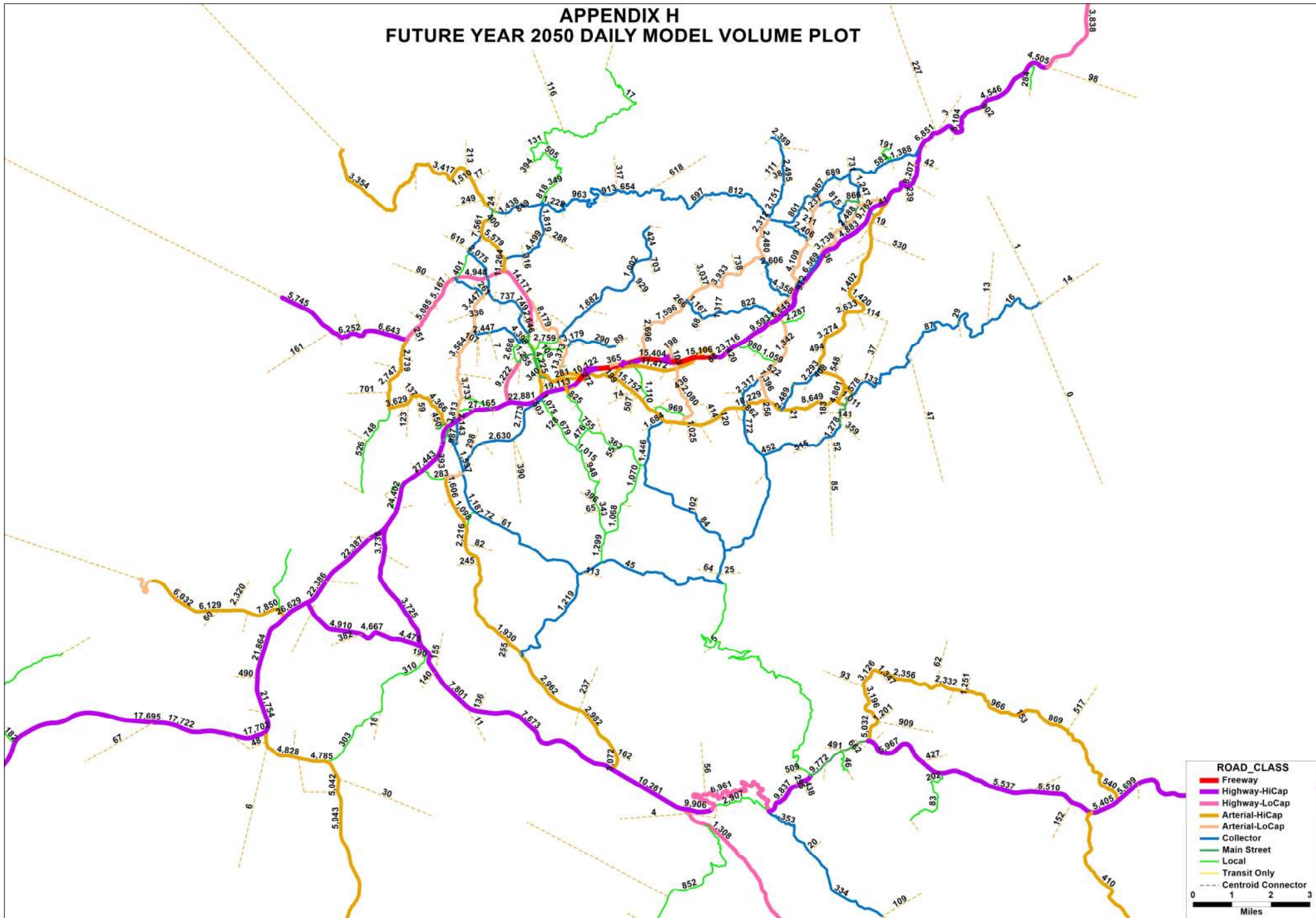


Appendix H

Future Year 2050 Daily Model Volume Plot

APPENDIX H

FUTURE YEAR 2050 DAILY MODEL VOLUME PLOT



Appendix I

Tuolumne County Travel Demand Model Development Report (dated April 2005)

1. INTRODUCTION

Background

The Tuolumne County and Cities Area Planning Council (TCCAPC) is the designated regional planning agency for Tuolumne County, conducting long-range planning studies to ensure that the future county transportation system will be adequate to accommodate demand. The TCCAPC commissioned the development of a travel demand model in 1997 for use in developing the county's long-range Regional Transportation Plan and establishing a funding mechanism to finance future transportation infrastructure. The purpose of this project is to update the 1997 model using current land use and transportation network information.

The update also creates an opportunity to model the traffic generated by unique land uses, such as Yosemite National Park and the recently developed Black Oak Casino, in a much more detailed and accurate manner than was done previously. Moreover, since the development of the model in 1997, travel demand forecasting software has become much more powerful. Programs such as TransCAD can now take roadway data directly from the County's GIS and produce outputs that are easily transferable back into the GIS for use by all County departments.

In March 2002, Fehr & Peers was engaged to convert the 1997 model from the MINUTP software to TransCAD, and to validate the model to year 2002 conditions. This document describes the model development process and presents the validation results, which measure the model's accuracy. Please see Appendix A for a discussion of FAQs about travel demand models.

Study Area

The study area for the Tuolumne County Travel Demand Model encompasses the entire county as well as a portion of State Route 120 in Mariposa County. The roads in the study area were classified into four categories by the Tuolumne County Public Works department. The roads in each category are described and listed below.

Highways: Roadways designated as highways are principal arterials that provide mobility to major destinations within and outside of Tuolumne County. Highways in Tuolumne County typically have a 55 mph speed limit, with two travel lanes in rural areas of the county and four travel lanes in and around towns. This category includes:

- State Route 49
- State Route 108 Business
- State Route 120 (Tioga Pass Road)
- State Route 108
- State Route 108 Bypass
- State Route 132

Major Roads: Roadway segments classified as major roads are arterials that provide connections between highways or from major development areas to the highway system. Major roads in Tuolumne County typically have a 45 mph speed limit with two travel lanes. This category includes:

- Bonds Flat Road
- Ferretti Road
- Greenley Road
- Jacksonville Road
- Jamestown Road
- La Grange Road
- North Hess Avenue
- North Tuolumne Road
- O' Byrnes Ferry Road
- Old Yosemite Coulterville Road
- Parrotts Ferry Road
- Peoria Flat Road
- Phoenix Lake Road
- Rawhide Road

- Sanguinetti Loop Road
- Sanguinetti Road
- Shell Road
- Smith Station Road
- Soulsbyville Road
- South Fork Road
- Standard Road
- Tuolumne Road
- Twain Harte Drive

Minor Roads: Roadway segments categorized as minor roads are collector streets that connect local neighborhood streets to the major roads. There is a wide range of physical conditions for these roads, varying from 10-foot lanes with no shoulders to 12-foot lanes with shoulders. Minor roads in Tuolumne County typically have a 30-35 mph speed limit with two travel lanes. This category includes:

- Algerine Road
- Algerine Wards Ferry Road
- Bear River Drive
- Bell Mooney Road
- Big Hill Road
- Black Oak Road
- Buchanan Fish Hatchery Road
- Cabezut Road
- Campo Seco Road
- Cherokee Road
- Creekside Drive
- Crestview Drive
- Crystal Falls Drive
- Dodge Ridge Road
- Draper Mine Road
- Fifth Avenue
- Fuller Road
- Hess Avenue
- Hunts Road
- Jacobs Road
- Joaquin Gully Road
- Kewin Mill Road
- Lime Kiln Road
- Little Fuller Road
- Longeway Road
- Lyons Bald Mountain Road
- Main Street
- Middle Camp Road
- Middle Camp Sugar Pine Road
- North Sunshine Road
- Old Priest Grade Road
- Old Wards Ferry Road
- Pinecrest Lake Road
- Priest Coulterville Road
- Racetrack Road
- Red Hill Road
- Ridgewood Drive
- Sawmill Flat Road
- Seco Street
- Shaws Flat Road
- Snell Street
- Twist Road
- Wards Ferry Road
- Woodhams Carne Road
- Yankee Hill Road
- Yosemite Road

Local Roads: In most models for urbanized areas, it is typical to include only highways, major roads and select minor roads in the model transportation network since these are the facilities of most importance in regional planning. However, given the rural nature of Tuolumne County, County staff directed that some local roads be added to the model network, because they provide access to important land uses or are used by local residents as bypass routes between larger roads. Local roads in Tuolumne County may or may not be paved, and typically have a 25 mph speed limit with two travel lanes. This category includes:

- Barretta Street
- Bonanza Road
- Camage Avenue
- Carter Street
- Cemetery Lane
- East Avenue
- Elkin Street
- Forest Road
- Gold Street
- Golf Links Road
- Hospital Road
- Lyons Street
- Marshes Flat Road
- Morning Star Drive
- Murphy Road
- Nugget Boulevard
- Rozier Avenue
- School Street
- Sierra Avenue
- Springfield Road
- Stent Cut-Off Road
- Stewart Street
- Tenth Street
- Tinnin Road
- Wigwam Road

Study Periods

2002 was selected as the Base Year for the Tuolumne County Travel Demand Model based on the fact that it was the most recent year for which both land use and traffic count information was available at the start of model development. The model's future years are 2015 and 2025.

The model produces traffic forecasts for daily and PM peak-hour conditions.

The model is calibrated to traffic counts for what is conventionally termed a "typical workday", which is defined as a Tuesday, Wednesday, or Thursday in a week with no holidays when local schools are in session.

Software

One of the first decisions made in the development process was the selection of travel demand software, based on the following desired attributes:

- A standard, off-the-shelf package that is readily available to any potential user and offers high quality technical support
- Modern software that will remain commercially available and supported for the expected life of the model
- Software that offers extensive analytical power and flexibility, preferably with seamless integration of GIS data

Of the latest generation of standard modeling packages, Tuolumne County and Fehr & Peers selected TransCAD because of its flexibility and because of its GIS capabilities.

2. COMPONENTS OF THE MODEL

The section below describes the components of the Tuolumne County travel demand model and their relationship to each other.

Main Model Files and Stages

The model consists of three kinds of components, namely input data, model steps, and model outputs. The input data are files prepared by the modeler to represent different aspects of Tuolumne County's traffic conditions. The model steps are the five processes that the model goes through in determining traffic flows. These steps are common to most traffic models. The model outputs are data files produced by the model. Some of these files serve as inputs to other steps in the model. A flow chart showing the sequence of steps in the model is included in Figure 1, and the individual components are described below.

- 1) Demographic Table (*Demographics 2002.bin*): The land use characteristics of the traffic analysis zones (TAZ's) are stored in this file. This includes such items as the number of single- and multi-family dwellings, and the square footage or acreage of commercial, industrial, and other land uses.
- 2) Vacancy Rates Table (*Vacancy Look-up.Bin*): Tuolumne County contains a fair number of vacant or seasonally-occupied residences that are included in the demographic table but which do not generate traffic during the modeled period. This file stores the percent of vacant units as determined in the U.S. Census 2000.
- 3) Occupied Demographics Table (*Demographics 2002 Temp.bin*): This file is similar to the demographics file except that the number of occupied dwelling units is substituted for the total number of dwelling units.
- 4) Cross-Classification Table (*CrossClassPA.bin*): This file contains the daily trip production and attraction rates, disaggregated by trip purpose, for each of the land uses listed in the demographic table. For example, one cell in the table would contain the average number of daily home-based work (HBW) trips per single-family dwelling.
- 5) Trip Generation: This step multiplies the demographic and cross-classification tables together to produce an initial estimate of trip ends, and then balances the production and attraction totals by trip purpose.
- 6) Intermediate Output (*PA.bin*): This file contains the model's initial estimate of trips, based on multiplying the demographic data by the cross-classification data.
- 7) Balanced P & A Trip Ends (*balance.bin*): The model balances the trip production and attraction estimates based on instructions given in the model's resource file. The modeler chooses to hold either productions or attractions constant, and the model then factors the other estimate up or down until it equals the selected estimate. For most trip purposes, the model's default is to balance attractions to productions.

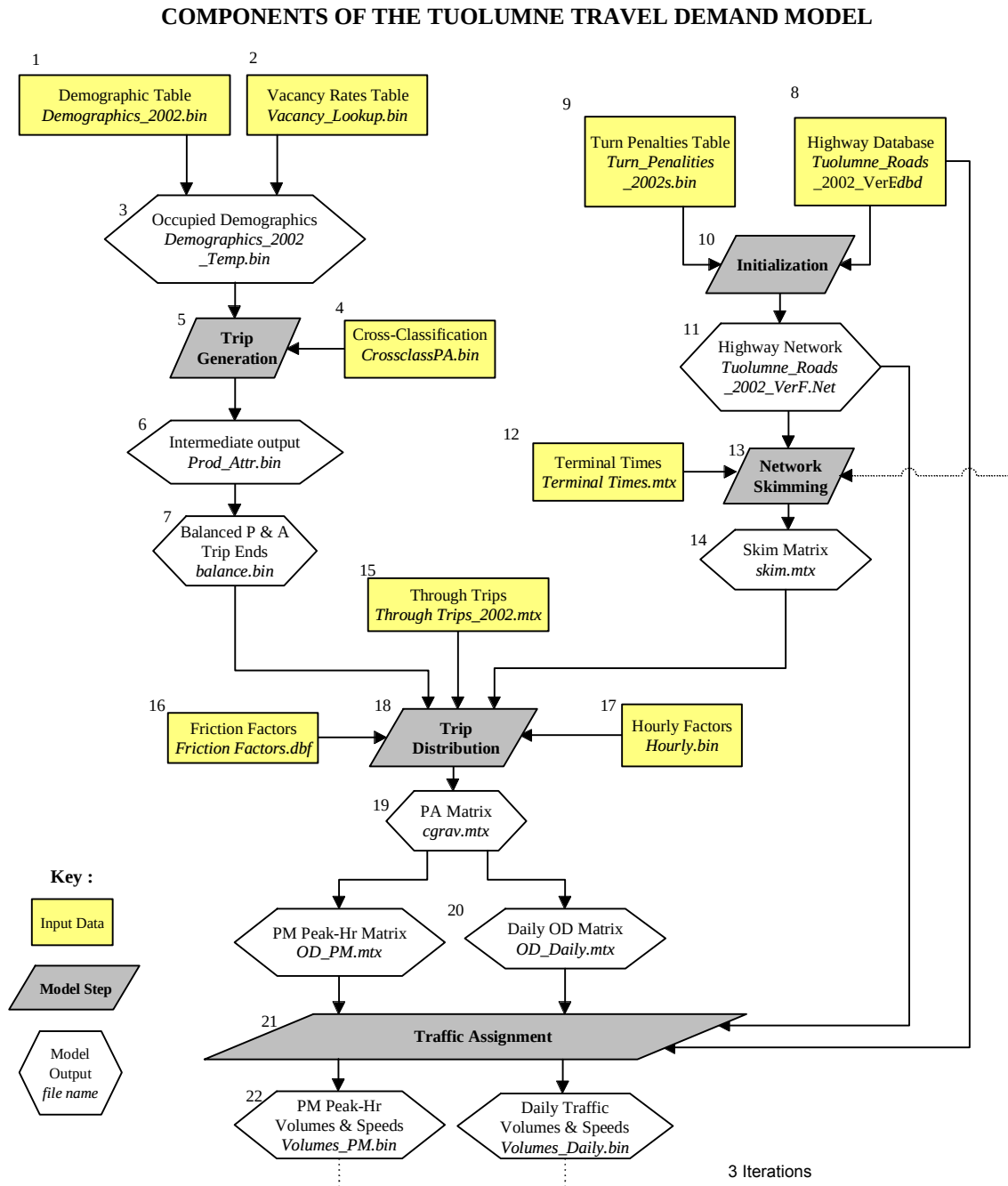


FIGURE 1: COMPONENTS OF THE TRAVEL DEMAND MODEL

- 8) Highway Database (Tuolumne Roads 2002 VerF.dbd): This is a family of files showing the length, location, free-flow speed, capacity, and other characteristics of the roadways in Tuolumne County. We recommend using a naming convention that allows the user to easily differentiate between different versions of the road network.
- 9) Turn Penalty Table (Turn Penalties 2002.bin): This file contains information about delays incurred when vehicles make certain movements, such as left turns across major roads. It also contains information on intersections with prohibited turning movements.
- 10) Initialization: In this step, the model takes the highway data stored in GIS format and converts it into TransCAD format. Some basic characteristics of the input data are checked (e.g., no two links can have the same ID number) and an error message may occur if problems are detected.
- 11) Highway Network (Tuolumne Roads 2002 VerF.net): The output from the initialization step is a TransCAD network file for use in later steps in the model.
- 12) Terminal Times Matrix (Terminal Times.mtx): This file stores the average terminal times, which are associated with the start and end of each trip, such as time spent looking for a parking place and walking from the car to the destination. Given the generally rural nature of Tuolumne County and the fact that almost all non-residential uses provide readily accessible parking, terminal times in the 2002 model have been set to zero minutes. This input file can be modified in future scenarios to reflect changes in land use accessibility. The file is in the form of a zonal matrix, so each cell contains the sum of the terminal times at the origin TAZ and destination TAZ. Trips passing through Tuolumne County do not make use of terminal times.
- 13) Network Skimming: The model examines the travel times for all of the possible routes between each origin TAZ and each destination TAZ, including the terminal times, and stores information on the shortest route.
- 14) Skim Matrix (skim.mtx): This file stores information on the shortest path between each origin-destination pair. The data is stored in the form of a TAZ-to-TAZ matrix with each cell showing the shortest travel time in minutes.
- 15) Through Trips (Through Trips 2002.mtx): This file identifies the number of through trips (i.e., trips that pass through Tuolumne County without stopping) in TAZ-to-TAZ format.
- 16) Friction Factors (Friction Factors.dbf): This file contains the factors that will be used in determining the relative attractiveness of each destination zone based on the travel time from the origin TAZ to the destination TAZ.
- 17) Hourly Factors (Hourly.bin): This file identifies the percentage of trips that take place during the peak hours. The file is in the form of a matrix with one row for each hour of the day and two columns for each trip purpose, one for the departure trip and the other for the return trip. The Tuolumne County model includes a PM peak hour from 17:00 to 18:00.
- 18) Trip Distribution: The model uses the five input files to determine how trips are distributed among origin-destination pairs and among time periods.
- 19) Production-Attraction Matrix (cgrav.mtx): The trip distribution step produces this file as an intermediate product prior to applying hourly factors.

- 20) Origin-Destination Matrices (OD Daily.mtx and OD PM.mtx): The model produces an output file containing the number of trips between each origin-destination pair, both for daily and for PM peak hour conditions. Productions and attractions, which represent trip ends associated with a particular TAZ, are converted into origins and destinations, which represent directional trip ends associated with a particular vehicle trip.
- 21) Traffic Assignment: The final step in the model is an iterative process whereby the shortest route is determined for each of the trips in the origin-destination matrix, taking into account congestion caused by other trips.
- 22) Traffic Volumes and Speeds (Volumes Daily.bin and Volumes PM.bin): The output from the trip assignment step is two files that store the traffic volumes on each link for daily and PM peak hour conditions, respectively.

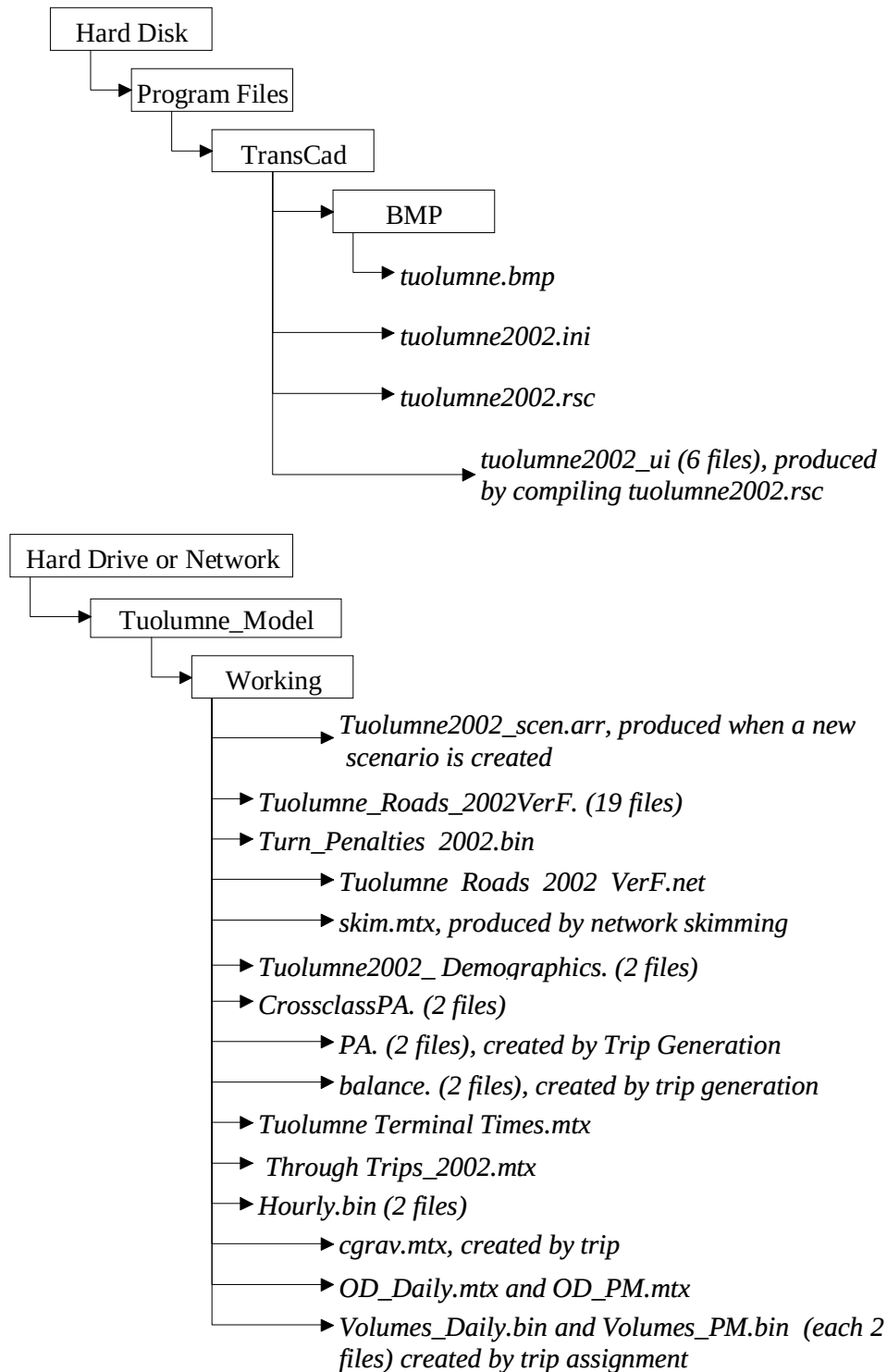
The congested speeds from Step 22 are then used to replace the free-flow speeds originally used in Step 13, and the network skimming, trip distribution, and traffic assignment steps are run again. This is done for three iterations to ensure that the effect of traffic congestion on travelers' choice of destinations and routes is fully accounted for.

File and Directory Structure

The overall flow of information through the steps of the model is controlled through a "resource" file (*tuolumne2002.rsc*). The resource file is written in a scripting language called GISDK that is used to set up and run TransCAD models. A complete printout of the 2002 Tuolumne County model resource file is provided in Appendix B.

Figure 2 shows the file structure of the model. The model requires that three specific files (shown in the upper portion of Figure 2) be stored in the TransCAD directory along with the TransCAD software. The data files shown in the lower half of Figure 2 can be stored either on the user's hard drive or in a local area network. These files are a mix of inputs supplied by the user and outputs produced by the various steps of the model.

FIGURE 2: FILE STRUCTURE



3. INPUT DATA

As described in the previous chapter, the Tuolumne County travel demand model incorporates many types of input data, which are further described in this chapter.

TAZ System

The 1997 model divided the county into traffic analysis zones (TAZs), which the model uses to connect land uses to the road network. After reviewing the TAZ layer, the roadway network, and recent aerial photographs, some modifications were made to the TAZ boundaries to achieve the following improvements.

- Several small TAZs were combined with neighboring TAZs in locations that would not affect the localized travel patterns.
- A few large TAZs were split to add detail to small rural towns.
- TAZs with long, narrow finger-like areas were split and then combined with neighboring TAZs to create more uniform TAZ shapes.

The resulting 2002 TAZ system is shown in Figure 3. More detailed maps showing the TAZ numbers in all areas of the County are included in Appendix C.

To make it easier for future users to add TAZs to the model, 45 “dummy” TAZs were included. These are placeholders that reserve TAZ numbers and ensure that all of the model’s data files will be large enough to accommodate additional zones in the future. The dummy TAZs are stored in a cluster on the outskirts of the network, and can be easily moved to new locations when needed.

In addition to the TAZs inside the County, there is a system of 12 “external” zones that reflect traffic entering or leaving the County’s road system. The external zones used in the 1997 model have been maintained because the County’s connections to the regional road network have not changed.

Land Use Data

The 1997 model reflected all of the land uses existing in 1993. Over the past year, the County reviewed and updated this data to include developments that had occurred between 1993 and 2002. This information was provided to Fehr & Peers in database format and was incorporated into the 2002 Demographics file. A complete list of the 2002 land use data is provided in Appendix D. Countywide, the data indicates there were about 51,000 residents in 2002, with almost 5 million square feet of commercial uses and 1.9 million square feet of industrial uses¹.

¹ “Tuolumne County Regional Transportation Plan and Model Update – 2002 Base Year Land Use Figures and Development Based on Growth Potential,” Tuolumne County Transportation Department, 2002.

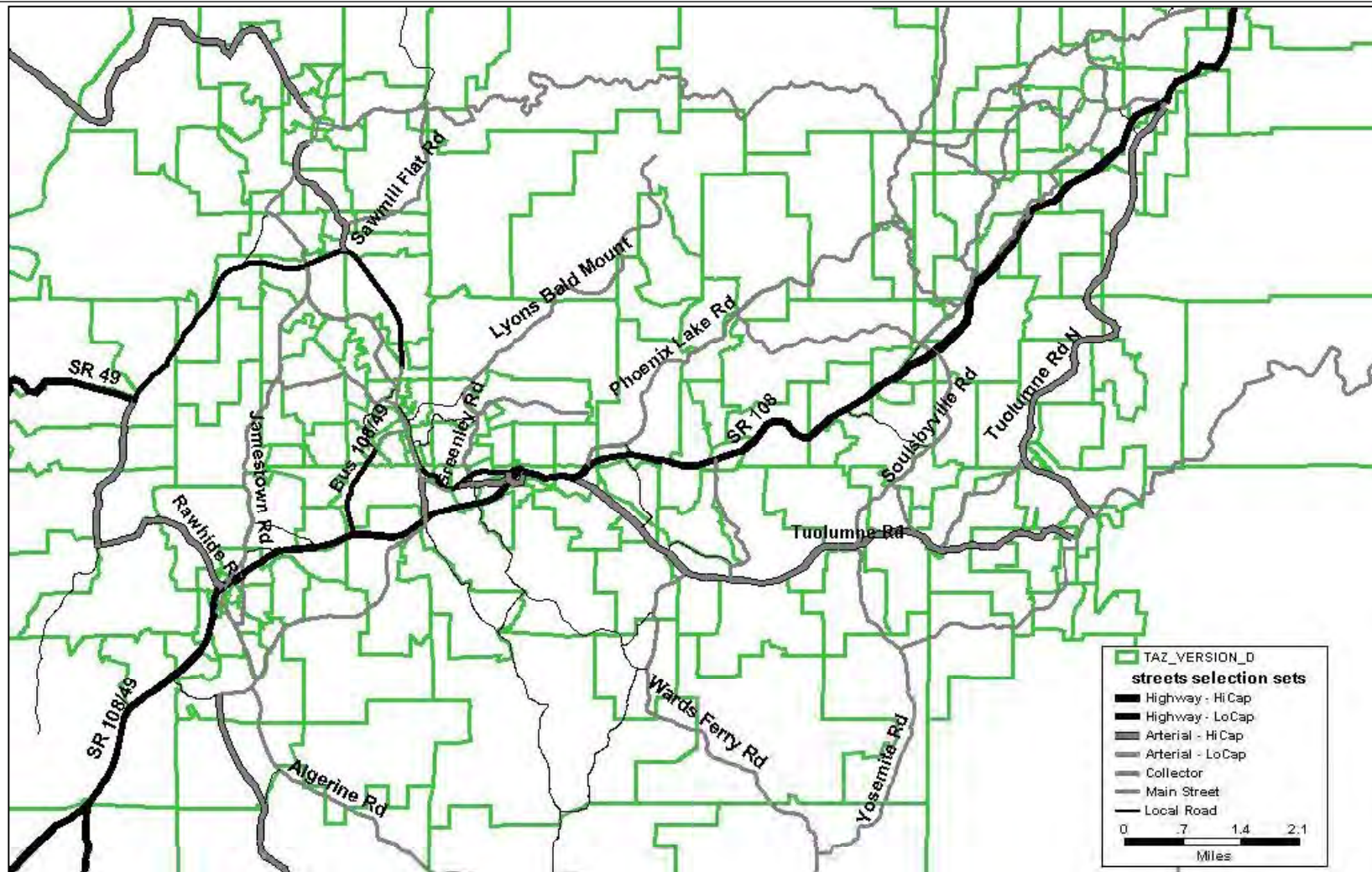


FIGURE 4: Tuolumne County Traffic Analysis Zones

Trip Generation Rates

We had three principal sources of information regarding the trip generation characteristics in Tuolumne County. The first was the standard source for trip-generation materials, which is the latest edition of the ITE Trip Generation Handbook². The second source was Caltrans' statewide household travel survey³, which sampled 296 households in Tuolumne County. These two sources differ substantially in that the ITE Handbook suggests that households living in single-family dwellings generate more than 10 vehicle-trips/household/day⁴ while the statewide survey found that western slope counties generated only about 5 vehicle-trips/household/day. The third source of information was a series of hose counts done by Tuolumne County that compared trips entering and leaving single-family residential areas to the number of dwellings in those areas. This source suggested that the trip-generation rate should be 4-7 vehicle-trips/household/day. We combined the strongest advantages of each of these sources as follows:

- The ITE handbook is the best source for comparative data on the relative trip-generation characteristics of different land use types. There is no local source that has survey data for every land use category in the County's land use database
- The hose counts and the Caltrans survey both indicate that the trip-gen rates in Tuolumne County are substantially below the national averages found in the ITE handbook
- The Caltrans' survey is the best source of information on the percentage of trips taken for each trip purpose (work trips, shopping trips, etc.)

Our approach was therefore to use the ITE handbook to set the trip-gen rate for each land use, and then factor all of rates down until the forecast trips per household was consistent with the locally-measured rates. The next step was to further adjust the trip-production rates depending on where the household was located in the county. Research has shown that the travel behavior of households varies according to the type of neighborhood that they live in. We therefore divided Tuolumne County into six types of areas to enable the model to differentiate the trip-making characteristics of different parts of the county. These areas were (see Figure 1):

- Towns: These are the central areas of Sonora, Columbia, and Jamestown. They are characterized by close mixing of different land use types and by a walkable environment that allows some trips to be made on foot rather than by automobile.
- Suburbs: These are areas close enough to the towns to allow frequent trips but too far for walking to be a practical way of reaching an urban destination. Suburbs generate the most auto trips per household of any of the four areas.
- Western Suburbs: These are a ring of suburbs west of Sonora with lower trip-generation rates than the eastern suburbs.
- Rural: Most of the county is rural. Most households in rural areas are there as a lifestyle choice; by preference they make fewer vehicle trips than other households.

² *Trip Generation 7th Edition*. Institute of Transportation Engineers, 2000

³ 2001/2002 California Statewide Household Travel Survey, Caltrans

⁴ If non-home-based trips are included, as they were in the Caltrans survey.

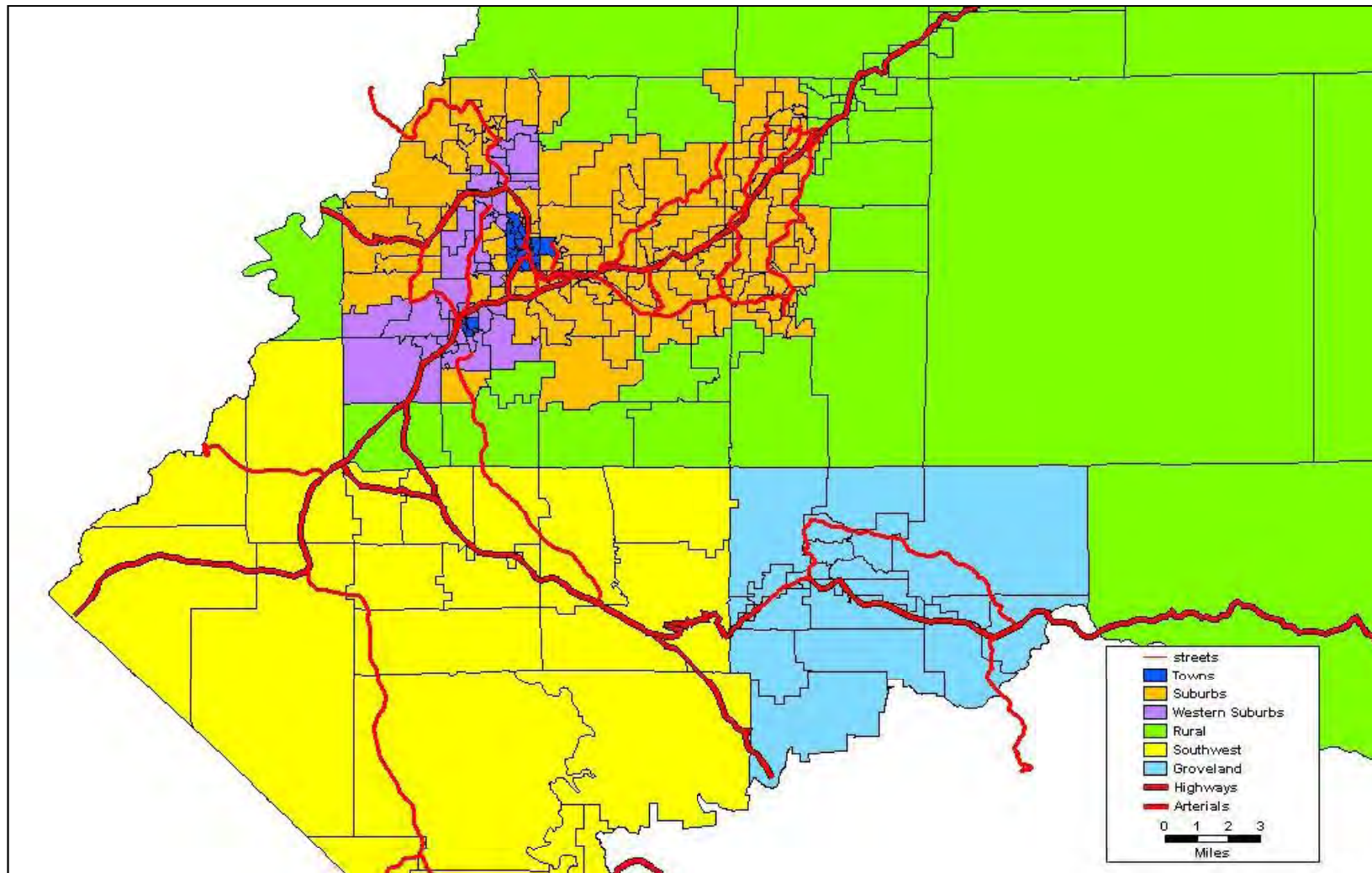


Figure 4: Model Areas

- Southwest: The southwestern portion of the county has trip-generation characteristics similar to the rural areas of the eastern portion of the county. However, it has a higher percentage of trips to and from valley towns. This is expected to increase in the future as Merced and other valley towns grow. The TAZs in this area were therefore separated from the rest so that a higher percentage of external trips can be assigned to these areas in future modeling years.
- Groveland: Traffic counts indicate that Groveland's trip-generation rate is similar to the western suburbs. However, it has a higher percentage of trips out of the county due to its close proximity to the Mariposa County line.

In addition, a seventh area is included in the 2015 and 2025 versions of the model. This seventh area represents several large communities planned to be developed in Calaveras County very close to the Tuolumne County boundary on O'Brynes Ferry Road. The seventh area is represented by a mixture of through trips and single-family dwellings associated with external zone 505.

Five trip purposes were used in the model:

Home-Based Work (HBW) Trips: The production rate for home-based work trips was computed by adjusting the percentage of work trips for each housing type until the total work trips generated equaled the Census 2000 work trip estimates. The HBW attraction rates were computed by taking the overall trip attraction rate for each land use type⁵ and multiplying this by the percent work trips found in NCHRP 365. Adjustments were made to the trip attraction rates so the total work trips attracted equaled the Census 2000 work trip estimates.

Home-Based School (HBS) Trips: School trip attractions were computed by multiplying the total number of students by an average of ITE school trip generation rates. The production rates for home-based school trips were computed by adjusting the percentage of school trips for each housing type until the total school trips produced equaled the total number of school trips attracted.

Home-Based Other (HBO) Trips: Home-based work trips and school trips were subtracted from the total trip generation rate for households, leaving as a residual the production rate of home-based other trips. This rate was decreased to allow separate trip types for recreation and casino trips.

Non-Home-Based (NHB) Trips: For retail, industrial, and office land uses, HBW and HBO trips were subtracted from the overall trip generation rate, leaving NHB trips as the residual.

Home-Based Recreation (NHR) Trips: Estimates of recreation trip attractions were taken from entrance and exit data collected at Yosemite National Park. Ninety percent of the trips to Yosemite originated outside the county, while ten percent were from within the county. The internal recreation production rates were computed by adjusting the percentage of recreation trips for each housing type until the total recreation trips generated equaled 10% of the total recreation trips attracted.

Home-Based Casino (NHC) Trips: Estimates of casino trip attractions were taken from the Black Oak Casino Traffic Impact Analysis. In the Base Year it was assumed that eighty-five percent of the trips to the casino originated outside the county, while fifteen percent were from within the county. The internal casino production rates were computed by adjusting the percentage of

⁵ For several of the non-residential land uses (e.g. public/quasi-public, neighborhood commercial) no directly corresponding ITE category exists, and so a mixture of several rates was used.

casino trips for each housing type until the total casino trips generated equaled 15% of the total casino trips attracted.

The details of the trip-gen rates used for each area are presented in Appendix E.

Table 1 shows the total number of internal trips produced and attracted when the trip generation rates shown in Appendix E are applied. At the bottom of Table 1 is the ratio of productions to attractions. If this ratio were equal to 1.00 for a given purpose, say school trips, it would imply that the school trips being produced by applying the trip generation rates to the county's residences exactly equaled the number of trips generated by schools in the county. The Tuolumne model shows a very good match between trip production and trip attraction of all categories of trips.

Table 1: Trip Production/Attraction Balance

	Home-Based Work	Home-Based School	Home-Based Casino	Home-Based Recreation	Home-Based Other	Non Home-Based	All Trip Types
Productions	15,505	10,488	651	35	32,764	33,827	93,269
Attractions	16,099	10,861	660	32	35,783	33,827	97,262
Prod/Attr	0.96	0.97	0.99	1.09	0.92	1.00	0.96

Table 2 shows a comparison of trip types found in the Caltrans household survey to those used in the model. The table shows that the trip types used in the model are distributed in very close approximation to the surveyed distribution.

Table 2: Trip Type as a Percentage of Total Trips

	Home-Based Work	Home-Based School	Home-Based Other ⁶	Non Home-Based	All Trip Types
Caltrans Household Survey	17.7%	9.1%	37.3%	35.9%	100%
Tuolumne Model	17.8%	10.0%	36.5%	35.8%	100%

The U.S. Census 2000 contains information on the counties where employees live and work. Table 3 shows that the Tuolumne model matches the percentage of in- and out-commuting in the model well.

⁶ Recreational and casino trips in the model are included in the category to maintain consistency with the Caltrans survey categories

Table 3: Percentage of Worktrips Into and Out of Tuolumne County

	% of Worktrips entering Tuolumne from Other Counties	% of Worktrips leaving Tuolumne for Other Counties
Caltrans Household Survey	17.0%	9.5%
Tuolumne Model	16.8%	8.9%

The above information shows that the Base Year model generates a reasonable number of trips, that the distribution of trips by type is in accordance with survey data, and that the trip productions and attractions are closely balanced. We therefore conclude that the trip generation component of the model is functions reasonably well.

2002 Roadway Network

Tuolumne County's GIS street centerline file was the starting point for the model's roadway network. The information from the centerline file was stored for each link in the roadway network. The centerline file was then modified to facilitate modeling. In particular, most of the roads were broken into short segments even where there was no intersection or change in road characteristics to differentiate the segments. The effect of this was to make network editing difficult and increase the likelihood of editing errors. We therefore consolidated many of these segments and eliminated extraneous links. The differences are shown in Table 4:

Table 4: Number of Nodes and Links

	Centerline File	Network File	Difference	% Change
Nodes	2,149	997	1,152	-54%
Links	2,229	913	1,316	-59%

This consolidation did not affect which roads were in the network; it merely changed the way they were represented. Besides making the network file easier to use, the consolidation also reduced the run time of the model.

In addition to the alignment of the roadway, the model requires information on roadway capacities and speeds. The road segments were classified by their functional characteristics based on field observation and information provided by the County staff. The model classifications are somewhat different from the classification systems used for other purposes; for example, it was necessary to differentiate between high- and low-capacity roadway segments within the "highway" and "arterial" road classes. The high capacity segments are those on relatively flat terrain with wide lanes and shoulders, while the low-capacity segments have steep grades and/or narrow lanes and shoulders. Another example of a road class used in the model (but not in other County documents) is "Main Street" for use in places where a highway or arterial passes through the center of a town. Speeds and capacity are typically reduced in such places due to the presence of stop signs, narrow travel lanes, pedestrians, parked vehicles, and other urban features.

The modeled characteristics of the road classification system used in the model are described in Table 5. A map of the central portion of the county showing the road classification system is provided in Figure 5.

Table 5: Links Speeds and Capacity by Road Classification

Road Class	Range of Speeds (MPH)	Hourly Capacity per Lane
Freeway	65	2000
Freeway Ramp	40	900
Highways – High Capacity	35 - 55	700 - 1000
Highways – Low Capacity	25 - 45	400 – 750
Arterials – High Capacity	35 – 55	700 – 1000
Arterials – Low Capacity	25 – 45	400 – 750
Collectors	20 - 45	400 - 750
Main Streets	25	600 – 800
Local Streets	10 – 25	400
Centroid Connectors	25	10,000

Note that the centroid connectors represent access to the network, and so they are given an essentially limitless capacity (you can always get onto a road). Note also that there is considerable overlap between categories in the model, which reflects the fact that the distinctions between roadway types are somewhat blurred in the field.

Friction Factors

Friction factors, also know as travel time factors, are used in the trip distribution stage of the model to serve as impedances to the relative attractiveness of destinations in terms of travel time from the trip origin. Friction factors developed by Caltrans, and applied in the Calaveras and Shasta County models, were used in the Tuolumne model.

Trips Between Tuolumne County and External Areas

Journey-to-work information from the 1990 and 2000 census⁷ was used to estimate the percent of work trips between Tuolumne County and neighboring counties. These were then assigned to the appropriate external TAZs. For non-work trip purposes information from the 2002 California Statewide Travel Survey was used to estimate the percent of HBO and NHB trips between Tuolumne County and other counties.

Through Trips

The major flows of through traffic in the study area use Highway 49, Highway 108 and Highway 120. The size of these flows was estimated based on Caltrans traffic counts and information provided by County staff.

⁷ Journey to work data from the 2000 census was not fully available at the time of this report.

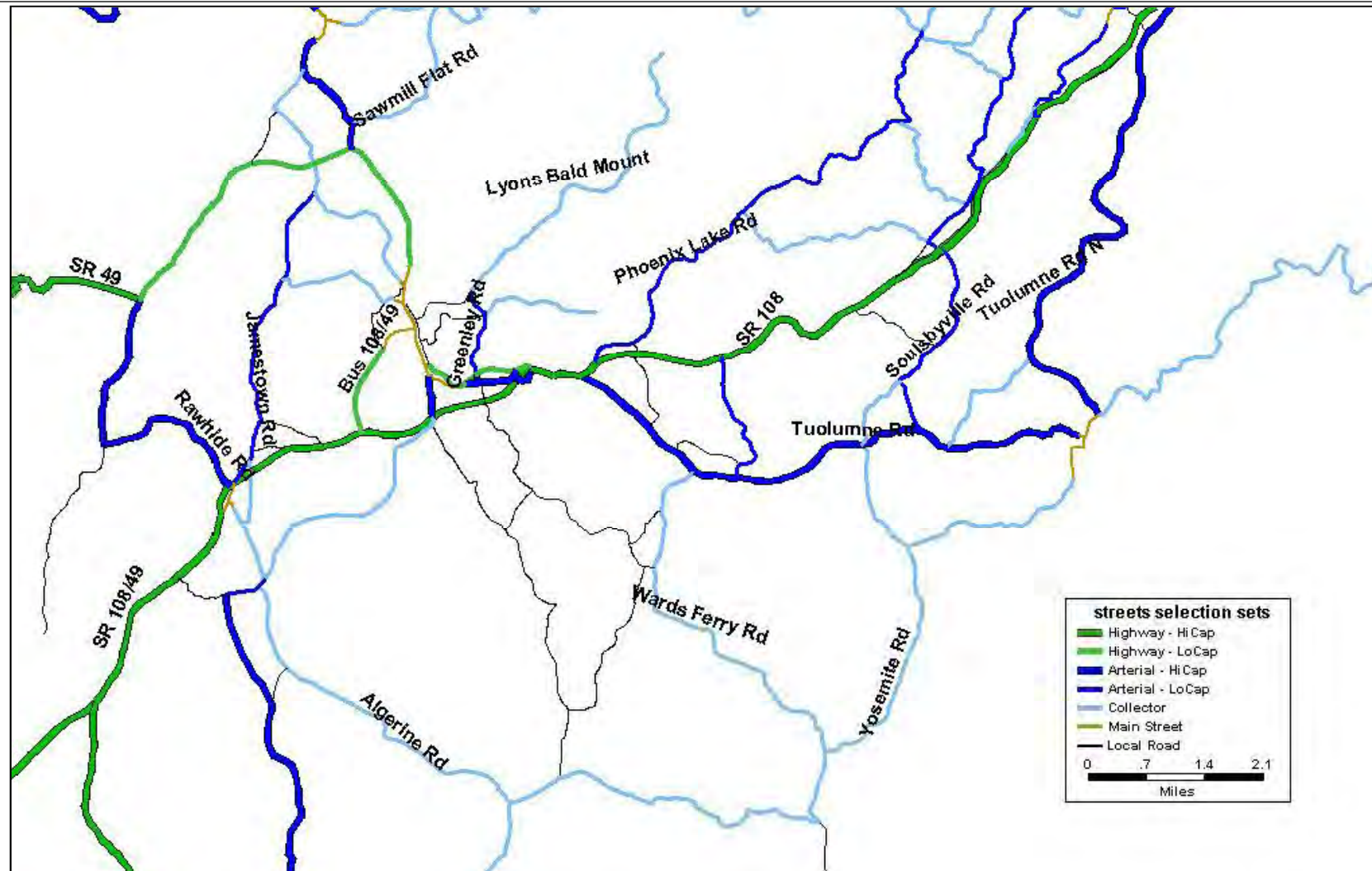


Figure 5: Road Classification System

4.0 MODEL RESULTS AND VALIDATION

Results

Once all of the input data described in Chapter 3 was collected and formatted for TransCAD use, Fehr & Peers ran the 2002 Tuolumne County travel demand model. The model results were examined and checked for reasonableness. Link volumes that did not conform with local information were investigated further and led to some modifications of the model parameters for individual links.

Figure 6 shows the daily link volumes resulting from the 2002 Tuolumne County travel demand model. The assigned volumes appear reasonable on a macro scale in that traffic is concentrated on the highways and arterials, with little traffic on the eastern portion of the county where there are few major trip generators.

Validation

The primary test of the accuracy of the traffic assignment was to compare modeled volumes to traffic counts. Models are not expected to duplicate traffic counts exactly, especially since traffic volumes change from day to day, but most count sites should be reasonably close to the counts. Caltrans has published guidelines⁸ on allowable deviations from traffic counts, which require that the higher-volume routes be more accurate (in percentage terms) than less important routes. Key validation standards based on the Caltrans guidelines for the Tuolumne County traffic model are summarized below.

- At least 75 percent of the roadway links should be within the maximum desirable deviation, which ranges from approximately 15 to 60 percent depending on total volume (the larger the volume, the less deviation is permitted).
- The two-way sum of the volumes on all roadway links for which counts are available should be within 10 percent of the counts.
- The correlation coefficient between the actual ground counts and the estimated traffic volumes should be greater than 88 percent.

Although not stated in the Caltrans standards, an additional Fehr & Peers validation guideline was applied to the Tuolumne County traffic model.

- The RMSE should not exceed 40 percent.

Caltrans validation guidelines are explicitly applicable only to daily model results. In the interest of creating a robust PM peak hour model, the same validation thresholds were applied to the PM peak hour results.

A spreadsheet was created to compute the validation results for roadway links in the Tuolumne County traffic model. The results for daily and PM peak hour conditions are summarized in Table 6 below, while the detailed spreadsheets are presented in Appendix F.

⁸ *Travel Forecasting Guidelines*, Caltrans, November 1992

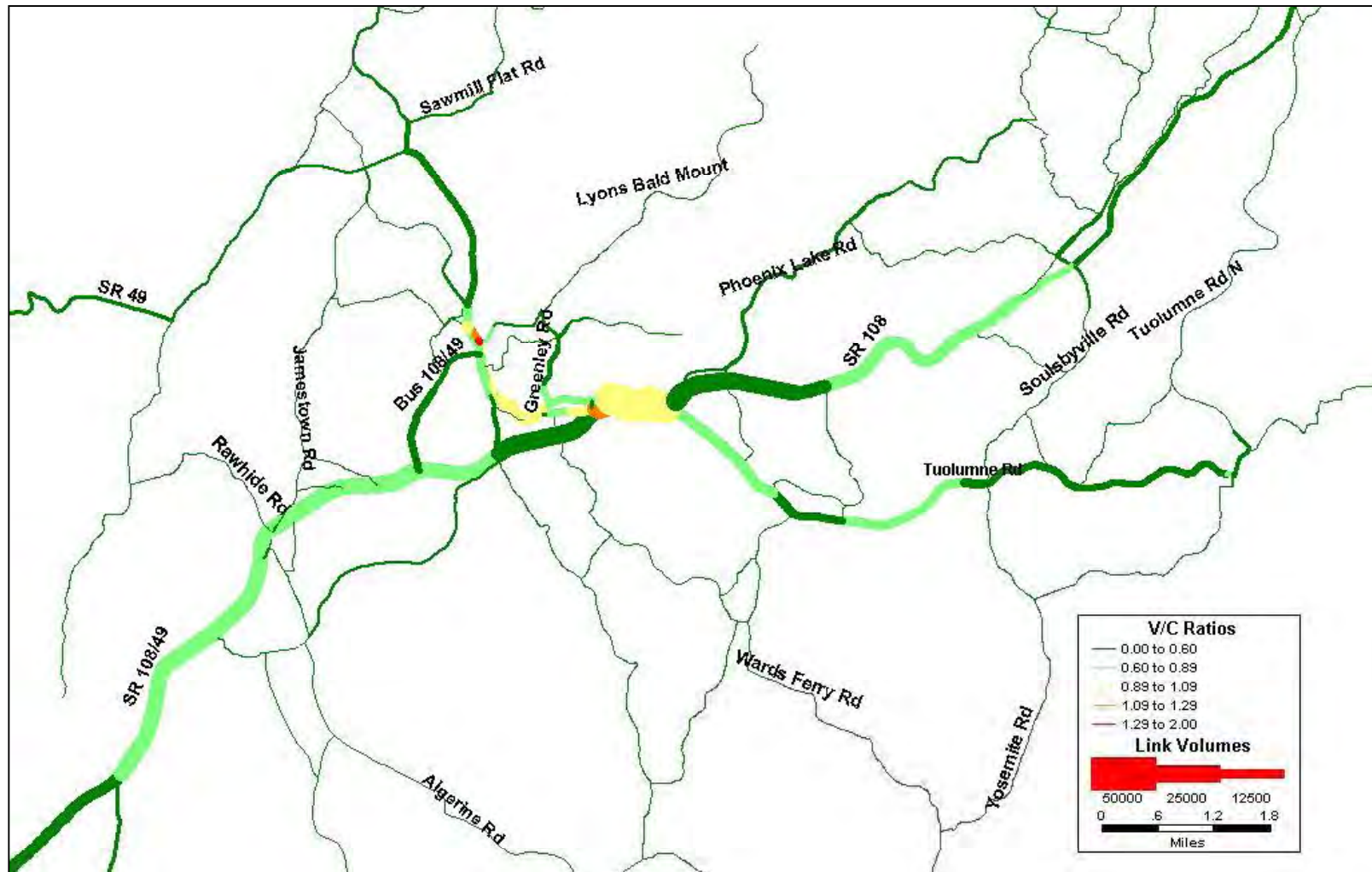


Figure 6: Base Year Daily Model Volumes and Volume/Capacity Ratios

Table 6: Summary of Validation Results

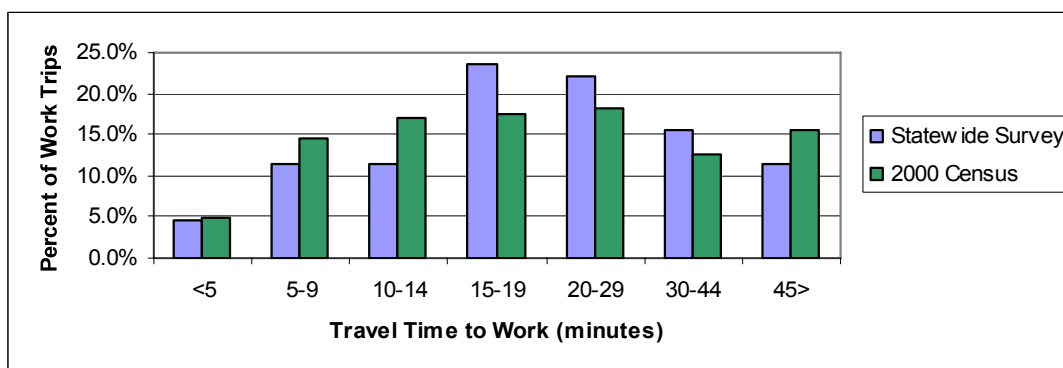
Validation Item	Criterion for Acceptance	Daily Model	PM Peak Model
% of Links within Caltrans' Deviation Standard	At Least 75%	85%	83%
Sum of 2-Way Volumes of All Counted Links	<10% difference from Actual	3%	>1%
Root Mean Square Error	<40%	39%	40%
Correlation Coefficient	At least .88	.97	.94

Table 6 shows that both the daily model and the PM peak hour model meet or exceed all of Caltrans' calibration criteria.

Trip Length Distribution

Although there are no state or federal guidelines regarding validating models' trip length distribution, we feel that checking the length of trips in the model against survey data adds to the model's credibility. The two best sources of trip length information are the U.S. Census 2000, which has an extensive database for home-based work trips, and the Caltrans household survey, which is a much smaller survey but includes several trip purposes. The two sources are not in exact agreement (see Figure 7) because both surveys rely on people's imperfect recollection of travel times. Moreover, there is a tendency to under-report short trips when filling out the survey forms. Nevertheless, the survey data can be considered reasonably indicative of the distribution that should occur in the model.

Figure 7: Trip Length Distribution from Caltrans' Survey and from U.S. Census



Figures 8 through 11 demonstrate that the trip length distribution in the Base Year Model matches well with the Caltrans household survey data for Tuolumne County for all four trip purposes.

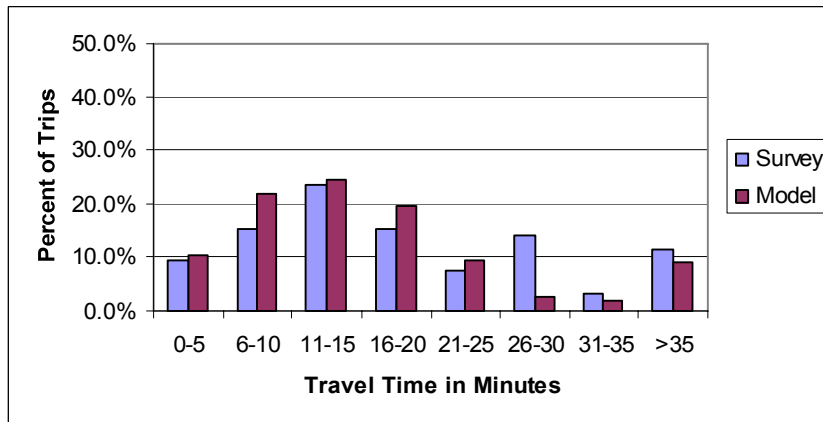


Figure 8: Trip-Length Distribution for Home-Based Work Trips

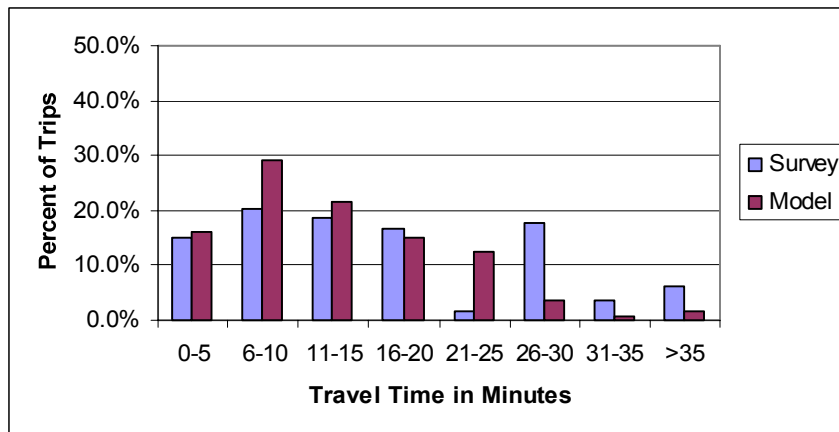


Figure 9: Trip-Length Distribution for Home-Based School Trips

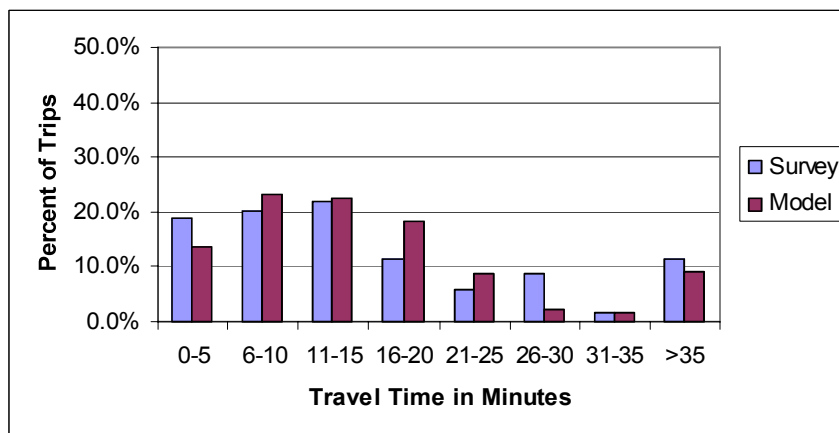


Figure 10: Trip-Length Distribution for Home-Based Other Trips

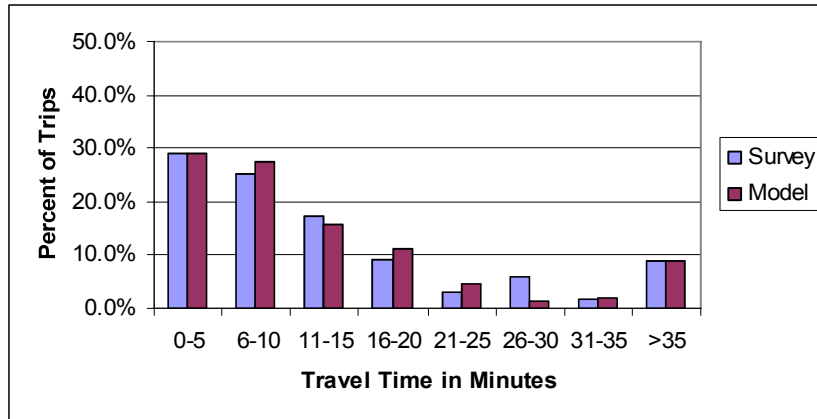


Figure 11: Trip-Length Distribution for Non Home-Based Trips

5.0 2015 Model

Trip Generation

In consultation with the County staff, and in the absence of reliable data to the contrary, we assumed that trip generation rates, trip purpose distribution, and time-of-day characteristics in 2015 would be similar to those that were used in the calibrated Base Year model.

The land use information used in the 2015 model were supplied to us by Tuolumne County and incorporated the County staff's assumption that employment growth would keep pace with residential growth⁹. Because of this, the high degree of trip balancing that occurred in the Base Year model was passed on to the 2015 model nearly intact, with the following exceptions:

- The growth in through trips is not a function of local land uses and so had to be computed separately. In the absence of better information the growth rate of the state population was applied to through trips, which implies a growth of 18% between 2002 and 2015.
- Trips to Yosemite National Park were predicted to rise faster than the local population. In other words, a higher percentage of these trips must necessarily come from outside the county. The percentage of XI trips was therefore changed from 90% to 97% so that trips to Yosemite from within the county would balance properly.
- Similarly, trips to the casino are predicted to grow faster than the county population, implying a higher percentage of trips originating outside the county boundaries. The percentage of XI trips was raised from 85% to 90% so that casino trips internal to the county would continue to balance properly.

The results of the trip generation portion of the 2015 model are presented in Tables 7 and 8.

Table 7: Trip Type as a Percentage of Total Trips in 2015 Model

	Home-Based Work	Home-Based School	Home-Based Other ¹⁰	Non Home-Based	All Trip Types
Caltrans Household Survey	17.7%	9.1%	37.3%	35.9%	100%
Base Year Model	16.4%	9.3%	37.6%	36.6%	100%
2015 Model	16.5%	9.4%	34.5%	39.6%	100%

⁹ I.e. the growth in households was calculated and future non-residential land uses were factored to match the residential growth rate.

¹⁰ Recreational and casino trips in the model are included in the category to maintain consistency with the Caltrans survey categories

Table 8: Trip Production/Attraction Balance in 2015 Model

	Home-Based Work	Home-Based School	Home-Based Casino	Home-Based Recreation	Home-Based Other	Non Home-Based	All Internal Trips
Productions	19,951	13,822	869	50	43,021	49,913	127,626
Attractions	20,150	14,116	941	55	43,867	49,913	129,043
Prod/Attr	0.99	0.98	0.92	0.92	0.98	1.00	0.99

Table 9 compares the change in the number of trips in the model with the change in the number of households in the modeled area. The growth in trips is slightly less than the growth in the number of households due to the fact that areas with lower-than-average trip generation rates (the southwest portion of the county, the western suburbs of Sonora, and Groveland) all grew as a percentage of the county population.

Table 9: 2015 Change in Trips Generated (including IX and XI)

	Base Year	2015	Growth Factor
Total Trips in Model	107,190	145,247	1.36
Total Households	19,458	27,599	1.42

The information provided in Tables 7, 8, and 9 show that the trip generation portion of the 2015 model is consistent with external data (the Statewide Household Travel Survey), internally consistent (balanced), and consistent with the Base Year model (the change in the number of trips produced is consistent with the change in the land use inputs), and therefore forms a reasonable basis for model applications.

Network Changes

The 2015 model incorporates a number of changes in the roadway network from that used in the Base Year model, the most important of which is the East Sonora Bypass. Other changes were based on the 1993 RTP and are listed below. In some cases the planned improvement is too small to affect a county-wide model, and this has been noted in the listing:

- 1) Greenley Road Extension from Lyons Street to Route 49. Coded as an Arterial-LoCap, 35 mph, 1 lane in each direction, 600 vehicles/lane capacity.
- 2) Mono Way from Greenley Road to Route 108. Coded as Highway-LoCap, 35 mph, 2 lanes in each direction, 900 vehicles/lane capacity.
- 3) Mono Way/Route 108 from Phoenix Lake Road to Standard Road. Kept current configuration of Highway-HiCap, 50 mph, 2 lanes in each direction, 1100 vehicles/lane capacity.

- 4) Cabezut Extension from Cabezut Court to North Hess Road. Coded as a Collector, 35 mph, 1 lane in each direction, 500 vehicles/lane capacity.
- 5) Greenley Road between Cabezut Road and Lyons Bald Mountain. Kept current configuration of Arterial-LoCap, 35 mph, 1 lane in each direction, 600 vehicles/lane capacity.
- 6) Routes 108/49 Rawhide Road & Jamestown Road. Realigned North Main Street and added left turn restrictions from and onto Highway 108/49 at the intersection of Jamestown Road/Highway 108/49.
- 7) “H-Intersection” – Washington Street/Mono Way/Stewart Street. Kept current configuration of “H-Intersection.”
- 8) Greenley Road/Mono Way. Kept current configuration of Greenley Road and Mono Way at intersection.
- 9) Local Traffic Signal Fund. No changes in model network.
- 10) Local Share of State Projects and Signals. No changes in model network.
- 11) Route 108 East Sonora Bypass; Stage I from Mono Way to Standard Road. Coded as Freeway, 65 mph, 1 lane in each direction, 2000 vehicles/lane capacity.
- 12) Routes 108/49 from the Route 49 Junction south to Route 49 Junction north. Coded as Highway-HiCap, 55 or 60 mph (depending on section), 2 lanes in each direction, 1100 vehicles/lane capacity.
- 13) Route 108 East Sonora Bypass Stages II and III; from Standard Road to North Sunshine. Coded as Freeway, 65 mph, 1 lane in each direction, 2000 vehicles/lane capacity.
- 14) Route 49 from Greenley Extension to Parrots Ferry Road. Coded as Highway-LoCap, 50 mph, 2 lanes in each direction, 900 vehicles/lane capacity.
- 15) Route 108 from Yosemite Junction to Route 49 South. Coded as Highway-HiCap, 60 mph, 2 lanes in each direction, 1100 vehicles/lane capacity.
- 16) Route 120, Priest Grade from the bottom of the Old Priest Grade to the top. No changes in model network.
- 17) Routes 120/108 from Green Spring Road to Yosemite Junction. Coded as Highway-HiCap, 60 mph, 2 lanes in each direction, 1100 vehicles/lane capacity.
- 18) Route 108 from Route 49 Junction to Mono Way. Coded as Highway-HiCap, 55 mph, 2 lanes in each direction, 1100 vehicles/lane capacity.
- 19) Routes 108/120 Yosemite Junction. Coded as Arterial-HiCap, 45 mph, 1 lane in each direction, 750 vehicles/lane capacity.
- 20) Realign Old Wards Ferry Road. Realigned the intersection of Old Wards Ferry and Sanguinetti Road.
- 21) Hess Avenue Interchange - (2002) should be in our base year network. Realigned northern portion of Hess Avenue and added interchange with the East Sonora Bypass.
- 22) Sanguinetti Connector - From Old Wards Ferry to South Washington Street, North of Highway 108. Coded as an Arterial-HiCap, 35 mph, 1 lane in each direction, 700 vehicles/lane capacity.

- 23) Old Wards Ferry Connector - From South of State Route 108 that links Old Wards Ferry Road to Sanguinetti Road. Coded as a Local, 25 mph, 1 lane in each direction, 400 vehicles/lane capacity.
- 24) Shell Road / Peoria Flat Connection - To connect Shell Road and Peoria Flat Road to make a through connection. Coded as an Arterial-LoCap, 35 mph, 1 lane in each direction, 600 vehicles/lane capacity.
- 25) 3 (Three) different alignments of the Standard / Peaceful Oak Road Extension - On list, but the EIR states three different alternatives. Both alternatives (to the west and east of Standard Road) coded as Arterial-LoCap, 1 lane in each direction, 35 mph, 600 vehicles/lane capacity.
- 26) Upgrade Old Wards Ferry Road to a major collector. Coded as an Arterial-LoCap, 1 lane in each direction, 35 mph, 600 vehicles/lane capacity.
- 27) Tuolumne Bypass. Coded as an Arterial-HiCap, 1 lane in each direction, 45 mph, 750 vehicles/lane capacity.
- 28) North South Connector - On list (2015). Coded as an Arterial-LoCap, 1 lane in each direction, 35 mph, 600 vehicles/lane capacity.
- 29) O'Byrnes Ferry Road intersection upgrades to maintain LOS C with future traffic volumes from Calaveras County. (2015) – No model change.
- 30) Phoenix lake Road – disconnect from Mono Way. Removed connection in model.

Our approach was to include any change requested by County staff that may occur by 2015 in the 2015 model even if the change was unlikely or if several mutually-exclusive changes are possible (such as the three alignments for the Standard Road corridor). The rationale for doing so was that model users will find it easier to delete unneeded projects than to add them, and that if the decision were made to include a given project then all users would be modeling it in exactly the same way.

Traffic Assignment

Once the trip generation and network portions of the 2015 model were completed the model was run and the results compared to the Base Year model to determine whether the changes in traffic volumes were reasonable. For this purpose we used the same 94 locations that were used in validating the Base Year model (see Appendix G). In Appendix G the column showing the ratio of the 2015 modeled volume to the Base Year modeled volume has been color-coded with peach shading used to indicate places where 2015 volumes are below Base Year volumes and light blue shading showing places where 2015 volumes are three or more times the Base Year modeled volumes. The right-most column in Appendix G contains comments that explain the changes in traffic volumes. These comments have been color-coded so that the reader can easily identify where changes in the volume of one link is related to changes in the volumes on other links. The site number for related links is also provided.

As can be seen from Appendix G, there is a general increase in traffic volumes due to the growth in population and employment in the county. A few links had lower volumes in 2015 than in the Base Year, but in each case this seems to be the result of an improvement to a competing route or the elimination of access that had existed in 2002. Similarly, there were logical explanations for most places where large increases in traffic occurred.

6.0 2025 Model

Trip Generation

In consultation with the County staff, and in the absence of reliable data to the contrary, we assumed that trip generation rates, trip purpose distribution, and time-of-day characteristics in 2025 would be similar to those that were used in the calibrated Base Year model.

The land use information used in the 2025 model were supplied to us by Tuolumne County and incorporated the County staff's assumption that employment growth would keep pace with residential growth¹¹. Because of this, the high degree of trip balancing that occurred in the Base Year model was passed on to the 2025 model nearly intact, with the following exceptions:

- The growth in through trips is not a function of local land uses and so had to be computed separately. In the absence of better information the growth rate of the state population was applied to through trips, which implies a growth of 31% between 2002 and 2025.
- Trips to Yosemite National Park were predicted to rise faster than the local population. In other words, a higher percentage of these trips must necessarily come from outside the county. The percentage of XI trips was therefore changed from 90% to 97% so that trips to Yosemite from within the county would balance properly. The same assumption was incorporated into the 2015 model.
- Similarly, trips to the casino are predicted to grow faster than the county population, implying a higher percentage of trips originating outside the county boundaries. The percentage of XI trips was raised from 85% to 90% so that casino trips internal to the county would continue to balance properly. The same assumption was incorporated into the 2015 model.

The results of the trip generation portion of the 2025 model are presented in Tables 10 and 11.

Table 10: Trip Type as a Percentage of Total Trips in 2025 Model

	Home-Based Work	Home-Based School	Home-Based Other	Non Home-Based	All Trip Types
Household Survey for Tuolumne Co.	17.7%	9.1%	37.3%	35.9%	100.0%
Base Year Model	16.7%	9.4%	34.3%	39.6%	100.0%
2015 Model	16.5%	9.4%	34.5%	39.6%	100.0%
2025 Model	16.8%	9.6%	35.1%	38.5%	100.0%

¹¹ I.e. the growth in households was calculated and future non-residential land uses were factored to match the residential growth rate.

Table 11: Trip Production/Attraction Balance in 2025 Model

	Home-Based Work	Home-Based School	Home-Based Casino	Home-Based Recreation	Home-Based Other	Non Home-Based	All Internal Trips
Productions	22,819	15,923	990	59	49,375	55,261	144,427
Attractions	22,973	15,760	1,035	55	48,870	55,267	143,961
Prod/Attr	0.99	1.01	1.00	1.01	1.01	1.00	1.00

Table 12 compares the change in the number of trips in the model with the change in the number of households in the modeled area. The growth in trips is slightly less than the growth in the number of households due to the fact that areas with lower-than-average trip generation rates (the southwest portion of the county, the western suburbs of Sonora, and Groveland) all grew as a percentage of the county population.

Table 12: Change in Trips Generated (including IX and XI)

	Base Year	2015	Base-to-2015 Growth Factor	2025	Base-to-2025 Growth Factor
Total trips in Model	107,190	145,247	1.36	163,935	1.53
Total Households	19,458	27,599	1.42	31,460	1.62

The information provided in Tables 10, 11, and 12 suggest that the trip generation portion of the 2025 model is consistent with external data (the Statewide Household Travel Survey), internally consistent (balanced), and consistent with the Base Year model (the change in the number of trips produced is consistent with the change in the land use inputs), and therefore forms a reasonable basis for model applications.

Network Changes

The network file used in the 2025 model was made by adding links to the 2015 model or revising links in that model. These changes were based on discussions with County staff and are listed below. In some cases the planned improvement is too small to affect a county-wide model, and this has been noted in the listing:

- 1) Parrots Ferry Road from Route 49 to Gold Spring Street. Coded as an Arterial-HiCap, 45 mph, 2 lanes in each direction, 750 vehicles/lane capacity.
- 2) Standard Road from Tuolumne Road to Route 108. Coded as an Arterial-HiCap, 35 mph, 1 lane in each direction, 700 vehicles/lane capacity.
- 3) Peaceful Oak Road Extension. Coded as an Arterial-LoCap, 25 mph, 1 lane in each direction, 600 vehicles/lane capacity.

- 4) Route 108/Lime Kiln Road/South Washington Street. No change in model.
- 5) Route 120 Groveland Bypass from Wards Ferry Road to Ferreti Road. Coded as a Highway-HiCap, 60 mph, 1 lane in each direction, 1100 vehicles/lane capacity.
- 6) Route 49 from Snell Street to Greenley Extension. Coded as a Main Street, 40 mph, 2 lanes in each direction, 800 vehicles/lane capacity.
- 7) Route 49 from North Shaws Flat Road to County Line. Coded as a Highway-HiCap, 60 mph, 1 lane in each direction, 1500 vehicles/lane capacity.
- 8) Route 108/Route 49 South of Sonora. Coded as a Highway-Ramp, 40 mph, 1 lane in each direction, 900 vehicles/lane capacity.
- 9) State Signal Fund. No change in model.
- 10) State/Local Traffic Signals. No change in model.
- 11) State Route 49 Bypass West of Sonora - From Rawhide Road connecting to State Route 108 via School Road, West of Sonora. Coded as a Highway-HiCap, 60 mph, 1 lane in each direction, 1100 vehicles/lane capacity.
- 12) Columbia Bypass - From Airport Road to Parrotts Ferry Road via Pioneer Park. Coded as an Arterial-HiCap, 40 mph, 1 lane in each direction, 750 vehicles/lane capacity.
- 13) Major Collector connection from Jacksonville Road to Highway 108 - From the alignment of Jacksonville Road at Stent to State Highway 108 near Bell Mooney Road. Coded as an Arterial-HiCap, 40 mph, 1 lane in each direction, 750 vehicles/lane capacity.
- 14) Seco Street Connector - to connect to the above mentioned future road improvement #4. Coded as an Arterial-HiCap, 40 mph, 1 lane in each direction, 750 vehicles/lane capacity.
- 15) Widening of Highway 108 - From Mi Wuk to Long Barn expressway within existing Caltrans Right of Way. Coded as a Highway-HiCap, 60 mph, 2 lanes in each direction, 1100 vehicles/lane capacity.
- 16) Rawhide to Jamestown Road Bypass - From the Rawhide Road Bridge to Jamestown Road connection to bypass Rawhide / S.R. 108 intersection. Coded as an Arterial-HiCap, 35 mph, 1 lane in each direction, 700 vehicles/lane capacity.
- 17) 5 Lane widening of the Stage 3 East Sonora Bypass in lieu of expressway design. Coded as a Highway-HiCap, 60 mph, 2 lanes in each direction, 1100 vehicles/lane capacity.
- 18) Springfield Road improvements. Coded as a Collector, 35 mph, 1 lane in each direction, 500 vehicles/lane capacity.
- 19) Crestview Road improvement realignments - Portion of CrestView Road East of Ridgewood Drive. No change in model.

As with the 2015 model, our approach was to include any change that may occur by 2025 in the 2025 model even if the change was unlikely or if several mutually-exclusive changes are possible (such as the three alignments for the Standard Road corridor). The rationale for doing so was that model users will find it easier to delete unneeded projects than to add them, and that if the decision were made to include a given project then all users would be modeling it in exactly the same way.

Trip Assignment

Once the trip generation and network portions of the 2025 model were completed the model was run and the results compared to the 2015 model to determine whether the changes in traffic volumes were reasonable. For this purpose we used the same 94 locations that were used in validating the Base Year model (see Appendix H). In Appendix H the column showing the ratio of the 2025 modeled volume to the 2015 modeled volume has been color-coded with peach shading used to indicate places where 2025 volumes are below 2015¹² volumes. The right-most column in Appendix H contains comments that explain the changes in traffic volumes. These comments have been color-coded so that the reader can easily identify where changes in the volume of one link is related to changes in the volumes on other links. The site number for related links is also provided.

As can be seen from Appendix H, there is a general increase in traffic volumes due to the growth in population and employment in the county. A few links had lower volumes in 2025 than in 2015, but in each case this seems to be the result of an improvement to a competing route.

Figure 7 shows the results of a daily traffic assignment for 2025. Overall volumes are quite high, especially on Hwy 108. Nevertheless, the various planned bypasses and extensions appear to distribute traffic well enough that the volume to capacity ratio manageable everywhere.

¹² Appendix G had a similar color-coding scheme with light blue shading showing places where volumes had grown by a factor of three or more. There were no links in the model where such high growth occurred between 2015 and 2025.

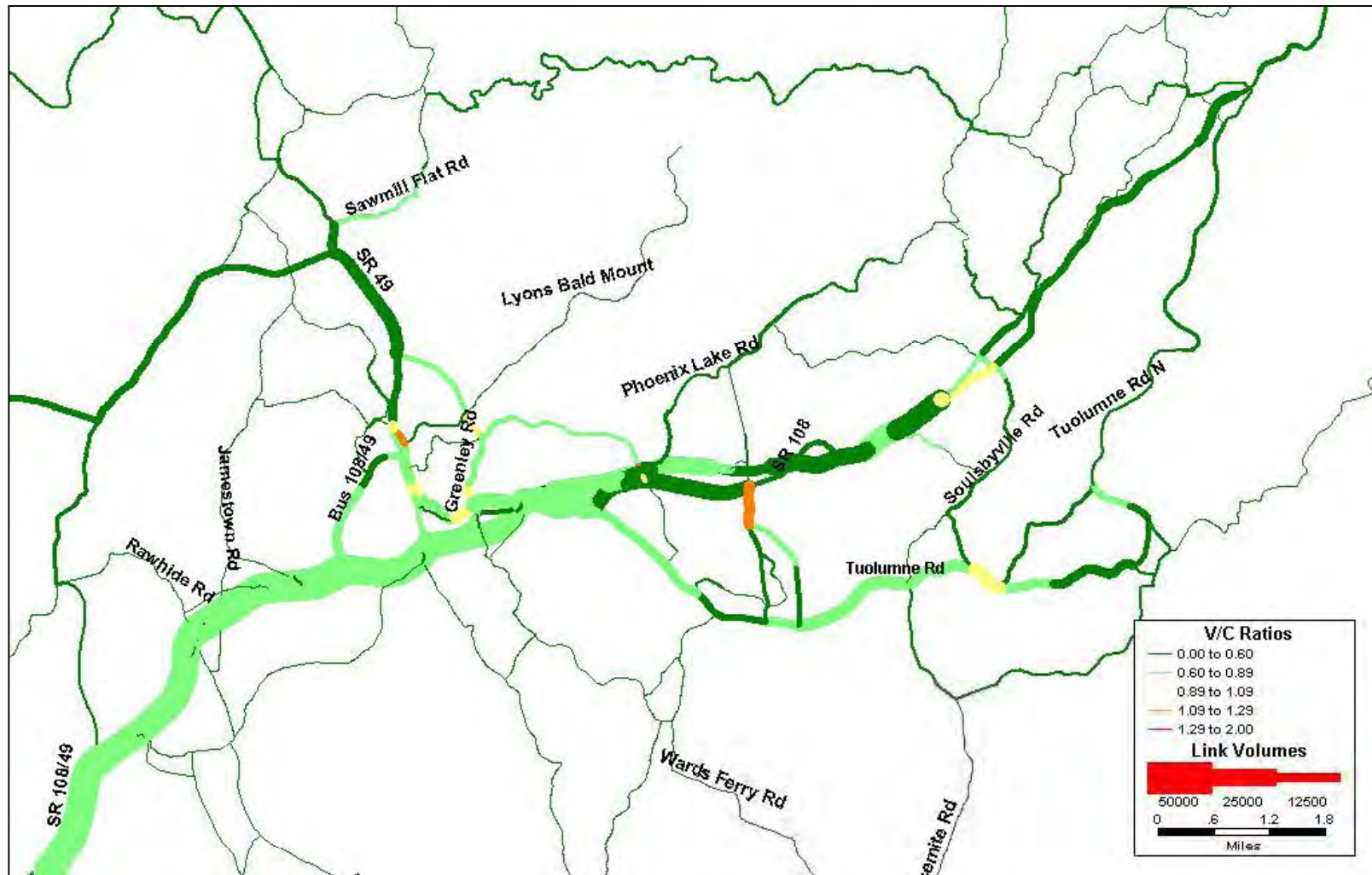


Figure 7: 2025 Daily Model Volumes and Volume/Capacity Ratios