STATE ROUTE

CALIFORNIA 49

Transportation Concept Report

Office of System Planning · District 6 · August 2011

Caltrans

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Front cover photos of Route 49 from top to bottom: Wasuma School; near the State Route 41 Junction; Ahwahnee Forest Fire Station; background: looking north near the Mariposa County Line.

State Route 49 Transportation Concept Report

State Route 49: In Madera County from State Route 41 to the Mariposa County Line

Caltrans District 6 – Postmile: (MAD PM 0.0 to PM 9.3)

I approve this Transportation Corridor Plan as the overall Policy Statement and Strategic Plan that will guide transportation decisions and investments for the State Route 49 Corridor.

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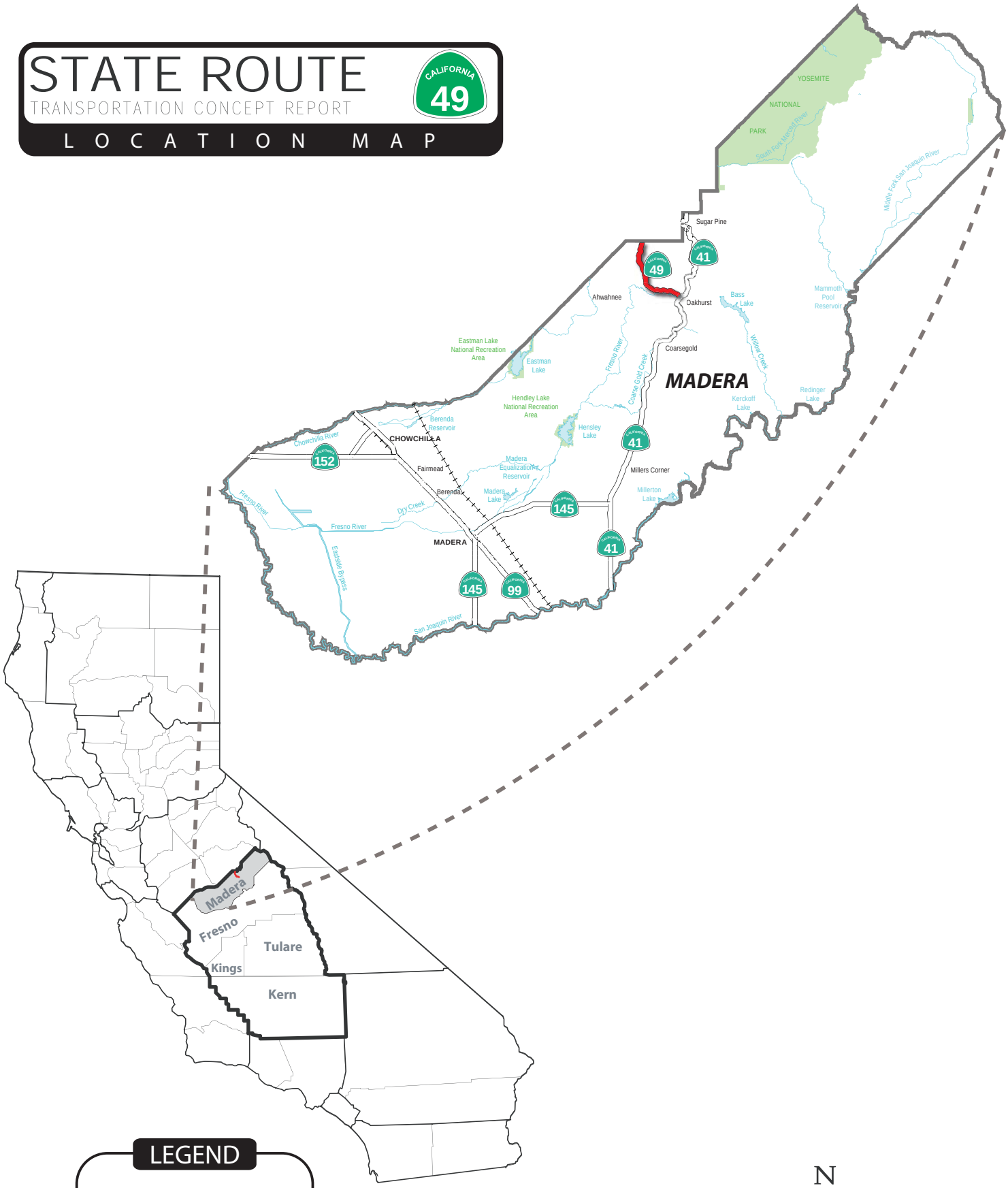
STATE ROUTE 49

TRANSPORTATION CONCEPT REPORT

LOCATION MAP



LEGEND

Counties within District 6 which SR 49 traverses

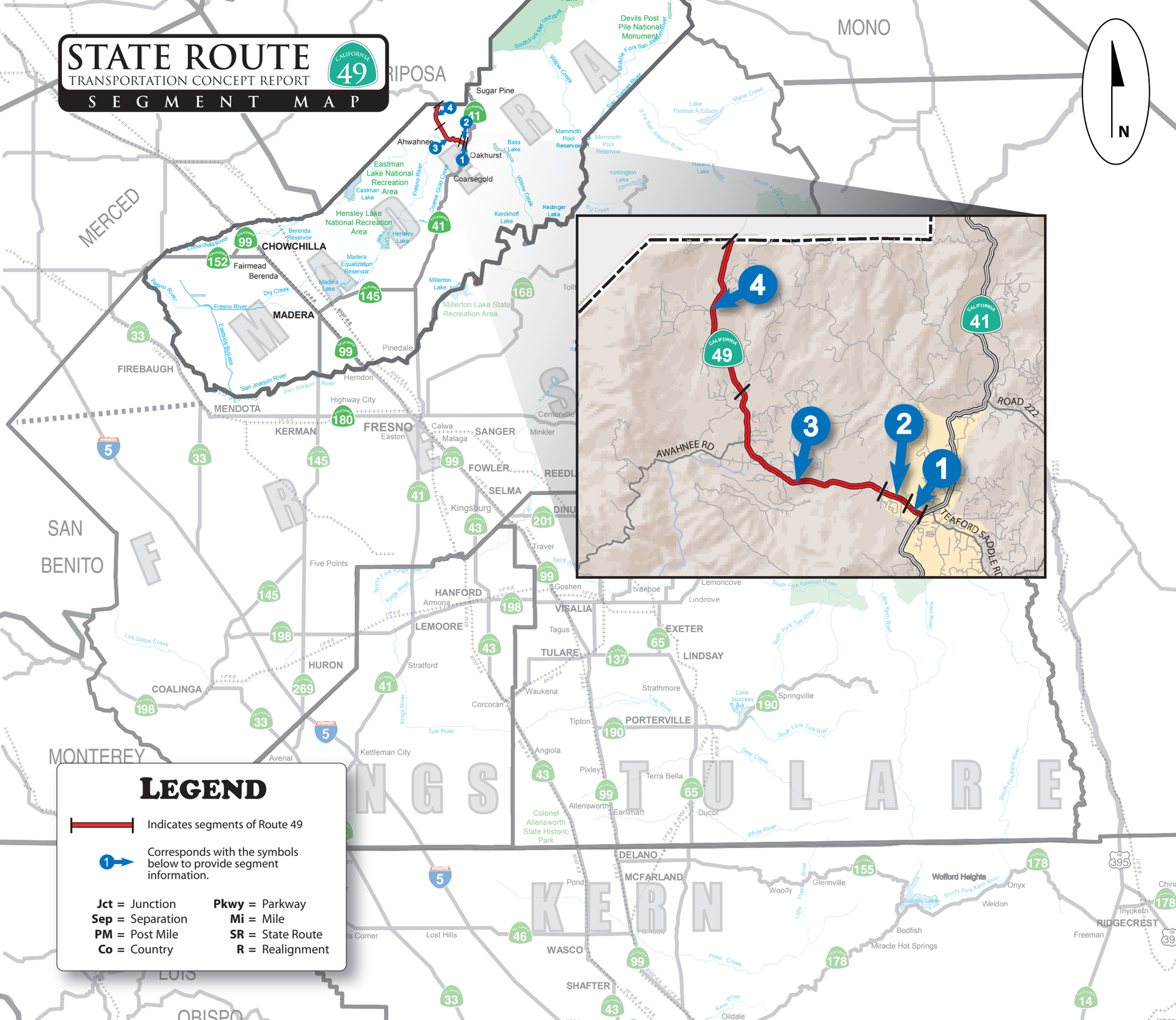
Caltrans District 6 Boundary

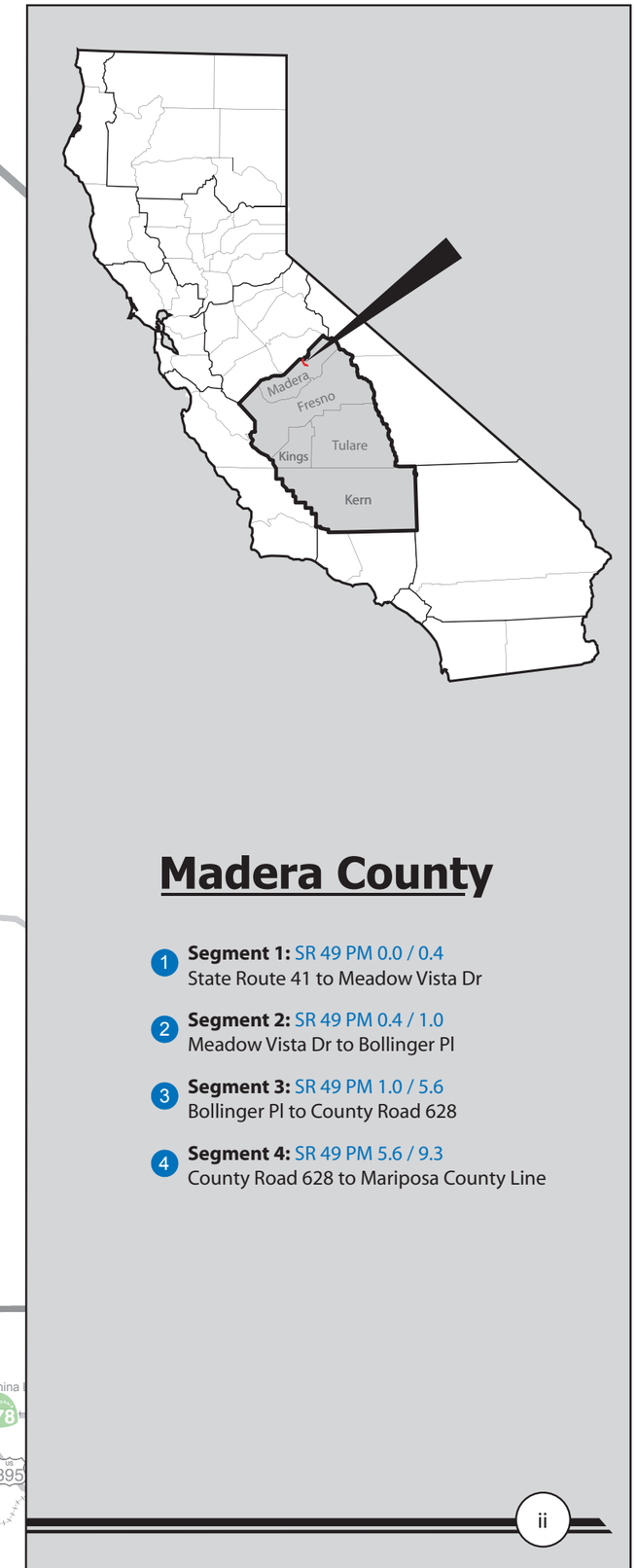
Caltrans

N

Not To Scale

STATE ROUTE 49
TRANSPORTATION CONCEPT REPORT
SEGMENT MAP





Madera County

1. **Segment 1:** SR 49 PM 0.0 / 0.4
   State Route 41 to Meadow Vista Dr
2. **Segment 2:** SR 49 PM 0.4 / 1.0
   Meadow Vista Dr to Bollinger Pl
3. **Segment 3:** SR 49 PM 1.0 / 5.6
   Bollinger Pl to County Road 628
4. **Segment 4:** SR 49 PM 5.6 / 9.3
   County Road 628 to Mariposa County Line

LEGEND

Indicates segments of Route 49

Corresponds with the symbols below to provide segment information.

Jct =	Junction	**Pkwy** =	Parkway
Sep =	Separation	**Mi** =	Mile
PM =	Post Mile	**SR** =	State Route
Co =	Country	**R** =	Realignment

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Transportation Concept Report
State Route 49

August 2011

I. INTRODUCTION

This Transportation Concept Report (TCR) is a long-range system-planning document that establishes a planning concept for a state highway corridor through the year 2035. The TCR provides the route, traffic data, and operating characteristics for the current - 2010, and future years - 2020 and 2035, for Caltrans District 6 State highway corridors.

Considering reasonable financial and physical constraints, the TCR defines the appropriate Route Concept Level of Service (LOS) and facility type(s) for each route. It also broadly identifies the nature and extent of improvements needed to attain the Route Concept LOS. For the purpose of this document, improvements such as Intelligent Transportation Systems, multi-modal alternatives and lane additions, are the focus for LOS attainment.

Caltrans endeavors to maintain a target LOS at the transition between LOS C and D on State highway facilities, or whichever LOS is feasible to attain. The Concept LOS is a "target" LOS determined by the importance of the route and environmental factors. A deficiency or a need for improvement is triggered when the actual LOS falls below the Concept LOS.

This TCR also identifies existing mass transit and the deployment of Intelligent Transportation Systems (ITS) as integral to route corridor development.

The Ultimate Transportation Corridor (UTC), as identified in this TCR, ensures that adequate right-of-way (ROW) is preserved for ultimate facility projects beyond 2035. The UTC does not consider funding as a constraint. The project manager for this TCR should be consulted for the interim right-of-way (prior to ultimate construction) at a specific location along the corridor.

Please note: The number of lanes needed to meet the UTC for this route is only a guideline. The minimum right-of-way is "subject to change" in urban and suburban areas where a route also serves local circulation needs. The need to widen the roadway beyond the UTC may be necessary to maintain the target LOS. The local jurisdictions should endeavor to maintain the target LOS, which in an urban setting could exceed the UTC number of lanes. Where the State legislature has designated the route as part of the Freeway and Expressway System, interchange and freeway right-of-way should be part of the General Plan so as not to adversely affect development.

This document identifies the initial and conceptual planning phase that leads to subsequent programming and the project development process. Consequently, the specific nature of proposed improvements, such as roadway width, number of lanes, and access control may change in later project development stages.

Final determinations are normally made during the project report and design phases. Therefore, this TCR is a "living document," subject to amendments as conditions change and projects are completed. This TCR will be updated as needed.

This TCR for State Route 49 was prepared and completed by the Caltrans District 6 System Planning unit in cooperation with local and regional agencies, in consultation with Tribal Governments and Communities, environmental justice communities, and other Caltrans functional units. As such, it will serve as a guide in cooperative planning and implementation of transportation and land use decisions.

II. ROUTE DESCRIPTION AND PURPOSE

Begins: At State Route 41 near Oakhurst in Madera County
Ends: At State Route 70 near Vinton in Plumas County

Length: 9.3-mile highway in Madera County.

This Transportation Concept Report covers 9.3 miles of SR 49 within District 6, from SR 41 to the Mariposa County Line. In District 6, SR 49 is located solely within Madera County (Location Map, page "i"). At the beginning of the TCR is a map showing the location of SR 49 within District 6 and the State of California. It shows the four (4) segments of the route in Madera County (Segment Map, page "ii").

Land Use: The highway travels across primarily rangeland. It serves as a connection to several mountain communities and also to recreational spots throughout the year. Located at the southern end of the route is Oakhurst, which was originally known as Fresno Flats. Gold was discovered in Fresno Flats (now Oakhurst) in the Coarsegold River around 1850 by a group of miners from Texas. Over $90,000 worth of gold was taken from this area during the Gold Rush. However, it was not the gold that necessarily brought prosperity to the town. Local mines and lumber companies needed supplies and the supply business profited. A flume was constructed to move lumber from the Sugar Pine Lumber Company to the City of Madera. This flume was 63 miles long and in operation until 1932.

Oakhurst is the regional shopping and commercial service center for eastern Madera County. A few miles north, the unincorporated community of Ahwahnee is located. Further north of Ahwahnee is the community of Nippinawasee. All of these communities are situated above 2,000 feet. Most of the residences are retirement/second homes or for people who wish to live in the foothills and are willing to commute to work. The majority of the commercial development occurs at the beginning of the route in Oakhurst. The remainder of the route is primarily agricultural with pockets of residential rural acreage.

The Wassama Round House State Historical Park is located in Ahwahnee. The park is a Native American site for ceremonies and dates back to the 1860s. The Miwok tribe is the caretaker for the round house. It is also supported by tribal members of the Picayune Rancheria of Chukchansi. The route is the primary highway linking the mountain tribal communities, including the Miwoks of Mariposa and Ahwahnee, the Chukchansi Yokuts of the Picayune Rancheria, and the Western Mono of the North Fork Rancheria. There are numerous annual events hosted by the Picayune Rancheria and the North Fork Rancheria that are attended by these tribal communities.

Many California roads and highways originated along tribal hunting and trading routes. The study, "California Central Valley Tribal Transportation Environmental Justice Collaborative Project," identified tribes that consider this portion of Madera County as their ancestral lands. This study was

funded by a Caltrans' Environmental Justice Grant and was prepared for the Kern County Council of Governments (Kern COG) and the Tubatulabals of the Kern Valley tribe on behalf of the eight San Joaquin Valley MPOs: the San Joaquin Council of Governments (SJCOG), Stanislaus Council of Governments (Stan COG), Merced County Association of Governments (MCAG), Madera County Transportation Commission (MCTC), Fresno Council of Governments (Fresno COG), Kings County Association of Governments (KCAG), Tulare County Association of Governments (TCAG), and Kern COG in coordination with the tribal governments and communities of the region.

Wassama Roundhouse in Ahwahnee

Terrain: The route runs through rolling and mountainous terrain.

Facility: The first 0.4 miles of the route is a four-lane conventional highway. This segment is within Oakhurst. The remainder of the route is a two-lane conventional highway. There is one section of passing lanes at Post Mile 9.0 to the Mariposa County Line for both northbound and southbound traffic. There are several turnouts for slower traffic and sightseers along the route. The route also includes some turn pockets. The entire route is eligible to be designated as a scenic highway.

Interchanges and other State highway connections:

- There is a junction at the beginning of the route with State Route 41.

A. Modal Alternatives

Passenger Rail Services: There are no conveniently located passenger rail locations near the route.

Transit Services: The Madera County Connection (MCC) provides an inter-city fixed route for eastern Madera County, which covers North Fork, Bass Lake, Oakhurst, Coarsegold, Yosemite Lakes, Madera Ranchos, and Valley Children's Hospital.

Eastern Madera County Senior Bus is a demand-response service for seniors and the disabled only. It covers Oakhurst, Coarsegold, Bass Lake, and Ahwahnee.

Eastern Madera County Escort Service is a demand-response service provided by volunteers. This service is for medical trips to Madera, Fresno, and Clovis. This service picks up riders from North Fork, Bass Lake, Oakhurst, Coarsegold, and Ahwahnee.

Bicycle Routes: State Route 49 is classified as a conventional state highway open to local and regional bicycle travel. It is classified as a Class Three (3) bike route in the 2011 Madera County Transportation Commission's (MCTC) Regional Transportation Plan (RTP). However, the route has narrow to non-existent shoulders in some areas.

Please refer to the "Non-Motorized Facilities" section under Appendix C, page 11, for more information on bicycle access.

Pedestrian Access / Facilities: Pedestrian and possible Americans with Disabilities Act (ADA) concerns are to be found primarily in the Community of Oakhurst. Should any future project be constructed along any portion of this highway, pedestrian and ADA concerns such as crosswalks, sidewalks, curb cuts, ramps and railings, may need to be addressed.

Please refer to the "Non-Motorized Facilities" section under Appendix C, page 12, for more information on Pedestrian facilities.

Park and Ride Facility: There are no park and ride facilities along this segment of the route.

Aviation / Airports: There are no airports along or near this segment of the route.

B. Intelligent Transportation Systems (ITS)

A signal is located at Junction Drive. There are seven (7) proposed traffic count station locations (TCS). This data will provide information on traffic volumes and truck traffic. Deployment of appropriate ITS technology will enhance operational and safety efficiency of the route by informing motorists of traffic congestion, inclement weather such as fog, dust, highway construction and/or closings. The Caltrans Central Valley Transportation Management Center (TMC) monitors specific traffic locations from its headquarters at the District Office in Fresno.

Specific information on ITS is located under Appendix B, page 10.

C. State Route 49 Highway Facts

- State Route 49 became part of the California State Freeway and Expressway System in 1959.
- The entire route is known as the Golden Chain Highway, hence the route number 49.
- This segment of State Route 49 is an eligible scenic highway in the California Scenic Highway Program as identified in Section 263 of the Streets and Highways Code.

D. Environmental Considerations

Specific sensitive biological species include, but are not limited to, the following flora and fauna:

FLORA – Blue Oak, Heritage Oak, Elderberry, and other riparian vegetation.

FAUNA – California Tiger Salamander, Fairy Shrimp, Western Pond Turtle, Big-eared bat, and various nesting birds.

Potential environmental issues include vernal pools where the above flora and fauna may exist.

A Scenic Resource Evaluation and/or a Visual Impact Assessment of the area would need to be done by the Landscape Architecture Branch.

There is a high potential for cultural resource findings particularly of Native Americans. Basket-weaving materials such as redbud, sourberry, and willow are gathered throughout the year by Native American basket-weavers. Foods gathered along this corridor include such staples as acorns prepared often during celebrations, blackberries, and elderberry. Some of the plants are used for both tools and food such as the elderberry tree which in addition to its berries, is used for traditional musical instruments and sometimes for its purple berries as a dye. The sourberry bush, harvested in the summer for its berries, is also harvested for its long, straight shoots used in basket-weaving. The sourberry continues to be a staple summertime "trade item" for the foothill tribes.

If rock blasting were to occur to widen the highway or construct a bypass, noise provisions would need to be addressed for any neighboring homes or facilities.

Also, a Community Impact Assessment of local facilities, such as the Wassama Elementary School and Ahwahnee Forest Fire Station would be recommended for work in these areas.

There is also the potential for hazardous waste, such as: underground storage tanks, aerial deposited lead, asbestos, and/or heavy metals.

III. Concept Rationale

Route Concept LOS:

LOS D is assigned to both the rural and urban portions. The vast majority of the route is rural, having one small town, the community of Oakhurst. There is not much variation throughout the route in regards to the existing level of service.

Concept Facility:

The 2035 Concept Facility (highway configuration for the year 2035) for State Route 49 does not vary significantly throughout the route. Most of the Concept Facility is for a four-lane conventional highway, the remainder (Segment 4) is for a two-lane with improvements. The following shows the Concept Facility for the route segments.

2-lane conventional highway (Segment 4): This segment will remain a two-lane conventional highway with possible improvements of adding turn lanes, signals, passing lanes, etc.

4-lane conventional highway (Segments 1, 2, and 3): There are no projected additional lanes in Oakhurst. Segments 2 and 3, from Meadow Vista Drive to Bollinger Place and from Bollinger Place to County Road 628, may be improved with two additional lanes (2C to 4C).

The Ultimate Transportation Corridor (UTC-beyond 2035):

The UTC for State Route 49 is for a four-lane conventional highway.

IV. State Route 49 Transportation Concept Report Summary Chart

The two-page Summary Chart following this section indicates that State Route 49 is divided into four (4) distinct segments that provide descriptive and technical information, both current and forecast traffic, for the State highway. It also has a linear geographic diagram that illustrates the major State and local highway facilities, along with key natural features and County boundaries, current highway geometrics, i.e., conventional highway, expressway, or freeway. A "Chart Explanation" bar defines what is shown on the chart with the exception of self-explanatory technical information. The Summary Chart also delineates the functional classification, various highway designations, and General Plan information.

Level of Service (LOS) is determined by the peak hour and average annual daily traffic (AADT). AADT and peak hour is determined by growth factors, historical data, and the use of the county's traffic models.

Transportation Concept Report

State Route 49

SUMMARY CHART 1A

LEGEND

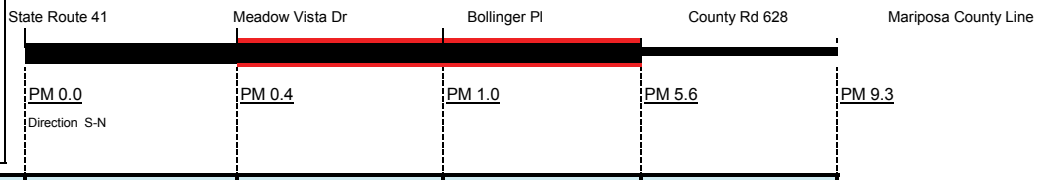
Existing Lanes — Conventional

Planned or Programmed by 2035 — Expressway

Add Through Lanes

Number of Lanes: 2, 4

* Length of segments not to scale



Segment: Is self-explanatory except for several data sets:

Rural/Urban: Indicates whether the segment is in a rural area or city limits.

Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

ROW: Portrays Right-of-Way (ROW) and geometric data in feet.

Shoulder Range: Is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate Transportation Corridor (UTC): Is the typical ROW needed for the ultimate facility,i.e., 8 lane freeway(8F) 218 feet is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2035 Concept) by 2035- RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2035. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements.

LOS: The current (2010) LOS (level of service), along with the expected calculated LOS in 2020 and 2035. The 2035 Concept is the target LOS desired, i.e., LOS C, for attainment by 2035 Caltrans.

Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2035 Concept improvement.

Directional Split: Denotes the split in the peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

% Trucks: shows the percentage of trucks for AADT and Peak Hour.

AADT: signifies Annual Average Daily Traffic.

Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.

N/A - Not deficent, no project recommended/not applicable.

N/A* - Deficent, no project recommended.

(I)+ 2-lane conventional highway improvements, turn lanes, signals, passing lanes, etc.

* Concept Facility meets Concept LOS.

** Deficient-Concept Facility does not meet Concept LOS.

SEGMENT	1	2	3	4
County / Route	MADERA / 49	MADERA / 49	MADERA / 49	MADERA / 49
Description Begin	STATE ROUTE 41	MEADOW VISTA DR	BOLLINGER PL	COUNTY RD 628
Description End	MEADOW VISTA DR	BOLLINGER PL	COUNTY RD 628	MARIPOSA COUNTY LINE
Postmile Limits Begin/End (PM)	0.0/0.4	0.4/1.0	1.0/5.6	5.6/9.3
Length (MI)	0.4	0.6	4.6	3.7
Rural / Urban	Urban	Rural	Rural	Rural
Terrain	Mountainous	Mountainous	Mountainous	Mountainous
ROW: Range Existing (FT)	90 / 93	60 / 80	60 / 90	60 / 120
Median Range (FT)	0 / 0	0 / 0	0 / 0	0 / 0
Shoulder Range (FT) - Treated	8 / 8	0 / 0	0 / 8	0 / 8
Lane Width (FT)	13	13	12 / 13	12 / 13
Ultimate ROW (FT)	110	146	146	146
Facility: Existing	4C	2C	2C	2C
2035 Concept	4C	4C	4C	2C(I)+
UTC	4C	4C	4C	4C
LOS: 2010	B	B	D	B
LOS: 2020	C	C	D	B
LOS: 2035	D	E	E	B
LOS: Concept 2035	D	D	D	D
Deficiency/Year Deficient	N/A	2035	2035	N/A
Project in STIP/RTP (Y/N)	No	Yes	Yes	No
LOS W/ Concept Improvement	N/A	B*	B*	B*
Directional Split (Peak Hour)	53 / 47	53 / 47	60 / 40	57 / 43
AADT: 2010	9,913	9,913	8,408	4,974
AADT: 2020	12,319	12,319	9,953	5,772
AADT: 2035	17,082	17,082	12,814	7,218
Peak Hour: 2010	899	899	861	436
Peak Hour: 2020	1,118	1,118	1,020	507
Peak Hour: 2035	1,550	1,550	1,313	633
% Trucks: AADT	8%	8%	8%	6%
% Trucks: Peak Hour	3%	6%	6%	8%

Transportation Concept Report

State Route 49

SUMMARY CHART 1B

LEGEND

Existing Lanes

Planned or Programmed by 2035

Add Through Lanes

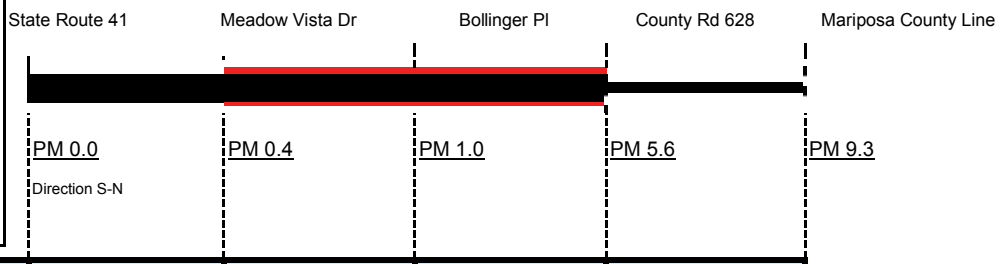
Conventional

Expressway

2

4

* Length of segments not to scale



Segment: Is self-explanatory except for several data sets:

Functional Classification: A process by which streets and highways are grouped into or classification systems.

Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.

Regionally Significant: Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

STRAHNET: A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

IRRS: (Interregional Road System): A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

STAA (Surface Transportation Assistance Act): This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accommodate STAA trucks. Other designations i,e., California Legal offer more limited access.

Scenic: A highway may be designated scenic when listed as eligible in Section 263 of the Streets and Highways Code.

ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilites most directly, conveniently and efficiently to intrastate, interstate, and international markets.

NHS (National Highway System): Included is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

SEGMENT	1	2	3	4
County / Route	MADERA / 49	MADERA / 49	MADERA / 49	MADERA / 49
Description Begin	STATE ROUTE 41	MEADOW VISTA DR	BOLLINGER PL	COUNTY RD 628
Description End	MEADOW VISTA DR	BOLLINGER PL	COUNTY RD 628	MARIPOSA COUNTY LINE
Postmile Limits Begin/End (PM)	0.0/0.4	0.4/1.0	1.0/5.6	5.6/9.3
Length (MI)	0.4	0.6	4.6	3.7
Functional Classification	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial
National Highway System (NHS) (Y/N)	No	No	No	No
Freeway/Expressway System (Y/N)	Yes	Yes	Yes	Yes
Regionally Significant (Y/N)	Yes	Yes	Yes	Yes
STRAHNET (Y/N)	Yes	Yes	Yes	Yes
Lifeline (Y/N)	No	No	No	No
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway or No)	No	No	No	No
TRUCK NETWORK, STAA: (NN=National Network, TA=Terminal Access, CL= California Legal, R= Special Restrictions, or A=Advisory)	TA	TA	TA	TA
Scenic (Yes: Officially Designated, Eligible or No)	Eligible	Eligible	Eligible	Eligible
ICES (Intermodal Corridor of Economic Significance) (Y/N)	No	No	No	No
General Plan/RTP LOS Standard	Madera Co LOS D RTP Regionally Significant System	Madera Co LOS D RTP Regionally Significant System	Madera Co LOS D RTP Regionally Significant System	Madera Co LOS D RTP Regionally Significant System
General Plan/RTP Standard Highway Classification	Expressway	Expressway	Expressway	Expressway
Passing Lanes (Y/N)	No	No	No	No
Bike Use Allowed (Y/N)	Yes	Yes	Yes	Yes

V. Review of State Route 49 Performance: Current and Future

A comparison of the current and future operating traffic LOS to the designated Route Concept LOS is a way of measuring the existing and future performance levels on a State highway. For purposes of this review, a segment of State Route 49 is deficient when it operates below the designated Route Concept LOS of "D". Please refer to the State Route 49 Transportation Concept Report in Section IV for current and future route operations.

As of the year 2010, State Route 49 is operating at a range of LOS "B" to LOS "D". The urban area is operating at LOS "B", whereas the rural areas are operating at LOS "B" to LOS "D".

By the year 2035, State Route 49 is projected to operate at LOS "B", "D" and "E" *without* improvements in District 6. Over fifty percent of the route is projected to operate at LOS "E" (Segments 2 & 3) and will not meet the Concept LOS of "D".

With improvements, the Route Concept LOS of "D" is projected to be met throughout the route.

A planned project on State Route 49 consists of widening a 2-lane conventional highway to a 4-lane conventional highway (Segments 2 and 3). The project is included in the Madera County Transportation Commission's 2011 Regional Transportation Plan (RTP) as an Unconstrained Project.

APPENDIX A

STATE ROUTE 49 PROJECTS PLANNED AND PROGRAMMED

Post Mile	Description	Location	Type	Completion Date	Status	Est. Cost ($1,000)
0.0/4.5	2C to 4C	In Oakhurst, SR 41 to Rd 600	STIP	ND	RTP-Unconstrained	$7,356.10
0.9/9.3	Pavement preservation	North of Redbud Dr to the Mariposa County Line	MTCE	ND	RTP	$5,080.00

APPENDIX B

INTELLIGENT TRANSPORTATION SYSTEM PROJECTS

Post Mile	Location	Type	Completed	Direction
0.00	North of Junction SR 41	TCS	Proposed	NB/SB
0.22	At Junction Dr	Signal	May-94	
2.53	South of Harmony Ln	TCS	Proposed	NB/SB
4.49	North of Rd 600	TCS	Proposed	NB/SB
4.49	South of Rd 600	TCS	Proposed	NB/SB
5.53	North of Rd 628	TCS	Proposed	NB/SB
8.24	South of Rd 601	TCS	Proposed	NB/SB
8.24	North of Rd 601	TCS	Proposed	NB/SB

APPENDIX C

Non-Motorized Facilities

Bicycle Facilities: Bicycle facilities within the state are classified into four categories:

- **Class 1 Bikeways (Bike Paths):** Bike Paths are separate *off-highway* facilities for the exclusive use of bicyclists and with cross flow by motor vehicles minimized.

- **Class 2 Bikeways (Bike Lanes):** Bike Lanes are for preferential use by bicyclists and can be established within the paved area of state highways. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike lanes are separated from traffic lanes on California highways by the use of a painted 6" stripe on the pavement and are designated as bike lanes by the use of white R81 (Bike Lane), R-81A (Begin) and R81-B (End) "regulatory" signs. (MUTCD Chapter 9 - California Supplement - 2004).

- **Class 3 Bikeways (Bike Routes):** Bike Routes are shared facilities which serve either to (a) provide continuity to other bike facilities (usually a Class 1 or Class 2 bikeway); or (b) to designate a preferred route through a high demand corridor. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike Routes are not separated from traffic lanes but are designated as bike routes through the use of green D11-1 (Bike Route), M4-11 (Begin) and M4-12 (End) "guide" signs. (MUTCD - Chapter 9 - 2003).

- **Shared Roadway (No Bikeway Designation):** Most bicycle travel on conventional state highways and local streets occurs on facilities without any bikeway designations, signs or striping. Virtually all highways in use by bicyclists for inter-city and recreational travel fall under this "share-the-road" scenario.

(1) **Deputy Directive 64-R1 (DD-64-R1)** - **(Policy)** "The Department provides for the needs of travelers of all ages and abilities in all programming, planning, design, construction, operations and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycles, pedestrians and transit modes as integral elements of the transportation system."

(2) **PDPM - Chapter 31** (Non-motorized Transportation Facilities) Section 1 - General - Introduction ".... State and federal laws require Caltrans to promote and facilitate increased use of non-motorized transportation. The purpose of this chapter is to outline pertinent statutory requirements, planning policies, and implementing procedures regarding non-motorized transportation facilities."

(3) **Streets and Highway Code - Section 888** - "The Department shall not construct a state highway as a freeway that will result in the severance or destruction of an existing major route for non-motorized transportation traffic and light motorcycles, unless it provides a reasonable, safe, and convenient alternate route, or such a route already exists."

(4) **California Vehicle Code - Section 21960 (Bikes & Pedestrians on Freeways)** (a) "The Department of Transportation and local authorities [i.e. acting together - not separately], [may] by order, ordinance, or resolution, with respect to freeways, expressways ... prohibit or restrict the use of the freeways, expressways, or any portion thereof by pedestrians, bicycles or other non-motorized traffic..."

Pedestrian Facilities

(1) **Deputy Directive 64-R1 (DD-64-R1)** - **(Policy)** "The Department provides for the needs of travelers of all ages and abilities in all programming, planning, design, construction, operations and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycles, pedestrians and transit modes as integral elements of the transportation system."

(2) **PDPM - Chapter 31** (Non-motorized Transportation Facilities) Section 1 - General - Introduction - ".... State and federal laws require Caltrans to promote and facilitate increased use of non-motorized transportation. The purpose of this chapter is to outline pertinent statutory requirements, planning policies, and implementing procedures regarding non-motorized transportation facilities."

State Route 49
References

Local Jurisdictions:

Madera County Transportation Commission (MCTC)
2001 Howard Road, Suite 201
Madera, CA 93637
(559) 675-0721

County of Madera
Road Department
2037 West Cleveland Avenue, M.S. "D"
Madera, CA 93637
(559) 675-7811

Air Quality District:

San Joaquin Valley Air Pollution Control District
1990 E Gettysburg Ave
Fresno, CA 93726
(559) 230-6000

Air Basin: San Joaquin Valley

Air Basin Determination:
Contact the Air District for more information.

Transit Services:

For inquiries on transit services, please contact the MPO or local agency (listed above) for more information or refer to the Transit Services sheet in the Appendix for an overview of various transit services.

Traffic Accident Data:

Caltrans District 6
Office of Traffic Investigations
(559) 488-4123

Tribal Contacts:

Mr. Reggie Lewis, Chairman
Picayune Rancheria of Chukchansi Indians
46575 Road 417, Bldg A
Coarsegold, CA 93614-0269

Ms. Judy Elaine Fink, Tribal Chair
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North Fork, CA 93643

Ms. Carol Bill, Assistant Tribal Administrator
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Ms. Kerry Saragosa Scholtz
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P.O. Box 728
North Fork, CA 93643

Mr. Ron Goode, Chairman
North Fork Mono Tribe
13396 Tollhouse Road
Clovis, CA 93619

Ms. Sandra Chapman, Tribal Treasurer
American Indian Council of Mariposa County
P.O. Box 1200
Mariposa, CA 95338

ACRONYMS

AADT - Average Annual Daily Traffic
ADA - Americans with Disabilities Act
BRT - Bus rapid transit
CAPM - Capital Preventive Maintenance
CCTV - Closed Circuit Television Cameras
CMAQ - Congestion Mitigation and Air Quality
CMIA - Corridor Mobility Improvement Account
CMS - Changeable Message Sign
COG - Council of Governments
CSMP - Corridor System Management Plan
CT - Caltrans
CTC - California Transportation Commission
FTIP - Federal Transportation Improvement Program
HAR - Highway Advisory Radio
HOV - High-Occupancy Vehicle Lanes
IIP - Interregional Improvement Program
IRRS - Interregional Road System
ITIP - Interregional Transportation Improvement Program
ITMS - Intermodal Transportation Management System
ITS - Intelligent Transportation System
ITSP - Interregional Transportation Strategic Plan
LOS - Level of Service
MOU - Memorandum of Understanding
MPO - Metropolitan Planning Organization
MTC - Metropolitan Transportation Commission
MTCE – Maintenance (State program)
ND – Not Determined
NHS - National Highway System
OC - Overcrossing
OH - Overhead
PM - Postmile
PSR - Project Study Report
PSSR - Project Scope Summary Report
RCR – Route Concept Report
RIP - Regional Improvement Program
ROW - Right-of-Way
RTIP - Regional Transportation Improvement Program
RTP - Regional Transportation Plan
RTPA - Regional Transportation Planning Agency
RWIS - Remote Weather information Station
SHOPP - State Highway Operation Protection Program
SJUAPCD - San Joaquin Unified Air Pollution Control District
STIP - State Transportation Improvement Program
TASAS - Traffic Accident Surveillance and Analysis System
TCM - Transportation Control Measure
TCR - Transportation Concept Report
TCS – Traffic Count Station
TMC - Transportation Management Center
TMS - Transportation Management System
UC - Undercrossing

UTC - Ultimate Transportation Concept
VHT - Vehicle Hours Traveled
VMT - Vehicle Miles Traveled

DOCUMENTS USED IN THE PREPARATION OF THE TCR

1) California Highways, Route 49, The California Highways Organization, www.cahighways.org
2) 2011 Regional Transportation Plan; Madera County Transportation Commission
3) California State Highway Log 2002; Caltrans
4) Traffic Data Branch, 2009 AADT; Caltrans
5) District Six Status of Projects; Caltrans
6) Transportation Management Center (TMC) Element Search Engine; Caltrans
7) Route Concept Report (RCR) Route 49, Madera County, December 1989; Caltrans
8) Oakhurst History, www.historichwy49.com/oakhurst/oakhist.html
9) "California Central Valley Tribal Transportation Environmental Justice Collaborative Project,"
10) California State Parks, Wassama Round House; http://www.parks.ca.gov/default.asp?page_id=586