Prepared by:

Caltrans District 10
Office of System Planning and Goods Movement

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What is a Transportation Concept Report?

A Transportation Concept Report (TCR) is a long-term planning document that each Caltrans District prepares for every State highway, or portion thereof, in its jurisdiction, and is where long-range corridor planning in Caltrans usually begins. The purpose of a TCR is to determine how a highway will be developed and managed so that it delivers the targeted level of service (LOS) and quality of operations that are feasible to attain over a twenty-year period as indicated in the route concept.

The concept facility will provide the amount of vehicle-carrying capacity necessary to achieve the concept LOS and, in some cases, people-carrying capacity will also be incorporated. Auxiliary lanes are not considered a part of the mainline roadway and, therefore, are not included in the number of travel lanes indicated in a concept.

In addition to the 20-year route concept, the TCR includes an ultimate concept, which is the ultimate goal for the route beyond the twenty-year planning horizon. Ultimate concepts must be used cautiously however, because unforeseen changes in land use and other variables make forecasting beyond twenty years difficult.

How does the TCR fit in with local and regional planning efforts?

As owner/operator of the State Highway System (SHS), Caltrans establishes a long-range vision for its highways and determine overall strategies for their management. This is achieved by taking into consideration the numerous factors encompassed in the human and natural environments in which a particular route exists. During development of a TCR, Caltrans’ objective is to have local, regional, private sector, and State consensus on corridor concepts, planning strategies, and improvement priorities.

State highways within the jurisdiction should be recognized and included in the circulation element of the General Plan. The jurisdiction should also adopt the concept LOS standard (the minimum level or quality of operations that is appropriate for each route segment and is considered to be reasonably attainable within the 20-year planning period) indicated in the TCR, along with the concept improvements described in the TCR as necessary to meet the concept LOS. The jurisdiction has the option of adopting a higher LOS standard and acknowledging the inconsistency with the TCR and the associated funding participation limitations by the State for State highway improvements. Typical concept LOS standards in District 10 are LOS ‘C’ in rural areas and LOS ‘D’ in urban areas.

Does the TCR have to be read from cover to cover in order to get pertinent information about a route segment?

Caltrans does not intend for TCRs to be read from cover to cover as one would read a book. Rather, the TCR is a reference document with segment-specific information presented in a concise and readable format that allows the user to easily access, in one place in the document, all the necessary data and information that pertains to a particular segment of the route.

This format creates a certain amount of repetition in the TCR, as the route is divided into segments for analysis. Each segment’s fact sheet contains a variety of technical, statistical, cultural, environmental and other useful information that provide a deeper understanding of the route and a context for the concepts developed for it.

TCRs also include estimated right-of-way widths, and a scan of environmental resources and issues known to exist in the vicinity of the highway. Right-of-way and environmental information provided in a TCR are relative to the route or route segment and are not to be considered project specific. Precise right-of-way needs and environmental resources cannot be defined until the appropriate environmental and engineering studies are completed.

In the back of the TCR is a glossary of terms and acronyms used for this report as well as a Public Participation Summary.

Concept Improvements

The range of improvements available to achieve a route concept is heavily influenced by environmental, political, and fiscal conditions. In many areas, planned projects are subject to meeting air quality conformity standards. Unanticipated safety projects and routine roadway maintenance are not included in route concept improvements, although both will occur throughout the corridor as needed.

Because a highway is but one part of an interconnected transportation network, District 10 takes a corridor approach to developing TCRs. The corridor may include additional transportation systems, such as bus or rail transit service, bicycle and pedestrian facilities, heavy rail, ports, airports, interregional bus service, local roadways, and facilities for neighborhood electric vehicles, used occasionally by older citizens for local mobility. All of these systems reduce excess highway demand by providing travelers and shippers of goods with non-highway or non-driving options. Expansion of those that can provide a notable improvement to mobility within the corridor are included as concept improvements.

Where a LOS is ‘F’, the TCR recommends general operational improvements and alternate modes of travel as starting places for further study. Because the number of route segments with a concept LOS ‘F’ are expected to increase, operational improvements become the primary strategy to optimize the segment efficiency. To fully integrate this strategy, future TCRs will include an operational analysis of heavily-congested urban route segments. The results of this analysis will determine which specific operational improvements will become concept improvements.

District 10 strives to improve the quality and usefulness of its TCRs. Future updates will be expanded to include performance measures and, if available, plans that help incorporate specific, context-sensitive features into highway projects.
The TCR provides long range system planning for highways, and identifies the potential future need for capacity increasing improvements. Employing Highway Capacity Manual (HCM 2000) methodologies, the TCR projects current traffic volumes twenty years into the future and compares future outcomes with the current facility and concept LOS, recommends future concept facilities, and defines the Ultimate Transportation Corridor (UTC) needed for the preservation of future right of way beyond its twenty year planning horizon. 

Within District 10, SR-49 is on the Interregional Road System (IRRS), but is not a High Emphasis or Focus Route, and the concept LOS standard for facilities with this designation is ‘C’ for rural and ‘D’ for urban. For facilities on the IRRS, the UTC is Expressway. SR-49 is identified as a component of the Freeway and Expressway System on the following sections in Mariposa County from PM MPA 00.332 to MPA 18.500, on concurrent SR-140 PM MPA 21.224 to MPA 22.080, in Tuolumne County from PM TUO 11.287 to TUO 17.965, on concurrent SR-120 from PM TUO T16.041 to R23.897 and in Amador County from PM AMA 04.029 to AMA 22.116.

The Federal Highway Administration (FHWA) functionally classified SR-49 as an Expressway/Principal Arterial in Mariposa County from PM MPA 0.332 to MPA 18.500 and in Tuolumne County from PM TUO T16.041 to TUO R23.897, and Arterial/Minor Collector along the remainder of the corridor in District 10. SR-49 is not on the Federal Highway System, and is not a component of Strategic Highway Network (STRANHNET). SR-49 is a terminal access route consistent with the Surface Transportation Assistance Act’s (STAA) provisions for Mariposa County from PM MPA 0.332 to MPA 30.700, Tuolumne County from PM TUO R8.779 to TUO 17.305, Calaveras County from PM CAL 7.210 to CAL R0.496 and for Amador County from PM AMA 2.801 to AMA 5.934, and AMA 14.723 to AMA 17.220, and is a California Legal Truck Network from Calaveras County PM CAL R20.496 to CAL 30.865, Amador County PM AMA 0.000 to AMA 2.801, and PM AMA 5.934 to AMA 6.980. SR-49 is an advisory truck route for trucks with a king pin to rear axle length of 30 feet or greater for Mariposa County PM MPA 30.700 to MPA 48.835, for Tuolumne County PM TUO 0.000 to TUO R6.468, and PM TUO 17.305 to TUO R27.521, for Calaveras County PM CAL R0.000 to CAL 7.210, and PM CAL R20.496 to CAL 30.865, and for Amador County PM AMA 6.980 to AMA 14.723 and PM AMA 17.220 to AMA 22.116. SR-49 is bicycle and pedestrian accessible, and not designated, but eligible for state or federal scenic highway status. 

Current or future LOS for 33 of the 42 highway segments on SR-49 exceeds the concept LOS by 2030. This excludes segments concurrent with SR-120 and SR-140. The concept facility to address these deficiencies is a four-lane expressway, except where the context of the highway as “Main Street” may dictate four-lane conventional highway on the existing alignment.

In the development of this TCR projects and conditions were consistent with 2007 traffic data and though every effort has been made to include current information, many changes may need to wait until the next update.

Part of the development of this TCR, included a public engagement plan to facilitate public outreach and involvement with both local governments including Regional Transportation Planning Agencies (RTPAs), federally recognized tribes, and land use planning agencies and the public. (See Appendix C: Public Engagement Plan).

Initial planning documents do not consider costs, design, or prioritization, and are subject to refinement and revision as better information or methods become available. The information provided reflects best practices and do not necessarily constitute standards, specifications, or regulations. Every effort has been made by the District 10 Planning Division to ensure the accuracy and precision of the data presented.
Ten segments of SR-49 were analyzed in Mariposa County. The division of these segments followed considerations of changes in traffic volume or its composition, a change in the number of lanes, whether the segment was urban or rural, and changes in transportation planning or land use planning agency. This method deviates from that suggested in HCM (2000) p. 21-13, but provides for a more concise characterization of the need for capacity increases, verses operational improvements outside this document’s scope.

Existing and future automobile LOS were calculated using Highway Capacity Software (HCS 2000) and Florida Department of Transportation HIGHPLAN 2009 (both softwares are based on the HCM 2000). An application for evaluating auxiliary lanes was not available in the 2000 version of HCS, so analysis of auxiliary lanes are not included in this edition of the SR-49 TCR. HCS two-lane highway analysis methodology was used to estimate LOS with HIGHPLAN employed to confirm those estimates—HIGHPLAN better characterizes LOS where a two way left turn lane is present. Much of the analysis employed the rolling terrain feature though portions of segments could be better classified as mountainous. LOS was not calculated for modes other than automobile.

Fulfillment of recent Department policies regarding complete streets and context sensitive solutions were sought in the evaluation and characterization of interregional travel needs with Mariposa County. As the full extent of SR-49 in District 10 is characterized as part of the IRRS, the UTC has been reported as expressway as reflection of our priorities. However, the concept facility acknowledges the presence of the State highway as “main street”, and defers to local planning priorities by characterizing the facility as conventional highway for the existing alignment; and, expressway, if planned or programmed new alignments are identified.

Future forecast volumes were obtained through three linear projections, from twenty year previous to present, the local transportation planning jurisdiction’s travel demand model (TDM), and a twenty year state-wide growth projection from present. Comparison is made between the three projections for consistency, and may result in one projection being dropped, usually because it markedly overestimates or underestimates future growth compared to a transportation planning jurisdiction’s TDM.

Segment MPA 49.1 was compared to segment Madera (MAD) 49.4 for consistency across county and District planning boundaries. The concept facility and the concept LOS for MPA 49.1 of a four-lane expressway with a LOS of ‘C’ was found inconsistent with a two-lane conventional highway with an LOS of ‘D’ for MAD 49.4. Assignment of expressway to the concept facility for SR-49 is based upon the California Streets and Highways Code, (SHC, section 253.4) which identifies MPA 49 from MAD 41 to Oakhurst through to MPA-140 at Mariposa as included in the California Freeway and Expressway System. The SHC, (section 164.12) identifies SR-49, from MAD 41 to Sierra 89 and MPA 140, as an eligible route on the Interregional Road System (IRRS). In District 10, the concept LOS for a route eligible on the IRRS is LOS ‘C’ in rural areas and LOS ‘D’ in urban areas. All segments of MPA 49 in Mariposa County are classified as rural. The District 6 SR-49 TCR does not identify the portion of SR-49 in Madera County as an IRRS route, and reports a concept LOS of ‘D’.

In Mariposa County, SR-49 travels concurrently over SR-140 within the town of Mariposa. The LOS and concept facility for SR-49 is consistent with the SR-140 TCR (February 2002). It is outside the purpose of this document to address future planning needs for the concurrent segment other than to assess if current or future conditions exceeds concept LOS.

SR-49 serves five communities in Mariposa County, Bootjack, Mormon Bar, Mariposa, Bear Valley, and Coulterville.

According to the 2010 census data, 88.2 percent of inhabitants in Mariposa County were identified as White persons, as compared to 57.6 percent statewide. American Indian and Alaska Native persons represented 2.9 percent as compared to 1.0 percent statewide. White persons not Hispanic represented 83.2 percent as compared to 40.1 percent statewide and, 9.2 percent persons of Hispanic or Latino origin as compared to 37.6 percent statewide.

The population of Mariposa County grew from 17,130 in 2000 to 18,251 in 2010, an increase of 6.5 percent, as compared to 10 percent statewide. In April 2010 the California Department of Finance estimates that Mariposa County was home to 18,251 residents with a projection of 23,981 by the year 2030. The population of Mariposa County is made up of 20.9 percent aged 20-24, 29.0 percent aged 25-44, 22.3 percent aged 45-64 and 28.8 percent aged 65 and over. The median household income 2006-2010 is below the state average ($49,098 for Mariposa County compared to $60,883 for California 2010 Census). The percentage of persons with incomes at or below the federal poverty level, for the period of 2006-2010 was 12.5 percent as compared to 13.7 percent statewide.

Critical to developing appropriate performance measures, some consideration needs to be taken for time spent traveling to work and back, an indication of commute distance. In the case of Mariposa County, the census reports a mean travel time to work of 35.2 minutes (2006-2010), which exceeds the statewide average of 26.9 minutes. In addition, current FHWA guidance stresses the incorporation of a measurement of delay into highway performance. As a result, future TCR’s will consider delay as an additional measure of the SHS’s efficiency.

The Mariposa County General Plan analyzed current and future LOS up to 2025. It reports that for 2001, MPA 49 concurrent with MPA 140 was the only segment with a deficient LOS. By 2025 deficient highway segments would also include SR49 between Mariposa and Triangle Road (segments MPA 49.2, MPA 49.3, MPA 49.4, and MPA 49.5, Mariposa County Local Transportation Commission (MCLTC) Regional Transportation Plan (RTP) FEIR, 2001).

The Mariposa County General Plan (December, 2006) identifies plans for protecting open space and agriculture, preventing sprawl, and preserving rural community character and contains a commitment to ‘Smart Growth’ by locating new development within existing communities. Although not explicitly stated, low density land use consistent with the rural character of most segments of SR-49 exist, and can be understood to facilitate future expansion of facilities if required. Where segments traverse communities, this will need to be addressed on a case by case basis, with a focus on right of way dedications where need exists, unless the adjoining land use already includes necessary set asides and set backs from ultimate transportation corridors.

Mariposa County lacks the services and employment infrastructure to meet resident’s demand. This leads to higher rates of interregional travel to adjacent counties based upon economic opportunity, proximity to home and work, and ease of access. The number of local residents employed at higher wage scales outside the County has increased. This trend will need to continue as long as urban growth and development in the cities of Modesto and Merced persist, and proximity to University of California, Merced, makes the County a...
State Route 49 transportation concept report

Caltrans Department of Transportation District 10

The 2000 Census noted that most commuters travel within Mariposa, followed by Merced, Madera, Stanislaus, Tuolumne, and San Joaquin Counties.

“The key services and many other important origins and destinations in Mariposa County are concentrated in the county seat, Mariposa, which is located in the center of the County. Thus, it is common for people seeking local medical, social, and educational services to travel to Mariposa. However, sometimes even the county seat of Mariposa does not provide efficient opportunities and many must travel outside the county.” (Mariposa County Coordinated Public Transit — Human Services Transportation Plan, HSTP 10/2008, pp. 5-3-5-5).

According to the HSTP, (10/2008 p. 3-3), the population of Mariposa County is expected to continue growing by 14 percent from the year 2010 to year 2020 and by 10 percent from year 2020 to year 2030. The senior population of the County will grow at an even faster rate. In 2000, fewer than one in five County residents was over 65 years of age; by 2030, this proportion is also expected to grow by 14 percent from the year 2010 to year 2020 and by 10 percent from year 2020 to year 2030. In 2000, fewer than one in five county residents was over 65 years of age; by 2030, this proportion is expected to increase to nearly one in three.

Both the population and employment densities of Mariposa County are relatively low. No location in the County has a population density greater than 118 persons per square mile or an employment density greater than 36 jobs per square mile. However, the area around the county seat of Mariposa has higher population and employment densities than other parts of the County (HSTP, 10/2008 p. 3-6). Based on the California Department of Finance figures, a low-end projection for transit demand is that it will grow by 14 percent between 2010 and 2020 and by 26 percent between 2010 and 2030. A high-end projection is that transit demand will grow by 45 percent between 2010 and 2020 and nearly double – growing by 92 percent – between 2010 and 2030 (HSTP, 10/2008 p. 3-8).

Transit options within Mariposa County consist of fixed route service provided as part of the Yosemite Area Regional Transportation System (YARTS) and demand response to dial-a-ride services. The dial-a-ride service is divided into two service areas: north side – service areas include communities of Coulterville, Greeley Hill and Groveland, and south side — service area varies depending on the day of the week, but extends service east to El Portal, south to Usona and east to Merced and north to Bear Valley/Hornitos. Private tour buses move thousands of tourists to and from Yosemite (via SR-140, 41, 120) and through the Gold Country (via SR-49) each year according to the Mariposa General Plan. The park receives almost four million visitors per year with the highest visitation from June to September. The National Park Service and its concessionaire are the largest employers in Mariposa County.

Mariposa County residents can ride YARTS to Merced and transfer to Greyhound. Amtrak service on the San Joaquin lines is available from the Merced station or via the YARTS bus that operates as an Amtrak Thruway bus in this corridor. The San Joaquin routes run between the Bay Area or Sacramento and Bakersfield (HSTP, October 2008, p. 4-8).

According to the County of Mariposa General Plan (Volume III, p. 6-11, 10/2006) Mariposa has one publicly owned general aviation airport. The Mariposa-Yosemite Airport is owned, operated and managed by the County and is located northwest of the town of Mariposa. The airport is the central position in California for helicopters fighting fires in the southwest region and it is used as a back-up landing site for the airfreight destined to Fresno when there is poor visibility due to fog in the Central Valley.

There is no existing countywide pedestrian and bicycle system. There are some limited bicycle paths within the County, but there are no dedicated bicycle lanes.

Six of the ten segments analyzed (segments MPA 49.1-MPA 49.5; MPA 49.7) will be deficient and potentially require upgrade to a four-lane expressway by 2030. The RTP identifies several unfunded operational improvements for segments MPA 49.1, MPA 49.2, MPA 49.3, MPA 49.4, MPA 49.5, and MPA 49.7.
**MARIPOSA COUNTY FACT SHEETS—SEGMENT 1**

**STATE ROUTE 49—TRANSPORTATION CONCEPT REPORT**

<table>
<thead>
<tr>
<th>Description</th>
<th>Mariposa County Line to Triangle Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Post Mile</td>
<td>00.333-08.099</td>
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<tr>
<td>Length</td>
<td>5.767</td>
</tr>
<tr>
<td>Functional Classification</td>
<td>Minor Arterial</td>
</tr>
<tr>
<td>Local Planning Jurisdiction</td>
<td>Mariposa County</td>
</tr>
<tr>
<td>Other Agency/Entity</td>
<td>Mariposa County Local Transportation Commission</td>
</tr>
</tbody>
</table>

### Number of Lanes:
- Two
  - Lane Width (ft.): 12-16'
  - Right of Way Width (ft.): 140-700'
  - Shoulder Width (ft.): 0-8'
  - Distressed Lane Miles: 9.80
  - Median Width (ft.): 0'

### Terrain:
- Mountainous
- Right of Way Width (ft.): 140-700'
- Shoulder Width (ft.): 0-8'
- Distressed Lane Miles: 9.80
- Median Width (ft.): 0'

### Accessible to Bicycles:
- Yes

### Pattern:
- Yes

### Bridge Needs:
- Yes

### Distance:
- 2.870

### Bridge Name:
- East Fork Chowchilla River

### Planned Route Designations:
- Functional Classification: Minor Arterial
- Facility Type: Expressway
- High Importance Route: No
- National Highway System: No
- Freeway Expressway System: No
- Strategic Highway Network: No
- Freeway Agreement: Yes
  - PM 0.33-18.5
  - Access to Intermodal Freight Facility: No

### Level of Service:
- Concept Level of Service: C
- 2030

### Environmental Status:
- Degree of Impact
  - Flood Plains: 100 yr @ Chowchilla River
  - Cultural Resources: No
  - Adequate to Bicycles: Yes
  - Leaking Underground Tanks: No
  - Possible Hazardous Waste: No

### Travel Forecast Data:
- Post Mile: 0.333-08.099
- Peak Hour Volume: 4,350
  - 2007
  - 2015
  - 2030
- Peak Hour Directional Split:
  - 75/25
  - 2007
  - 2015
  - 2030
- Peak Hour % of Trucks:
  - 4.4
  - 2007
  - 4.4
  - 2015
  - 4.4
  - 2030

### Existing Facility:
- Two-Lane Expressway

### Peak Hour Volume:
- 4,350

### Average Daily Traffic:
- 4,500

### Peak Hour Directional Split:
- 75/25

### Peak Hour % of Trucks:
- 4.4

### Post Mile:
- 0.333

### Existing Transportation Network:
- National Network
- Terminal Access
- Wetlands
- Low/Moderate-Aerially Deposited Lead

### Existing Facility:
- Two-Lane Expressway

### Concept Facility:
- Four-Lane Expressway

### Concept Level of Service:
- Final Transportation Corridor:
  - 2030
  - Four-Lane Expressway

### Average Daily Traffic:
- 4,400

### Peak Hour Volume:
- 4,850

### Peak Hour Directional Split:
- 75/25

### Peak Hour % of Trucks:
- 4.4

### Peak Hour Volume % of Total ADT:
- 4.4

### Concept Level of Service:
- Final Transportation Corridor:
  - 2030
  - Four-Lane Expressway

### Average Daily Traffic:
- 4,850

### Peak Hour Volume:
- 5,000

### Peak Hour Directional Split:
- 75/25

### Peak Hour % of Trucks:
- 4.4

### Peak Hour Volume % of Total ADT:
- 4.4

### Future Lane Expressway improvements to meet new concept LOS. Due to environmental, right of way and financial constraints, special emphasis should be placed on identifying lower cost improvements such as left turn lanes, intersection improvements, wider shoulders, passing lanes, turn outs and other operational improvements.

### Programmed Projects:
- There are currently no Programmed Projects in this segment.

**Note:** This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.
MARIPOSA COUNTY FACT SHEETS—SEGMENT 2

State Route 49 Transportation Concept Report
Segment Two, PM 06.009-9.737
State Route 49
Other State Routes
County Line

Description: Triangle Road to Wach/Woodard Road
Post Mile: 06.009-9.737
Rural/Urban/Urbanized: Rural
Length: 3.638
Within City Limits: No
Functional Classification: Minor Arterial
Local Planning Jurisdiction: Mariposa County
Other Agency/Entity: Mariposa County Local Transportation Commission

Number of Lanes: Two
Lane Width (ft.): 12'
Terrain: Mountainous
Right of Way Width (ft.): 190-600'
Grade %: 6+
Shoulder Width (ft.): 0'
Accessible to Bicycles: Yes
Median Width (ft.): 0'
Distressed Lane Miles: 6.10
Shoulder Width: 4'
Yes
Median Width: 0'
Present Serviceability Rating: 3
N/A

Minor Arterial
Two Lane Width (ft.): 12'
Mountainous
Right of Way Width (ft.): 190-600'
6+
Shoulder Width (ft.): 0'
Yes
Median Width (ft.): 0'
Distressed Lane Miles: 6.10
Yes

Minor Arterial
Scenic Highway (Designated): Yes
Facility Type: Expressway
Scenic Highway (Designated): No
Highway Network: Expressway
Expressway System: Yes
Strategic Highway Network: No
Access to Intermodal Freight Facility: Yes/No

Functional Classification: Minor Arterial
Scenic Highway (Designated): No
Facility Type: Expressway
Scenic Highway (Designated): No
Highway Network: Expressway
Expressway System: Yes
Strategic Highway Network: No
Access to Intermodal Freight Facility: Yes/No
N/A

Flood Plains: 100 yr @ Chowchilla River
Cultural Resources: Lee/Marine
Wetlands: Moderate
Leaking Underground Tanks: Low
Special Status Species: High
Possible Hazardous Waste: Moderate-Anerobic Deposited Lead/Naturally Occurring Asbestos

Peak Hour % of Trucks: 3.2
Peak Hour Volume: 460
Average Daily Traffic: 4,590
Peak Hour Directional Split: 75/25
Peak Hour % of Total ADT: 4.3

Peak Hour % of Total ADT: 4.3
Peak Hour Volume: 460
Average Daily Traffic: 4,590
Peak Hour Directional Split: 75/25
Peak Hour % of Total ADT: 4.3

2009 Multilane and Two-Lane Highway Level of Service Analysis for Conceptual Planning and Preliminary Engineering Version Date: LOS 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi-modal at this time.

Degree of Impact
Flood Plains: 100 yr @ Chowchilla River
Cultural Resources: Lee/Marine
Wetlands: Moderate
Leaking Underground Tanks: Low
Special Status Species: High
Possible Hazardous Waste: Moderate-Anerobic Deposited Lead/Naturally Occurring Asbestos

Degree of Impact
Flood Plains: 100 yr @ Chowchilla River
Cultural Resources: Lee/Marine
Wetlands: Moderate
Leaking Underground Tanks: Low
Special Status Species: High
Possible Hazardous Waste: Moderate-Anerobic Deposited Lead/Naturally Occurring Asbestos

Peak Hour Volume: 460
Average Daily Traffic: 4,590
Peak Hour Directional Split: 75/25
Peak Hour % of Total ADT: 4.3

Travel Forecast Data
Pos. No. N/A
PM N/A
Location Location
Location Location

Peak Hour Volume: 460
Average Daily Traffic: 4,590
Peak Hour Directional Split: 75/25
Peak Hour % of Total ADT: 4.3

Travel Forecast Data
Pos. No. N/A
PM N/A
Location Location
Location Location

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.
### MARIPOSA COUNTY FACT SHEETS—SEGMENT 3

<table>
<thead>
<tr>
<th>State Route 49 Transportation Concept Report Segment Three, PM 09.738-12.139</th>
<th>MARIPSA COUNTY</th>
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<tbody>
<tr>
<td><strong>Post Mile:</strong> 9-737-12.139</td>
<td><strong>Rural/Urbanized:</strong> Rural</td>
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<tr>
<td><strong>Length:</strong> 2.402</td>
<td><strong>Mile City Limits:</strong> No</td>
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<tr>
<td><strong>Functional Classification:</strong> Minor Arterial</td>
<td><strong>Local Planning Jurisdiction:</strong> Mariposa County</td>
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<tr>
<td><strong>Other Agency/Entity:</strong></td>
<td><strong>Other Agency/Entity:</strong> Mariposa County Local Transportation Commission</td>
</tr>
</tbody>
</table>

#### Key Data Points
- **Number of Lanes:** Two
- **Lanes:** Two Lane Width (ft.): 12-16', Right of Way Width (ft.): 194-365', Shoulder Width (ft.): 0-4'
- **Bridge Needs:** Distressed Lane Miles: 4.50
- **Route Designations:** Minor Arterial, Scenic Highway (Designated): Expressway
- **Environmental Status:** Flood Plains: Low/Moderate, Cultural Resources: Low/Moderate, Wetlands: Low
- **Air Quality:** Ozone: Non-attainment, Particulate Matter 10 m: Moderate-Aerially Deposited Lead/Naturally Occurring Asbestos

#### Travel Forecast Data

<table>
<thead>
<tr>
<th>Post Mile</th>
<th>2007</th>
<th>2015</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>HCS LOSPLAN</td>
<td>HCS LOSPLAN</td>
<td>HCS LOSPLAN</td>
<td>HCS LOSPLAN</td>
</tr>
<tr>
<td>Peak Hour Speed (mph)</td>
<td>70.25</td>
<td>65.25</td>
<td>70.25</td>
</tr>
<tr>
<td>Peak Hour Directional Split</td>
<td>2.8</td>
<td>2.8</td>
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<tr>
<td>Truck Volume % of Total ADT</td>
<td>2.1</td>
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<td>2.1</td>
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<tr>
<td>Peak Hour % of Trucks</td>
<td>80%</td>
<td>80%</td>
<td>80%</td>
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<tr>
<td>Volume/Capacity:</td>
<td>0.31</td>
<td>0.32</td>
<td>0.34</td>
</tr>
<tr>
<td>Level of Service:</td>
<td>D</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Average Daily Traffic:</td>
<td>5,700</td>
<td>6,150</td>
<td>7,000</td>
</tr>
</tbody>
</table>

#### Bicycle Facility

<table>
<thead>
<tr>
<th>2007</th>
<th>2015</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian Facility</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Park &amp; Ride</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

#### Concept Level of Service

<table>
<thead>
<tr>
<th>2020</th>
<th>Planned Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
<td>N/A</td>
</tr>
</tbody>
</table>

#### Comments:
- "Due to environmental, right of way and financial constraints, special emphasis should be placed on identifying lower cost improvements such as left turning lanes, intersection improvements, wider shoulders, passing lanes, turn-outs and other operational improvements."
STATE ROUTE 49 - TRANSPORTATION CONCEPT REPORT

**MARIPOSA COUNTY FACT SHEETS—SEGMENT 4**

**STATE ROUTE MARIPOSA COUNTY SEGMENT 4**

**TRANSPORTATION CONCEPT REPORT**

| Segment Location: | Post Mile: | Rural/Urban/Urbanized: | Urban
|-------------------|------------|------------------------|-----
| MARIPOSA COUNTY   | 12.139-16.700 | Rural                   |     

**Description:** Transportation routes to be considered.

**Length:** 4.561

**Functional Classification:** Minor Arterial

**Local Planning Jurisdiction:** Mariposa County

**Other Agency/Entity:** Mariposa County Local Transportation Commission

**Number of Lanes:** Two

**Terrain:** Mountainous

**Grade %:** 0-5%

**Accessible to Bicycles:** Yes

**Bridge Needs:** Distressed Lane Miles 5.50

**Present Serviceability Rating:** 3

**Bridge Name:** NA

**Roadbed Information (approximate):**

<table>
<thead>
<tr>
<th>Lane Width (ft.)</th>
<th>Number of Lanes</th>
<th>Right of Way Width (ft.)</th>
<th>Shoulder Width (ft.)</th>
<th>Grade %</th>
<th>Accessible to Bicycles</th>
<th>Bridge Needs</th>
<th>Present Serviceability Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2</td>
<td>175-350'</td>
<td>6+</td>
<td>4-8</td>
<td>Yes</td>
<td>Distressed Lane Miles</td>
<td>3</td>
</tr>
</tbody>
</table>

**Postmile**

0-12’

**Bridge Needs**

Distressed Lane Miles 5.50

**Functional Classification:** Minor Arterial

**Facility Type:** Expressway

**Highway Capacity System:** Yes Tracking Network

**Scenic Highway (Designated):** No

**National Network:** No

**Freeway System:** Yes Advisory

**Interregional Road System:** No

**High Emphasis Route:** No

**Focus Route/Gateway Route:** Yes

**National Highway System California Legal:** Yes

**Freeway Agreement:** Yes PM 0.33-18.5

**Environmental Status:**

- Flood Plains: Moderate
- Cultural Resources: Low/Moderate
- Wetlands: Moderate
- Leaking Underground Tanks: Moderate
- Special Status Species: Moderate
- Possible Hazardous Waste: Asbestos & Hydrocarbons
- Air Quality: Ozone

**Travel Forecast Data**

**Peak Hour % of Trucks:**

Northbound: 1.2%

Southbound: 1.2%

**Peak Hour Directional Split:**

Northbound: 75/25

Southbound: 75/25

**Volume/Capacity:**

<table>
<thead>
<tr>
<th>Peak Hour Volume</th>
<th>Peak Hour Directional Split</th>
<th>Level of Service</th>
<th>Peak Hour % of Trucks</th>
<th>Peak Hour Directional Split</th>
<th>Volume/Capacity</th>
<th>Level of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>75/25</td>
<td>1.2%</td>
<td>D</td>
<td>1.2</td>
<td>1.2%</td>
<td>75/25</td>
<td>D</td>
</tr>
<tr>
<td>75/25</td>
<td>1.2%</td>
<td>D</td>
<td>1.2</td>
<td>1.2%</td>
<td>75/25</td>
<td>D</td>
</tr>
<tr>
<td>75/25</td>
<td>1.2%</td>
<td>D</td>
<td>1.2</td>
<td>1.2%</td>
<td>75/25</td>
<td>D</td>
</tr>
</tbody>
</table>

**Peak Hour % of Trucks:**

Northbound: 1.2%

Southbound: 1.2%

**Level of Service:** Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN Location 2009 Multilane and Two-Lane Highway Level of Service Analysis for Conceptual Planning and Preliminary Engineering Version Date: LOS 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi-modal at this time.

**Concept Level of Service:**

- Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN Location 2009 Multilane and Two-Lane Highway Level of Service Analysis for Conceptual Planning and Preliminary Engineering Version Date: LOS 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi-modal at this time.

**Prototype Element:**

- Traffic Monitoring Station

**Designated Route:**

- SR-49 from Klamath Road to Ute Road
- SR-49 from Aqua Fria to Martin Road
- Southbound SR-49 north of Mormon Bar, Ben Hur Road
- Northbound SR-49 south of Mormon Bar, Ben Hur Road
- Southbound SR-49 south of Mormon Bar, Ben Hur Road
- Southbound SR-49 south of Mormon Bar, Ben Hur Road
- Southbound SR-49 from SR-49 at Ashworth Road
- SR-49 north of Alfred Road

**Existing Facilities:**

- Peak % of Trucks: 1.2%

**Peak Hour Directional Split:**

Northbound: 75/25

Southbound: 75/25

**Volume/Capacity:**

<table>
<thead>
<tr>
<th>Peak Hour Volume</th>
<th>Peak Hour Directional Split</th>
<th>Level of Service</th>
<th>Peak Hour % of Trucks</th>
<th>Peak Hour Directional Split</th>
<th>Volume/Capacity</th>
<th>Level of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>75/25</td>
<td>1.2%</td>
<td>D</td>
<td>1.2</td>
<td>1.2%</td>
<td>75/25</td>
<td>D</td>
</tr>
<tr>
<td>75/25</td>
<td>1.2%</td>
<td>D</td>
<td>1.2</td>
<td>1.2%</td>
<td>75/25</td>
<td>D</td>
</tr>
<tr>
<td>75/25</td>
<td>1.2%</td>
<td>D</td>
<td>1.2</td>
<td>1.2%</td>
<td>75/25</td>
<td>D</td>
</tr>
</tbody>
</table>

**Concept Facility:**

Four-Lane Expressway

**Segment Route Concept:**

- SR-49 from Klamath Road to Ute Road
- SR-49 from Aqua Fria to Martin Road
- Southbound SR-49 north of Mormon Bar, Ben Hur Road
- Northbound SR-49 south of Mormon Bar, Ben Hur Road
- Southbound SR-49 south of Mormon Bar, Ben Hur Road
- Southbound SR-49 south of Mormon Bar, Ben Hur Road
- Southbound SR-49 from SR-49 at Ashworth Road
- SR-49 north of Alfred Road

**Programmed Projects:**

- 12.900 SR-49 from Klamath Road to Ute Road
- 16.62-19.10 SR-49 from Aqua Fria to Martin Road
- 18.70 Southbound SR-49 from Mormon Bar, Ben Hur Road
- 18.70 Northbound SR-49 from Mormon Bar, Ben Hur Road
- 18.70 Southbound SR-49 from Mormon Bar, Ben Hur Road
- 18.70 Northbound SR-49 from Mormon Bar, Ben Hur Road
- 13.4-13.5 Southbound SR-49 at Ashworth Road
- 14.140 SR-49 north of Alfred Road

**Existing Projects:**

- Traffic Monitoring Station

**Traffic Forecast Data:**

**Peak Hour % of Trucks:**

Northbound: 1.2%

Southbound: 1.2%

**Peak Hour Directional Split:**

Northbound: 75/25

Southbound: 75/25

**Volume/Capacity:**

<table>
<thead>
<tr>
<th>Peak Hour Volume</th>
<th>Peak Hour Directional Split</th>
<th>Level of Service</th>
<th>Peak Hour % of Trucks</th>
<th>Peak Hour Directional Split</th>
<th>Volume/Capacity</th>
<th>Level of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>75/25</td>
<td>1.2%</td>
<td>D</td>
<td>1.2</td>
<td>1.2%</td>
<td>75/25</td>
<td>D</td>
</tr>
<tr>
<td>75/25</td>
<td>1.2%</td>
<td>D</td>
<td>1.2</td>
<td>1.2%</td>
<td>75/25</td>
<td>D</td>
</tr>
<tr>
<td>75/25</td>
<td>1.2%</td>
<td>D</td>
<td>1.2</td>
<td>1.2%</td>
<td>75/25</td>
<td>D</td>
</tr>
</tbody>
</table>

**Concept Facility:**

- Four-Lane Expressway

**Ultimate Transportation Corridor:**

- Four-Lane Expressway

**Comments:**

- Concept Facility: Four-Lane Expressway

- Ultimate Transportation Corridor: Four-Lane Expressway

- Comments: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.
Mariposa County Factsheets—Segment 5

State Route 49 Transportation Concept Report

Segment Five, PM 16.700-18.499

Description: Rural

Highway Type: SR-49

Location: Ben Hur Road to S. Jct. SR-140 (Rte. Brk.)

Starting Facility:

- Lane Width (ft.): Two
- Number of Lanes: 12-17'
- Median Width (ft.): Yes
- Shoulder Width (ft.): 6+
- Grade %: 0-4'
- Accessible to Bicycles: Yes
- Bridge Needs: Interest Lane Miles 0.80

Existing Transportation Network:

- Bicycle Facility
- Pedestrian Facility
- Airports
- Intermodal Commuter Facilities
- Intermodal Freight Facilities

Travel Forecast Data:

- Peak Hour Directional Split
- Peak Hour Volume % of Trucks
- Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN Location

Pavement Designation:

- National Network, Terminal Access
- Regional Network
- State Highway
- Local/Community

Bridge Needs:

- Intersl Lanes: 0.80

Unserved Transportation Demand:

- Sight Distance
- Intersection Improvements

Features:

- Major Arterial
- Residential

Special Status Species:

- Protected Species
- Regulatory

Limited Traffic Collisions Rate (average collision rate per mile for this type facility)

Future Facility:

- Average Daily Traffic
- Peak Hour Volume
- Peak Hour Directional Split

Peak Hour % of Total ADT:

- Vehicle Classification
- Percent of Total Vehicles

Peak Hour % of Trucks:

- Vehicle Classification
- Percent of Total Vehicles

Volume/Capacity:

- Peak Hour Volume
- Average Daily Traffic
- Peak Hour Directional Split

Intelligent Transportation System (ITS) Elements & Detection:

- ITS Element
- Status
- Direction

Programmed Projects:

- Project Mile
- Location
- Description

Summary:

- Project Mile
- Description

Table:

<table>
<thead>
<tr>
<th>Segment Mile</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>16.700</td>
<td>Northbound SR-49 south of Mormon Bar, Ben Hur Rd.</td>
</tr>
<tr>
<td>17.000</td>
<td>Southbound SR-49 south of Mormon Bar, Ben Hur Rd.</td>
</tr>
<tr>
<td>17.300</td>
<td>SR-49 at Stockton Creek.</td>
</tr>
<tr>
<td>18.499</td>
<td>SR-49/SR-140 South Intersection.</td>
</tr>
</tbody>
</table>

Notes:

- This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.
**State Route 49 Transportation Concept Report**

**MARIPOSA COUNTY FACT SHEETS—SR-140 CONCURRENT SEGMENT**

**Description:** State Route 49 Concurrent Route with SR-49

**Post Mile:** 21.234-22.080

**Length:** 0.856

**Type:** Minor Arterial

**Local Planning Jurisdiction:** Mariposa County

**Other Agency/Entity:** Mariposa County Local Transportation Commission

**Number of Lanes:** Two

**Lane Width (ft.):** 12-17'

**Grade %:** 6+

**Shoulder Width (ft.):** 0-4'

**Distressed Lane Miles:** N/A

**Minor Arterial:** Yes

**Two Lane Width (ft.):** 140-480'

**Shoulder Width (ft.):** 0-4'

**Median Width (ft.):** 0'

**Minor Arterial Scenic Highway (Designated):** Conventional

**Scenic Highway (Eligible):** Yes

**Eligible: No**

**Yes - Other NHS Route:** No

**Yes/No No:** No

**No:** No

**Access to Intermodal Freight Facility:** Refer to SR-140 TCR

**Scenic Highway (Designated):** National Network, Terminal Access

**Surface Transportation Assistance Act (STAA): Yes**

**California Legal: Yes**

**Advisory: No**

**Addison Restrictions: No**

**Access to Intermodal Freight Facility:** Refer to SR-140 TCR

**Post Mile:** 22.010

**Scenic Highway (Designated):** SR-140 TCR

**Scenic Highway (Eligible):** Refer to SR-140 TCR

**Eligible:** Refer to SR-140 TCR

**Yes - Other NHS Route:** Refer to SR-140 TCR

**Yes:** Refer to SR-140 TCR

**No:** Refer to SR-140 TCR

**Interregional Road System:** National Highway System, Terminal Access

**Freeway Agreement:** No

**Freeway Expressway System:** No

**Strategic Highway Network:** No

**Facility Type:** Yes

**National Highway System California Legal:** Yes

**Freeway Expressway System Advisory:** Yes

**National Network, Terminal Access:** Yes

**Interregional Road System:** Yes

**Strategic Highway Network:** Yes

**Highway Capacity Software (HCS+T7F):** Yes

**Location:** Yes

**LOS**

<table>
<thead>
<tr>
<th>Post Mile</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>22.010</td>
<td>Existing</td>
<td>Channable Message Sign Highway Advisory Radio</td>
</tr>
<tr>
<td>22.100</td>
<td>Existing</td>
<td>Eastbound/ Westbound</td>
</tr>
</tbody>
</table>

**Note:** This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

**Comments:** Please refer to the SR-140 TCR for further information regarding this segment.
**MARIPOSA COUNTY FACT SHEETS—SEGMENT 6**

<table>
<thead>
<tr>
<th>State Route 49 Transportation Concept Report</th>
</tr>
</thead>
<tbody>
<tr>
<td>Segment Six, PM 18.510 to 20.510</td>
</tr>
</tbody>
</table>

**Description:** N. Jct. SR-140 (Rte Brk.) to Without Road

- **Post Mile:** 18.510-20.510
- **Bureau/Urbanized:** Rural
- **Length:** 2.000
- **Urban City Limits:** Yes
- **Functional Classification:** Minor Arterial
- **Local Planning Jurisdiction:** Mariposa County
- **Other Agency/Entity:** Mariposa County Local Transportation Commission

**Number of Lanes:** Two

- **Lane Width (ft.):** 12'
- **Right of Way Width (ft.):** 100-300'
- **Shoulde Width (ft.):** 2-8'
- **Median Width (ft.):** 0-12'
- **Distressed Lane Miles:** 2.20
- **Present Serviceability Rating:** N/A

**Functional Classification:** Minor Arterial

- **Scenic Highway (Designated):** Conventional
- **Yes:** Yes
- **No:** Yes

**High Emphasis Route:** No

- **National Network, Terminal Access:** Yes
- **Surface Transportation Assistance Act (STAA):** Yes
- **Advisory:** No
- **Additional Restrictions:** No
- **Access to Intermodal Freight Facility:** N/A

**Bridge Needs:** N/A

- **Bridge Name:** N/A

**Accessibility to Bicycles:** Yes

- **Terrain:** Mountainous
- **Grade %:** 6.5%
- **Shoulder Width (ft.):** 2-8'
- **Distressed Lane Miles:** 2.20
- **Present Serviceability Rating:** N/A

**Posted Speed (mph):** 45

- **2007:** N/A
- **2015:** N/A
- **2030:** N/A

**Volume/Capacity:**

- **Peak Hour Volume:** 4,000
- **Peak Hour Directional Split:** 75/25
- **Peak Hour % of Trucks:** 3.0

**Level of Service:**

- **Concept Facility:** Two-Lane Conventional
- **Ultimate Transportation Corridor:** Two-Lane Expressway

**Environmental Status:**

- **Degree of Impact:** N/A

**Flood Plains:** Moderate

- **Cultural Resources:** Moderate
- **Special Status Species:** Moderate
- **Wetlands:** Moderate

**Cigarette Litter:** N/A

**Existing Facility:**

- **Concept Facility:** Two-Lane Conventional
- **Ultimate Transportation Corridor:** Two-Lane Expressway

**Peak Hour % of Total ADT:** 3.0

**Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2005 Multiline and Two-Lane Highway Level of Service Analysis for Conceptual Planning and Preliminary Engineering Version Date: 11/17/2010. All LOS reflects vehicles only. LOS does not reflect multi-modal at this time.**

**Postmile**

- **Traffic Monitoring Station:** Existing
- **Traffic Monitoring Station:** Existing

**TS Element**

- **Traffic Monitoring Station:** N/A
- **Traffic Monitoring Station:** N/A

**Status**

- **Existing:** N/A
- **Existing:** N/A

**Direction**

- **Southbound:** N/A
- **Northbound:** N/A

**Programmed Projects**

- **Planned Projects:** Programmed Projects

**Note:** This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.
MARIPOSA COUNTY FACT SHEETS—SEGMENT 7

STATE ROUTE 49 TRANSPORTATION CONCEPT REPORT

**Description:** 15-foot road on a section-lane plan.
**Post Mile:** 20.510-22.990
**Rural/Urban/Urbanized:** Rural
**Length:** 2.480
**Mile City Limits:** Yes
**Functional Classification:** Minor Arterial
**Local Planning Jurisdiction:** Mariposa County
**Other Agency/Entity:** Mariposa County Local Transportation Commission

### Bridge Needs

**Distressed Lane Miles:** 7.20
**Bridge:** N/A

### MARIPOSA COUNTY SEGMENT 7

**Postmile:** 20.510-22.990
**Segment Location:** Whitlock Road to Mt. Bullion/Cathay Way
**Description:** Rural
**Postmile Location Description:**
- **At Old Toll Road. Left Turn Lane.**
- **SR-49 located north of Mt. Bullion Cutoff Road.**

**Capacity:**

<table>
<thead>
<tr>
<th></th>
<th>2007</th>
<th>2015</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volume/Capacity:</td>
<td>300 300 325 328 370 370</td>
<td>300 300 325 328 370 370</td>
<td></td>
</tr>
<tr>
<td>Total at Peak Hour:</td>
<td>2500 3250 3700</td>
<td>2300 3250 3700</td>
<td></td>
</tr>
<tr>
<td>Peak Hour Percentage:</td>
<td>3.3 3.3 3.3</td>
<td>3.3 3.3 3.3</td>
<td></td>
</tr>
<tr>
<td>Peak Hour Directional Split:</td>
<td>75/25</td>
<td>75/25 75/25</td>
<td></td>
</tr>
<tr>
<td>Peak Hour % of Trucks:</td>
<td>2.5 2.5 2.5</td>
<td>2.5 2.5 2.5</td>
<td></td>
</tr>
</tbody>
</table>

**Level of Service (LOS):**

- LOS Plan: HCS
- LOS Objective: LOS Plan
- LOS Plan - Peak Hour Volume: LOS Plan

**Bicycle Facility:**

- Intermodal Commuter Facilities:
- Interstate Commuter Facilities:
- Transit Bus

**Pedestrian Facility:**

- Parks and Recreation:
- Freight Distribution:
- Transit Bus

**Intelligent Transportation System (ITS) Elements & Detection:**

- N/A

**Concept Level of Service:**

- Segment route concept

**Ultimate Transportation Corridor:**

- Four-Lane Expressway

**Comments:**

- Four-lane conventional needed to meet future Concept LOS. Due to environmental, right of way and financial constraints, special emphasis should be placed on identifying lower cost improvements such as left turn lanes, intersection improvements, wider shoulders, passing lanes, turnouts and other operational improvements.

**Notation:**

- This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

**Note:**

- Planned
- Programmed Projects

**Programmed Projects:**

- 2.480
- 22.850
- 22.850

**Programmed Projects Location:**

- At Old Toll Road
- At Mount Bullion Cutoff
- SR-49 located north of Mt. Bullion Cutoff

**Programmed Projects Description:**

- Left Turn Lane
- Left Turn Lane
- Blue/White Information Sign with Flashing Beacon

**Basic Project Information:**

- Project Mile
- Status
- Direction

<table>
<thead>
<tr>
<th>Project Mile</th>
<th>Status</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

**Post Mile:**

- 22.850

**Post Mile Location:**

- SR-49 located north of Mt. Bullion Cutoff Road

**Post Mile Description:**

- SR-49 located north of Mt. Bullion Cutoff Road

**Data Sources:**

- Mariposa County Local Transportation Commission

**Other Agency/Entity:**

- Mariposa County Local Transportation Commission

**Roadbed Information (approximate):**

- Number of Lanes: Two
- Lane Width (ft.): 12'
- Right of Way Width (ft.): 100-165'
- Shoulder Width (ft.): 4'
- Median Width (ft.): 0'

**Travel Forecast Data:**

- Existing Transportation Network

**Existing Transportation Network:**

- Volume/Capacity:
- Average Daily Traffic:
- Peak Hour Volume:
- Level of Service:
- Peak Hour Directional Split:
- Peak Hour % of Trucks:
- Peak Hour % of Total ADT:

**Peak Hour Volume:**

- 2300
- 3250
- 3700

**Peak Hour Directional Split:**

- 75/25
- 75/25
- 75/25

**Peak Hour % of Trucks:**

- 2.5
- 2.5
- 2.5

**Peak Hour % of Total ADT:**

- 3.3
- 3.3
- 3.3

**Travel Forecast Data:**

- Volume/Capacity:
- Average Daily Traffic:
- Peak Hour Volume:
- Level of Service:
- Peak Hour Directional Split:
- Peak Hour % of Trucks:
- Peak Hour % of Total ADT:

**Level of Service (LOS):**

- LOS Plan: HCS
- LOS Objective: LOS Plan
- LOS Plan - Peak Hour Volume: LOS Plan

**Bicycle Facility:**

- Intermodal Commuter Facilities:
- Interstate Commuter Facilities:
- Transit Bus

**Pedestrian Facility:**

- Parks and Recreation:
- Freight Distribution:
- Transit Bus

**Intelligent Transportation System (ITS) Elements & Detection:**

- N/A

**Concept Level of Service:**

- Segment route concept

**Ultimate Transportation Corridor:**

- Four-Lane Expressway

**Comments:**

- Four-lane conventional needed to meet future Concept LOS. Due to environmental, right of way and financial constraints, special emphasis should be placed on identifying lower cost improvements such as left turn lanes, intersection improvements, wider shoulders, passing lanes, turnouts and other operational improvements.

**Notation:**

- Planned
- Programmed Projects

**Programmed Projects:**

- 2.480
- 22.850
- 22.850

**Programmed Projects Location:**

- At Old Toll Road
- At Mount Bullion Cutoff
- SR-49 located north of Mt. Bullion Cutoff

**Programmed Projects Description:**

- Left Turn Lane
- Left Turn Lane
- Blue/White Information Sign with Flashing Beacon

**Basic Project Information:**

- Project Mile
- Status
- Direction

<table>
<thead>
<tr>
<th>Project Mile</th>
<th>Status</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

**Post Mile:**

- 22.850

**Post Mile Location:**

- SR-49 located north of Mt. Bullion Cutoff Road

**Post Mile Description:**

- SR-49 located north of Mt. Bullion Cutoff Road

**Data Sources:**

- Mariposa County Local Transportation Commission

**Other Agency/Entity:**

- Mariposa County Local Transportation Commission

**Roadbed Information (approximate):**

- Number of Lanes: Two
- Lane Width (ft.): 12'
- Right of Way Width (ft.): 100-165'
- Shoulder Width (ft.): 4'
- Median Width (ft.): 0'

**Travel Forecast Data:**

- Existing Transportation Network

**Existing Transportation Network:**

- Volume/Capacity:
- Average Daily Traffic:
- Peak Hour Volume:
- Level of Service:
- Peak Hour Directional Split:
- Peak Hour % of Trucks:
- Peak Hour % of Total ADT:

**Level of Service (LOS):**

- LOS Plan: HCS
- LOS Objective: LOS Plan
- LOS Plan - Peak Hour Volume: LOS Plan

**Bicycle Facility:**

- Intermodal Commuter Facilities:
- Interstate Commuter Facilities:
- Transit Bus

**Pedestrian Facility:**

- Parks and Recreation:
- Freight Distribution:
- Transit Bus

**Intelligent Transportation System (ITS) Elements & Detection:**

- N/A

**Concept Level of Service:**

- Segment route concept

**Ultimate Transportation Corridor:**

- Four-Lane Expressway

**Comments:**

- Four-lane conventional needed to meet future Concept LOS. Due to environmental, right of way and financial constraints, special emphasis should be placed on identifying lower cost improvements such as left turn lanes, intersection improvements, wider shoulders, passing lanes, turnouts and other operational improvements.

**Notation:**

- Planned
- Programmed Projects

**Programmed Projects:**

- 2.480
- 22.850
- 22.850

**Programmed Projects Location:**

- At Old Toll Road
- At Mount Bullion Cutoff
- SR-49 located north of Mt. Bullion Cutoff

**Programmed Projects Description:**

- Left Turn Lane
- Left Turn Lane
- Blue/White Information Sign with Flashing Beacon

**Basic Project Information:**

- Project Mile
- Status
- Direction

<table>
<thead>
<tr>
<th>Project Mile</th>
<th>Status</th>
<th>Direction</th>
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<tbody>
<tr>
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<td>NA</td>
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</tbody>
</table>
STATE ROUTE 49- TRANSPORTATION CONCEPT REPORT

MARIPOSA COUNTY FACT SHEETS—SEGMENT 8

Segment Location: 16 State Route 49-Way to Bear Valley Road

Post Mile: 0.00-23.450

Urban/Urbanized: Rural

Length: 23.450

Minor City Limits: No

Functional Classification: Minor Arterial

Local Planning Jurisdiction: Mariposa County

Other Agency/Entity: Mariposa County Local Transportation Commission

Post Mile Location Description


Table:

<table>
<thead>
<tr>
<th>Postmile</th>
<th>Two-Mile Detail</th>
<th>Two-Mile Summary</th>
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<td>22.990-29.450</td>
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Distressed Lane Miles

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<th>Two-Mile Detail</th>
<th>Two-Mile Summary</th>
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<tr>
<td>22.990-29.450</td>
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Bridge Needs

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<tr>
<th>Postmile</th>
<th>Two-Mile Detail</th>
<th>Two-Mile Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>22.990-29.450</td>
<td>N/A</td>
<td>22.990-29.450</td>
</tr>
</tbody>
</table>

Rolling Right of Way Width (ft.): 100-315'

Shoulder Width (ft.): 3-6'

Median Width (ft.): 0'

Two Lane Width (ft.): 12'

Functional Classification: Minor Arterial

Facility Type: Scenic Highway (Designated): No

High Emphasis Route: No

National Network, Terminal Access: No

Interregional Road System: No

Freeway Expressway System: No

Strategic Highway Network: No

Additional Restrictions: No

Access to Intermodal Freight Facility: N/A

Bridge Name: N/A

Bridge #: N/A

Accessibility to Bicycles: Yes

Flood Plains: Cultural Resources: Low

Wetlands: Special Status Species: N/A

Leaking Underground Tanks: N/A

Air Quality: Moderate-Aerially Deposited Lead/Naturally Occurring Asbestos & Hydrocarbons

Weed/Herbicides: N/A

Non-attainment Air Pollutants: N/A

Existing Transportation Network: N/A

Environmental Status:

Degree of Impact

Cultural Resources: Moderate

Wetlands: Moderate

Special Status Species: No

Wetlands: Low/Moderate

Leaking Underground Tanks: N/A

Air Quality: Moderate

Weed/Herbicides: N/A

Non-attainment Air Pollutants: N/A

Existing Transportation Network: N/A

Environmental Status:

Degree of Impact

Cultural Resources: Moderate

Wetlands: Moderate

Special Status Species: No

Wetlands: Low/Moderate

Leaking Underground Tanks: N/A

Air Quality: Moderate

Weed/Herbicides: N/A

Non-attainment Air Pollutants: N/A

Existing Transportation Network: N/A

Environmental Status:

Degree of Impact

Cultural Resources: Moderate

Wetlands: Moderate

Special Status Species: No

Wetlands: Low/Moderate

Leaking Underground Tanks: N/A

Air Quality: Moderate

Weed/Herbicides: N/A

Non-attainment Air Pollutants: N/A

Existing Transportation Network: N/A

Environmental Status:

Degree of Impact

Cultural Resources: Moderate

Wetlands: Moderate

Special Status Species: No

Wetlands: Low/Moderate

Leaking Underground Tanks: N/A

Air Quality: Moderate

Weed/Herbicides: N/A

Non-attainment Air Pollutants: N/A

Existing Transportation Network: N/A

Environmental Status:

Degree of Impact

Cultural Resources: Moderate

Wetlands: Moderate

Special Status Species: No

Wetlands: Low/Moderate

Leaking Underground Tanks: N/A

Air Quality: Moderate

Weed/Herbicides: N/A

Non-attainment Air Pollutants: N/A

Existing Transportation Network: N/A

Environmental Status:

Degree of Impact

Cultural Resources: Moderate

Wetlands: Moderate

Special Status Species: No

Wetlands: Low/Moderate

Leaking Underground Tanks: N/A

Air Quality: Moderate

Weed/Herbicides: N/A

Non-attainment Air Pollutants: N/A

Existing Transportation Network: N/A

Environmental Status:

Degree of Impact

Cultural Resources: Moderate

Wetlands: Moderate

Special Status Species: No

Wetlands: Low/Moderate

Leaking Underground Tanks: N/A

Air Quality: Moderate

Weed/Herbicides: N/A

Non-attainment Air Pollutants: N/A

Existing Transportation Network: N/A

Environmental Status:

Degree of Impact

Cultural Resources: Moderate

Wetlands: Moderate

Special Status Species: No

Wetlands: Low/Moderate

Leaking Underground Tanks: N/A

Air Quality: Moderate

Weed/Herbicides: N/A

Non-attainment Air Pollutants: N/A

Existing Transportation Network: N/A

Environmental Status:

Degree of Impact

Cultural Resources: Moderate

Wetlands: Moderate

Special Status Species: No

Wetlands: Low/Moderate

Leaking Underground Tanks: N/A

Air Quality: Moderate

Weed/Herbicides: N/A

Non-attainment Air Pollutants: N/A

Existing Transportation Network: N/A

Environmental Status:

Degree of Impact

Cultural Resources: Moderate

Wetlands: Moderate

Special Status Species: No

Wetlands: Low/Moderate

Leaking Underground Tanks: N/A

Air Quality: Moderate

Weed/Herbicides: N/A

Non-attainment Air Pollutants: N/A

Existing Transportation Network: N/A

Environmental Status:

Degree of Impact

Cultural Resources: Moderate

Wetlands: Moderate

Special Status Species: No

Wetlands: Low/Moderate

Leaking Underground Tanks: N/A

Air Quality: Moderate

Weed/Herbicides: N/A

Non-attainment Air Pollutants: N/A

Existing Transportation Network: N/A

Environmental Status:

Degree of Impact

Cultural Resources: Moderate

Wetlands: Moderate

Special Status Species: No

Wetlands: Low/Moderate

Leaking Underground Tanks: N/A

Air Quality: Moderate

Weed/Herbicides: N/A

Non-attainment Air Pollutants: N/A

Existing Transportation Network: N/A

Environmental Status:

Degree of Impact

Cultural Resources: Moderate

Wetlands: Moderate

Special Status Species: No

Wetlands: Low/Moderate

Leaking Underground Tanks: N/A

Air Quality: Moderate

Weed/Herbicides: N/A

Non-attainment Air Pollutants: N/A

Existing Transportation Network: N/A

Environmental Status:

Degree of Impact

Cultural Resources: Moderate

Wetlands: Moderate

Special Status Species: No

Wetlands: Low/Moderate

Leaking Underground Tanks: N/A

Air Quality: Moderate

Weed/Herbicides: N/A

Non-attainment Air Pollutants: N/A

Existing Transportation Network: N/A

Environmental Status:
<table>
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<tr>
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<th>Description</th>
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<tr>
<td>29.450-44.670</td>
<td>Rural/Urbanized: Rural</td>
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</tr>
<tr>
<td>Length: 15.220</td>
<td>Within City Limits: No</td>
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<tr>
<td>Functional Classification: Minor Arterial</td>
<td>Planning Jurisdiction: Mariposa County</td>
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<tr>
<td>Other Agency/Entity: Mariposa County Local Transportation Commission</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Number of Lanes: Two | Lane Width (ft.): 15.14' | 
| Grade %: 6+% | Right of Way Width (ft.): 100-600' | 
| Accessible to Bicycles: Yes | Median Width (ft.): 0' | 
| Bridge Needs: Distressed Lane Miles: 2.20 | 

<table>
<thead>
<tr>
<th>PM</th>
<th>Bridge Name</th>
<th>Managed River</th>
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</thead>
<tbody>
<tr>
<td>40</td>
<td>0047</td>
<td>Merced River</td>
</tr>
</tbody>
</table>

| Functional Classification: Minor Arterial | Scenic Highway (Designated): No | 
| Facility Type: Conventional | Scenic Highway (Eligible): Yes | 
| High Emphasis Route: Yes | Trucking Network: National Network, Terminal Access | 
| National Highway System: No | California Legal: PM 29.450-30.700 = Yes PM 30.704-44.670 = No | 
| Freeeway Expressway System: No | Advisory: PM 30.704-44.670 = Kingspin-to-near-rear-length of over 30' | 
| Strategic Highway Network: No | Access to Intermodal Freight Facility: No | 

| Length: | Within City Limits: No | 
| Functional Classification: Local Planning Jurisdiction: Mariposa County | 
| Other Agency/Entity: Mariposa County Local Transportation Commission | 

<table>
<thead>
<tr>
<th>Bridge Name</th>
<th>Managed River</th>
</tr>
</thead>
<tbody>
<tr>
<td>40</td>
<td>0047</td>
</tr>
</tbody>
</table>

| Degree of Impact | Cultural Resources: Low | 
|                 | Wetlands: Moderate | 
|                 | Special Status Species: High | 
|                 | Possible Hazardous Waste: Moderate-Aerially Deposited Lead/Naturally Occurring Asbestos & Hydrocarbons | 

| Posted Speed (mph): | 40 | 
| 2007 | 2015 | 2030 | 
| Existing Facility: Two-Lane Conventional | Peak Hour Volume: 95 | 
| Peak Hour Directional Split: 65/35 | Truck Volume % of Total ADT: 4.9 | 

<table>
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<tr>
<th>Bicycle Facility</th>
<th>Air Quality</th>
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<td>Pedestrian Facility</td>
<td>Ozone</td>
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<tr>
<td>Pedestrian Facility</td>
<td>Non-attainment</td>
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</table>

| Degree of Impact | Flood Plains: 100 yr @ Merced River | 
|                 | High Emphasis Route: Yes | 
|                 | High Emphasis Route: Yes | 

<table>
<thead>
<tr>
<th>Existing Transportation Network</th>
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<tbody>
<tr>
<td>State Route 49</td>
</tr>
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<table>
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<tr>
<th>Segment Route Concept</th>
</tr>
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<tbody>
<tr>
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</table>

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.
**MARIPOSA COUNTY FACT SHEETS—SEGMENT 10**

**State Route 49 Transportation Concept Report**

**Segment Ten, PM 44.670/48.835**

**State Route 49—Concept Level of Service:**
- **C**
- **2015**  
- **2030**

**Volume/Capacity:**
- **Average Daily Traffic:** 860 930 1050

**Level of Service (LOS) calculated using Highway Capacity Software (HCS+) and Florida Department of Transportation HIGHPLAN Location:**

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<th>LOSPLAN</th>
<th>HCS</th>
<th>LOSPLAN</th>
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<td></td>
<td>8</td>
<td>0.09</td>
<td>8</td>
<td>0.09</td>
</tr>
</tbody>
</table>

**Peak Hour Volume:** 95 105 105 110 120 120

**Peak Hour Directional Split:** 65/35 65/35 65/35

**Peak Hour % of Trucks:** 5.4 5.4 5.4

**Peak Hour % of Total ADT:** 7.2

**Functional Classification:** Two-Lane Conventional

**Availability/Compliance:**
- Facilites: Yes
- Access to Intermodal Freight Facility: No
- Median Width (ft.): 0

**Minor Arterial—Two Lane Width (ft.): 12’**

**Right of Way Width (ft.): 120-430’**

**Shoulder Width (ft.): 2-3’**

**Distressed Lane Miles:** 6.40

**Environmental Status:**
- Cultural Resources: Low
- Special Status Species: Moderate
- Possible Hazardous Waste: Low
- Moderate-Aerially Deposited Lead/Naturally Occurring Asbestos & Hydrocarbons

**Travel Forecast Data:**
- **PeMS.**

**System Characteristics:**
- **Travel Monitor Station:**

**Programmed Projects:**
- There are currently no Programmed Projects in this segment.

**Future Forecast Data:**
- **Peak Hour % of Trucks:** 5.4 5.4 5.4
- **Peak Hour Directional Split:** 65/35 65/35 65/35

**Intelligent Transportation System (ITS) Element & Detection:**
- **Traffic Monitoring Station:**
  - Existing
  - Northbound

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:
Nine segments of SR-49 were analyzed in Tuolumne County. The division of these segments followed considerations of changes in traffic volume or its composition, a change in the number of lanes, whether the segment was urban or rural, and changes in transportation planning or land use planning agency. This method deviates from that suggested in HCM (2000) p. 21-13, but provides for a more concise characterization of the need for capacity increases, verses operational improvements outside this document’s scope.

Existing and future automobile LOS were calculated using HCS (2000) and Florida Department of Transportation HIGHPLAN 2009 (analysis for uninterrupted flow highways with points of access not fully controlled). Segment TUO 49.6 analysis was calculated using Florida Department of Transportation ARTPLAN 2009 (analysis for signalized roadways). Both softwares are consistent with the HCM 2000. An application for evaluating auxiliary lanes was not available in the 2000 version of HCS, so analysis of auxiliary lanes were not included in this TCR. HCS two-lane highway analysis methodology was used to estimate LOS and HIGHPLAN employed to confirm those estimates—HIGHPLAN better characterizes LOS where a two way left turn lane is present. Much of the analysis employed the rolling terrain feature though portions of segments could be better classified as mountainous. LOS was not calculated for modes other than automobile.

Fulfillment of recent Department policies regarding complete streets and context sensitive solutions were sought in the evaluation and characterization of interregional travel needs with Tuolumne County. As the full extent of SR-49 in District 10 is characterized as part of the IRRS, the UTC has been reported as expressway as reflection of our priorities. However, the concept facility acknowledges the presence of the State highway as “main street”, and defers to local planning priorities by characterizing the facility as conventional highway for the existing alignment; and, expressway, if planned or programmed new alignments are identified.

Future forecast volumes were obtained through three linear projections, from twenty year previous to present, the local transportation planning jurisdiction’s TDM, and a twenty year state-wide growth projection from present. Comparison is made between the three projections for consistency, and may result in one projection being dropped, usually because it markedly overestimates or underestimates future growth compared to a transportation planning jurisdiction’s TDM.

Assignment of expressway to the concept facility for SR-49 is based upon California Streets and Highways Code, (SHC, section 253.4) which identifies TUO 49 from segment TUO 49.3 from south of Jamestown to Segment TUO 49.4 at SR-106 near Sonora, as included in the California Freeway and Expressway System. The SHC, (section 164.12) identifies TUO 49, as an eligible route within the IRRS throughout Tuolumne County. The concept LOS for a route eligible on the IRRS is LOS ‘C’ in rural areas and LOS ‘D’ in urban areas.

SR-49 travels concurrently over SR-120 from its southern junction (JCT) with SR-49 at Moccasin to its northern JCT with SR-49 in Chinese Camp. SHC, (section 253.6) identifies SR-120 from Route 5 near Mossdale, in San Joaquin County to the west boundary of Yosemite National Park as within the California Freeway and Expressway System. The LOS and concept facility for SR-49 is not consistent with the SR-120 TCR (January 2011). It is outside the purpose of this document to address future planning needs for the concurrent segment other than to assess if current or future conditions exceeds concept LOS, as was found for both.

SR-49 serves six communities in Tuolumne County, Moccasin, Chinese Camp, Jamestown, Columbia, Tuttletown, and the City of Sonora.

According to the 2010 census data, 87.2 percent of inhabitants were identified as White persons, as compared to 57.6 percent statewide. American Indian and Alaska Native persons represented 1.9 percent as compared to 1.0 percent statewide. White persons not Hispanic represented 81.9 percent as compared to 40.1 percent statewide and, 10.7 percent persons of Hispanic or Latino origin as compared to 37.6 percent statewide.

The population of Tuolumne County grew from 54,501 in 2000 to 55,365 in 2010, an increase of 1.6 percent, as compared to 10.0 percent statewide. In April 2010 the California Department of Finance estimates that Tuolumne County was home to 55,365 residents with a projection of 67,510 by the year 2030. The population of Tuolumne County is made up of 20.4 percent aged 65 years and over, 17.5 percent are less than 18 years of age and 4.2 percent are less than five years of age.

The median household income (2006-2010) is below the state average ($47,462 for Tuolumne County compared to $60,883 for California 2010 Census). The percentage of persons with incomes at or below the federal poverty level, for the period of 2006-2010 was 11.7 percent as compared to 13.7 percent statewide.

Critical to developing appropriate performance measures, some consideration needs to be taken for time spent traveling to work and back, an indication of commute distance. In the case of Tuolumne County, the census reports a mean travel time to work of 25.8 minutes (2006-2010), which is below the statewide average of 26.9 minutes. In addition, current FHWA guidance stresses the incorporation of a measurement of delay into highway performance. As a result, future TCR’s will consider delay as an additional measure of the SHS’s efficiency.

According to the Tuolumne County Coordinated Public Transit – Human Services Transportation Plan, (HSTP, 10/2008 p. 3-3), the population of Tuolumne County is expected to continue growing by 9 percent from the year 2010 to year 2020 and by 5 percent from year 2020 to year 2030. The senior population of the county is growing at an even faster rate than the general population. In 2000, fewer than one in five county residents was over 65 years of age; by 2030, this proportion is expected to increase to nearly one in three (HSTP 10/2008 p. 3-3).

Most portions of the county have very low population and employment densities. Densities are higher on the west side of the county surrounding the City of Sonora, and the towns of Jamestown, Twain Harte and Tuolumne. Higher densities also exist in the Groveland area. The rest of the county, major portions of which are within national park lands, is extremely rural with dispersed populations (HSTP 10/2008 p. 3-6). Based on the California Department of Finance figures, a low-end projection for transit demand is that it will grow by 9 percent between 2010 and 2020 and by 15 percent between 2010 and 2030. A high-end projection is that transit demand will grow by 39 percent between 2010 and 2020 and by 68 percent – between 2010 and 2030 (HSTP 10/2008 p. 3-8).

For residents, key destinations in the county are concentrated in Sonora, however, access to local services in other communities throughout the county is also important. Many senior housing facilities and group homes for people with disabilities are located outside Sonora, in or around Jamestown, Twain Harte, Tuolumne, and Groveland (HSTP 10/2008 p. 5-4).

The importance of out-of-county destinations was consistently identified by
stakeholders. Modesto, Stockton and Merced are key destinations for specialized medical and clinical trips, training, and appointments with human services providers. Stakeholders also identified Riverbank and Atwater as destinations for specialized services required by some clients. Finally, longer-distance destinations, such as VA Hospitals in Livermore and Palo Alto, provide medical services for some Tuolumne County residents. Foothill Commuter Service provides residents an alternative to the automobile for inter and intra-county travel (HSTP 10/2008 p. 5-5).

The County transit system provides dial-a-ride and fixed route services to the communities of Sonora, Columbia, Jamestown, Tuolumne, Twain Harte, Mi-Wuk Village, Sierra Village, Groveland and the Mi Wuk Rancheria. Services include connections to Calaveras County Transit that links with Amtrak, Greyhound, San Joaquin Transit and Sacramento Regional Transit in the City of Lodi (HSTP 10-2008, p. 4-1).

Buses operate from 6:00 AM to 7:00 PM Monday through Friday. On Saturdays, general public dial-a-ride is provided from 9:00 AM to 4:00 PM in limited areas. (Tuolumne County 2006/2007 RTP, November 2008, p. 27). Curb-to-curb dial-a-ride service is provided on weekdays for seniors (age 55 and over) and persons with disabilities in the same general areas served by Tuolumne County Transit fixed-routes. Tuolumne County Transit does not travel outside of the county. However, Tuolumne County residents may transfer to Calaveras Transit from Tuolumne County Transit Routes 2 and 3 on the Columbia College campus. Calaveras Transit serves Calaveras County and provides additional regional links: a service connection with the Amador Regional Transit System (ARTS) in Jackson, Amador County (HSTP 10/2008 p. 4-1,4-10).

There are two County owned general aviation airports in Tuolumne County. Pine Mountain Lake Airport in Groveland and Columbia Airport located near the town of Columbia. Pine Mountain Lake Airport is surrounded by a residential airpark whose residents use their aircraft to commute to work, for business travel, for travel to their second home, and to travel on vacation and serves as a staging area for helicopter operations during wildfire fire emergencies. Columbia Airport contains several aviation businesses that serves the aviation community and is a CAL FIRE tanker base. Both airports also serve as staging areas for medical evacuations and search and rescue operations.

According to the Tuolumne County 2006/07 RTP (November 2008), existing bike and pedestrian facilities are limited in the County. Highly variable topography means steep grades must be overcome by users of non-motorized facilities, while winter snows can limit the benefit of facilities at elevations above 3,000 feet. A designated bicycle path currently fronts the Crossroads Shopping Center in Sonora. Most existing bicycle paths and trails are primarily used for recreational purposes such as hiking, equestrian use or mountain biking and have been constructed by private volunteer efforts, within private subdivisions, or on public lands. (Tuolumne County Bikeways and Trails Plan June 15, 2005).

Seven of the nine highway segments analyzed (consecutive segments from TUO 49.3 to TUO 49.9) will be deficient and potentially require a four-lane conventional (segments TUO 49.8 to TUO 49.9) or expressway (segments TUO 49.3 to TUO 49.5) other alternatives may be needed for segments TUO 49.6 to TUO 49.7 because they are considered “main street” highway. The RTP identifies several unfunded capacity enhancement improvements (North/ South Connector and Westerly Bypass of Sonora) projects for segments TUO 49.3 to TUO 49.9.
TUOLUMNE COUNTY FACT SHEETS—SEGMENT 1

State Route 49 Transportation Concept Report
Segment One, PM 0.000/0.000/0.000

### Description
- Tuolumne County/Mariposa County Line to S. Junction SR-120 (Route Break)

### Post Mile
- 0.000-0.468

### Functional Classification
- Minor Arterial

### Local Planning Jurisdiction
- Tuolumne County

### Other Agency/Entity
- Tuolumne County Transportation Council

### Number of Lanes:
- Two

### Lane Width (ft.):
- 11-16'

### Right of Way Width (ft.):
- 80-250'

### Shoulder Width (ft.):
- 0-7'

### MEDIAN
- 0'

### Distressed Lane Miles
- 6.00

### Functional Classification:
- Minor Arterial

### Facility Type:
- Scenic Highway (Designated)

### Freeway Expressway System
- No

### Strategic Highway Network
- No

### Freeway Agreement
- No

### Level of Service (LOS)
- C

### Travel Forecast Data

#### Average Daily Traffic (ADT) 2040
- 840

#### Peak Hour % of Trucks
- 6.2

#### Truck Volume % of Total ADT
- 7.7

### Posted Speed (mph)
- 20

### Peak Hour % of Total
- 6.2

### Peak Hour Volume
- 7030

### Peak Hour Directional Split
- 70/30

### Traffic Forecast Data

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<thead>
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<th>Peak Hour % of Total ADT</th>
<th>Peak Hour Volume</th>
<th>Peak Hour Directional Split</th>
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<td>7030</td>
<td>70/30</td>
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### Environmental Notes

- National Network, Terminal Access
- Yes

### Concept Facility
- Two-Lane Conventional

### Ultimate Transportation Corridor
- Two-Lane Expressway

### Urbanized Population
- Low

### Accessible to Bicycles
- Yes

### Implementable Transportation System (ITS) Element & Detection

<table>
<thead>
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<th>ITS Element</th>
<th>Status</th>
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<tbody>
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### Comments

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### TUOLUMNE COUNTY FACT SHEETS—SR-120 CONCURRENT SEGMENT

#### State Route 49

**Concurrent Segment, PM 22.809/15.516**

#### State Route 120/49

**Other State Routes**

**County Line**

---

**Description:**
- SR-120 Concurrent Route with SR-49 South Junction 49 to Route Junction 49 at Montezuma Road

**Post Mile:**
- 49- SR-120
- 15.516

**Length:**
- 8.361

**Milepost:**
- 22.809

**State Route 49**

**Transit**
- N/A

**Bridge Name:**
- N/A

**Right of Way:**
- 210-330’

**Terrain:**
- A

**Number of Lanes:**
- Two Lane Width (ft.): 11-16’

**Grade %:**
- 3-6%

**Shoulder Width (ft.):**
- 0-8’

---

### Tuolumne County Facts Sheets—SR-120 Concurrent Segment

#### Transportation Concept Report

**Concept Level of Service:**
- C

**Concept Facility:**
- Four-Lane Expressway

**Ultimate Transportation Corridor:**
- Four-Lane Expressway

**Focus Route/Gateway Route:**
- Surface Transportation Assistance Act (STAA)

**Non-attainment:**
- Ozone

**Phase I (Existing Facility):**
- Length: Within City Limits: 6.0

**Terrain:**
- Grade %

**Volume/Capacity:**
- Truck Volume % of ADT:
- Average Daily Volume:

**Travel Forecast Data:**
- Peak Hour Volume:
- Peak Hour Volume:
- Average Daily Volume:

**Peak Hour Directional Split:**
- 70/30

**Peak Hour % of Trucks:**
- 4.8

**Bridge Name:**
- R23.687

**Other Principal Arterial**

**Two Lane Width (ft.):**
- 11-16’

**Right of Way Width (ft.):**
- 210-330’

**Shoulder Width (ft.):**
- 0-8’

**Median Width (ft.):**
- 0’

**Distressed Lane Miles:**
- 11.00

**N/A**

---

### Inteligent Transportation System (ITS) Elements and Collection

**Milepost:**
- 22.809

**ITS Element:**
- CMS #45

**Status:**
- Existing

**Direction:**
- Eastbound

---

**Comments:**
- Refer to the SR-120 TCR for further information regarding this segment.
### TUOLUMNE COUNTY FACT SHEETS—SEGMENT 2

#### STATE ROUTE 49 TRANSPORTATION CONCEPT REPORT

**Description:**
North Junction SR-120 to South Junction SR-108

**Post Mile:**
- R08.779-3.500
- R12.279-0

**Length:**
3.500 miles

**Functional Classification:**
Minor Arterial

**Local Planning Jurisdiction:**
Tuolumne County

**Other Agency/Entity:**
Tuolumne County Transportation Council

#### TUOLUMNE COUNTY

**Number of Lanes:**
- Two
- Lane Width (ft.): 11-12'
- Right of Way Width (ft.): 80-290'
- Grade (%): 0-3%
- Shoulder Width (ft.): 0'
- Distressed Lane Miles: 4.10
- Yes

**Bridge Needs:**
- Present Serviceability Rating: 3

**Flood Plains:**
- Cultural Resources: Moderate
- Wetlands: Low/Moderate
- Special Status Species: None
- Possible Hazardous Waste: None

**Air Quality:**
- Non-attainment

**Peak Hour Volume:**
- LOS: C

**Peak Hour Directional Split:**
- 70/30

**Park and Ride Sites:**
- Various locations.

**Pedestrian Facility:**
- Location

#### SEGMENT 2

**Post Mile Location Description**
- On SR-49 south of Junction SR-108 Montezuma Road. Install TMS Station #165 & 173 in both directions at Montezuma Road.
- Constructions of bus stops, shelters and pullouts.

**Post Mile Location:**
- Various locations.

**Programmed Projects:**
- Various locations.

**Comments:**
There are no programmed projects in this segment.

---

### Travel Forecast Data

<table>
<thead>
<tr>
<th>Year</th>
<th>2007</th>
<th>2015</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level of Service:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Volume/Capacity:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Average Daily Traffic:</td>
<td>2,000</td>
<td>2,700</td>
<td>4,500</td>
</tr>
<tr>
<td>Peak Hour Directional:</td>
<td>70/30</td>
<td>70/30</td>
<td>70/30</td>
</tr>
<tr>
<td>Peak Hour % of Trucks:</td>
<td>10.2</td>
<td>10.2</td>
<td>10.2</td>
</tr>
<tr>
<td>Peak Hour % of Total ADT:</td>
<td>8.2</td>
<td>8.2</td>
<td>8.2</td>
</tr>
</tbody>
</table>

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**TUOLUMNE COUNTY FACT SHEETS—SEGMENT 3**

**Description:** Segments located to the right of final road width

**Post Mile:** R12.279-14.742

**Length:** 2.493

**Functional Classification:** Minor Arterial

**Local Planning Jurisdiction:** Tuolumne County

**Other Agency/Entity:** Tuolumne County Transportation Council

**Number of Lanes:** 2

**Lane Width:** (ft.)

**Right of Way Width:** (ft.)

**Access to Bicycles:** Yes

**Median Width:** (ft.)

**Bridge Needs:** Distressed Lane Miles 6.60

**Lane Width:** 12-16'

**Right of Way Width:** 100-170'

**Median Width:** 0'

**Grade %:** 6.60

**Distressed Lane Miles:** 0.135.20

**Bridge Needs:**

**Bridge Name:** Woods Creek

**Bicycle Facility:** Yes

**Facility Type:** Conventional

**Scenic Highway (Designated):** No

**Scenic Highway (Eligible):** No

**Interregional Road System:** National Network, Terminal Access

**Highway System Designated:** National Access

**Highway System:** Yes

**Facility Type:** No

**National Highway System:** Federal

**National Highway:** California Legal:

**Surface Transportation Assistance Act (STAA):** Advisory

**Highway System:** No

**Additional Restrictions:** Access to Intermodal Freight Facility

**Highway System:** No

**No:** Moderate

**Highway System:** High

**Public Facility:** Moderate-High

**Wetlands:** Moderate/High

**Losing Underground Tanks:** Moderate/High

**Special Status Species:** None

**Possible Hazardous Waste:** Asbestos & Hydrocarbons

**Air Quality:**

**Ozone:** 55

**Particulate Matter 10 m:** N/A

**Particulate Matter 2.5 m:** Yes/No

**Carbon Monoxide:** No

**Sulfur Dioxide:** No

**Nitrogen Oxides:** Yes/No

**Non-attainment:** Attainment

**Travel Forecast Data**

<table>
<thead>
<tr>
<th>Year</th>
<th>Existing Condition</th>
<th>Planned Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>FFS Location</td>
<td>FFS Location</td>
</tr>
<tr>
<td>2015</td>
<td>FFS Location</td>
<td>FFS Location</td>
</tr>
<tr>
<td>2030</td>
<td>FFS Location</td>
<td>FFS Location</td>
</tr>
</tbody>
</table>

**Air Quality:**

**Ozone:** 55

**Particulate Matter 10 m:** N/A

**Particulate Matter 2.5 m:** Yes/No

**Carbon Monoxide:** No

**Sulfur Dioxide:** No

**Nitrogen Oxides:** Yes/No

**Non-attainment:** Attainment

**Travel Forecast Data**

<table>
<thead>
<tr>
<th>Year</th>
<th>Existing Condition</th>
<th>Planned Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>FFS Location</td>
<td>FFS Location</td>
</tr>
<tr>
<td>2015</td>
<td>FFS Location</td>
<td>FFS Location</td>
</tr>
<tr>
<td>2030</td>
<td>FFS Location</td>
<td>FFS Location</td>
</tr>
</tbody>
</table>

**Intelligent Transportation System (ITS) Elements & Detection**

<table>
<thead>
<tr>
<th>Location</th>
<th>ITS Element</th>
<th>Status</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jamestown</td>
<td>Flashing Beacon for Chinese Camp (YATI) I-95</td>
<td>Existing</td>
<td>SouthBound</td>
</tr>
</tbody>
</table>

**Note:** This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.
TUOLUMNE COUNTY FACT SHEETS—SEGMENT 4

TRANSPORTATION CONCEPT REPORT

Segment Location:
Rawhide Road (south) East Junction SR-108 (Sonora)

Description:

14.742-16.480

Post Mile: 1.728

Minor Arterial

Segment Location:
Rawhide Road to Fifth Avenue

Description:

14.74-15.03

Post Mile: 2007

Minor Arterial

Tuolumne County/City of Sonora

Number of Lanes:
Two

Bridge Needs:
6.60

Pedestrian Facility

Travel Forecast Data

\[ \text{Peak Hour Volume: } 22,800 \]

\[ \text{Average Daily Traffic: } 25,400 \]

\[ \text{Volume/Capacity: } 70/30 \]

\[ \text{Peak Hour Directional Split: } 70/30 \]

\[ \text{Truck Volume % of Total ADT: } 6.0 \]

\[ \text{Peak Hour % of Trucks: } 6.0 \]

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN Location

2009 Multimodal and Trucking Highway Level of Service Analysis for Conceptual Planning and Preliminary Engineering Version Date: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi-modal at this time.

Programmed Projects

State Route 49 Transportation Concept Report Segment Four, PM 14.742/16.480

Programmed

<table>
<thead>
<tr>
<th>Post Mile Location Description</th>
<th>14.74-15.03</th>
<th>14.812</th>
<th>15.783</th>
<th>16.480</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rawhide Road to Fifth Avenue</td>
<td>16-480</td>
<td>16-480</td>
<td>16-480</td>
<td>16-480</td>
</tr>
</tbody>
</table>

Notes:

This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:
**State Route 49 - Transportation Concept Report**

**Segment Five, PM 14.480-17.965**

### Description:
East Junction SR-108 (Sonora) to Washington Street

14.480-17.965

Post Mile: Urban

**Functional Classification:**
Minor Arterial

**Local Planning Jurisdiction:**
Tuolumne County/City of Sonora

**Other Agency/Entity:**
Tuolumne County Transportation Council

#### Bridge Needs
- Distressed Lane Miles: 3.40

#### Postmile Location
- Postmile: 17.49, 17.80
- Present Serviceability Rating: 32 0006, 32 0007

#### Bridge Name
- Woods Creek, Sonora Creek

### Traffic Forecast Data

#### Volume/Capacity
- **Peak Hour Volume:** 14,350, 16,000, 19,050
- **Average Daily Traffic:** 5,300, 6,000, 7,500

#### Level of Service (LOS)
- **LOS Classes:** C, D, E, F

### Additional Features

#### Pedestrian Facility
- **Park and Ride:** Various
- **Freight Distribution:** Various

#### Transit Bus
- **Service Frequency:** Various
- **Park and Ride:** Various

### Environmental Status
- **Degree of Impact:** 100 yr @ Creeks
- **Flood Plains:** Moderate
- **Cultural Resources:** Low/Moderate
- **High Emphasis Route:** No
- **Terminal Access to PM 17.305, N/A PM 17.305-17.965**

### Air Quality
- **Ozone:** Non-attainment
- **Particulate Matter 10 m:** Attainment
- **Particulate Matter 2.5 m:** Attainment
- **Carbon Monoxide:** Attainment

### Intelligent Transportation System (ITS) Elements & Detection

<table>
<thead>
<tr>
<th>ITS Element</th>
<th>Status</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Monitoring Station</td>
<td>Existing</td>
<td>Northbound/Southbound</td>
</tr>
</tbody>
</table>

### Curtis County Transportation Council

**Location:**

**Programmed Projects**
- Various locations.
- There are no programmed projects in this segment.

**Comments:**
- Various comments on transportation improvements and operational benefits.

**Notes:**
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---

**State Route 49 Transportation Concept Report**

**Segment Five, PM 14.480-17.965**

**Description:**
- Send ARR to W. Emerson to Washington Street

**Post Mile:**
- 14.480-17.965

**Functional Classification:**
- Minor Arterial

**Local Planning Jurisdiction:**
- Tuolumne County/City of Sonora

**Other Agency/Entity:**
- Tuolumne County Transportation Council

#### Bridge Needs
- Distressed Lane Miles: 3.40

#### Postmile Location
- Postmile: 17.49, 17.80
- Present Serviceability Rating: 32 0006, 32 0007

#### Bridge Name
- Woods Creek, Sonora Creek

### Traffic Forecast Data

#### Volume/Capacity
- **Peak Hour Volume:** 14,350, 16,000, 19,050
- **Average Daily Traffic:** 5,300, 6,000, 7,500

#### Level of Service (LOS)
- **LOS Classes:** C, D, E, F

### Additional Features

#### Pedestrian Facility
- **Park and Ride:** Various
- **Freight Distribution:** Various

#### Transit Bus
- **Service Frequency:** Various
- **Park and Ride:** Various

### Environmental Status
- **Degree of Impact:** 100 yr @ Creeks
- **Flood Plains:** Moderate
- **Cultural Resources:** Low/Moderate
- **High Emphasis Route:** No
- **Terminal Access to PM 17.305, N/A PM 17.305-17.965**

### Air Quality
- **Ozone:** Non-attainment
- **Particulate Matter 10 m:** Attainment
- **Particulate Matter 2.5 m:** Attainment
- **Carbon Monoxide:** Attainment

### Intelligent Transportation System (ITS) Elements & Detection

<table>
<thead>
<tr>
<th>ITS Element</th>
<th>Status</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Monitoring Station</td>
<td>Existing</td>
<td>Northbound/Southbound</td>
</tr>
</tbody>
</table>

### Curtis County Transportation Council

**Location:**

**Programmed Projects**
- Various locations.
- There are no programmed projects in this segment.

**Comments:**
- Various comments on transportation improvements and operational benefits.

**Notes:**
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Segment Location: Shaws Flat Road to .4 miles past Parrotts Ferry Road
Description: 18.492-20.400
Post Mile: Rural/Urban/Urbanized: Urban
Length: 1.908
Intra City Limits: Partial
Functional Classification: Minor Arterial
Local Planning Jurisdiction: Tuolumne County/City of Sonora
Other Agency/Entity: Tuolumne County Transportation Council

Number of Lanes: Two
Lane Width (ft.): 12'
Right of Way Width (ft.): Rolling 80-145'
Shoulder Width (ft.): 3-6%
Median Width (ft.): 0'

Accessible to Bicycles: Yes
Bridge Needs: Interested Lane Miles
2.0

Postmile: N/A
Present Serviceability Rating: N/A
Bridge Name: N/A

Functional Classification: Minor Arterial
Facility Type: Conventional
Grade %: 0%

Interregional Road System: Yes
Highway Network: N/A
Surface Transportation Assistance Act (STAA): No
California Legal: Yes
County Highway: Kings-up-to-near-ade length of over 30'

Freeway Expressway System: No
Strategic Highway Network: No
Additional Restrictions: No
Freeway Agreement: No
Access to Intermodal Freight Facility: No

Level of Service: N/A
Grade %: N/A
Accessibility to Bicycles: N/A
Distressed Lane Miles: N/A
Bridge Needs: N/A
Post Mile Location Description
Travel Forecast Data

Year 2007 2015 2030

| Peak Hour Volume: 1.263 | 1.263 | 1.263 |
| Average Daily Traffic: 50,000 | 50,000 | 50,000 |
| Peak Hour Directional Split: 80/20 | 80/20 | 80/20 |
| Volume/Capacity: 0.82 | 0.77 | 0.82 |
| Peak Hour % of Trucks: 7.0 % 7.0 % 7.0 % |

In 2030 Multilane and Two-Lane Highway Level of Service Analysis for Conceptual Planning and Preliminary Engineering Version Date: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi-modal at this time.


<table>
<thead>
<tr>
<th>Post Mile</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>North/South Connector SR-49/Greenley Road. (Parallel Facility)</td>
<td>TSB</td>
<td>Construct new major collector, provide direction of Greenley Road from SR-49 east of Sonora to SR-49 north of Sonora. Aligment TBD.</td>
</tr>
<tr>
<td>20.392</td>
<td>Columbia to Jamestown</td>
<td>Construct bypass of Columbia on a new alignment diverting traffic of Parrots Ferry Road.</td>
</tr>
<tr>
<td>14.742</td>
<td>Western Bypass of Sonora</td>
<td>Construct roadway to connect Jamestown Road and Rawhide Road.</td>
</tr>
<tr>
<td>23.709</td>
<td>Western Bypass of Sonora</td>
<td>Plan, Design and Construct Western Bypass of Sonora.</td>
</tr>
<tr>
<td>20.400</td>
<td>On SR-49 in Columbia Wye.</td>
<td>Construct Class I bike path and Class II bike lane.</td>
</tr>
<tr>
<td>Various</td>
<td>Various</td>
<td>Constructions of bus stops, shelters and pueblos.</td>
</tr>
</tbody>
</table>

Intelligent Transportation System (ITS) Elements & Detection

- There are no programmed projects in this segment.

Note: This information is for overview purpose only and does not replace a full report both Right of Way, Environmental, or any other Branch or Mission.
### Segments

<table>
<thead>
<tr>
<th>Post Mile</th>
<th>Location Description</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>20.400-23.709</td>
<td>Rural/Urbanized: Rural</td>
<td>4 miles past Vernon Ferry Road to Rawhide Road</td>
</tr>
</tbody>
</table>

### Post Mile Location Description

- **Post Mile:** 20.400-23.709
- **Location:** Rural/Urbanized: Rural
- **Description:** 4 miles past Vernon Ferry Road to Rawhide Road

### Functional Classification

- **Functional Classification:** Minor Arterial
- **Local Planning Jurisdiction:** Tuolumne County
- **Other Agency/Organization:** Tuolumne County Transportation Council

### Bridge Needs

- **Bridge Needs:** N/A
- **Present Serviceability Rating:** 0.00

### Post Mile Location Description

- **Post Mile Location Description:** 20.400-23.709
- **Location:** Rural/Urbanized: Rural
- **Description:** 4 miles past Vernon Ferry Road to Rawhide Road

### Roadway Characteristics

- **Post Mile Location Description:** 20.400-23.709
- **Location:** Rural/Urbanized: Rural
- **Description:** 4 miles past Vernon Ferry Road to Rawhide Road

### Intelligible Transportation System (ITS) Elements & Detection

- **ITS Element Status:** None
- **Direction:** N/A
- **Status:** N/A
- **ITS Element:** N/A

### Intelligent Transportation System (ITS) Elements & Detection

- **ITS Element Status:** None
- **Direction:** N/A
- **Status:** N/A
- **ITS Element:** N/A

### Environmental

- **Environmental Status:** N/A

### Major Congestion

- **Major Congestion:** N/A

### Bicycle Facility

- **Bicycle Facility:** N/A

### Freight Distribution

- **Freight Distribution:** N/A

### Park and Ride

- **Park and Ride:** N/A

### Pedestrian Facility

- **Pedestrian Facility:** N/A

### Transit Bus

- **Transit Bus:** N/A

### Travel Forecast Data

<table>
<thead>
<tr>
<th>Year</th>
<th>2007</th>
<th>2015</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peak Hour Directional Split</td>
<td>80/20</td>
<td>80/20</td>
<td>80/20</td>
</tr>
<tr>
<td>Truck Volume % of Total ADT</td>
<td>6.0</td>
<td>6.0</td>
<td>6.0</td>
</tr>
<tr>
<td>Average Daily Traffic</td>
<td>770</td>
<td>725</td>
<td>N/A</td>
</tr>
<tr>
<td>Level of Service (LOS)</td>
<td>Class D</td>
<td>Class D</td>
<td>N/A</td>
</tr>
<tr>
<td>Location</td>
<td>10274 Airport Rd</td>
<td>Columbia, CA</td>
<td>Location</td>
</tr>
<tr>
<td>Location</td>
<td>Columbia, CA</td>
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</tbody>
</table>

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TUOLUMNE COUNTY FACT SHEETS—SEGMENT 9

STATE ROUTE 49—TRANSPORTATION CONCEPT REPORT

TUOLUMNE COUNTY

Segment Location:
Rawhide Road (north) to Calaveras County Line

Description:
Highway

Post Mile:
23.709-27.521

Rural

Length:
3.812

Urbanized

Functional Classification:
Minor Arterial

Local Planning Jurisdiction:
Tuolumne County

Other Agency/Entity:
Tuolumne County Transportation Council

Number of Lanes:
Two

Right of Way (L):
15/12

Grade %:
6+%

Shoulder Width (R):
0'

Access to Bicycles:
Yes

Bridge Needs:
Distressed Lane Miles
5.40

Bridge:
32 (0410)

Bridge Name:
Stainless River

Function:
Minor Arterial

Facility Type:
Conventional

State Highway (Designated):
No

National Network, Terminal Access:
No

Freeway Expressway System:
No

Interregional Road System:
No

High Emphasis Route:
No

Focus Route/Gateway Route:
Yes

National Highway System:
26.31-27.2

Intermodal Road System:
Inland Port

Flood Plains:
Yes

Cultural Resources:
Low

Wetlands:
Moderate

Leaking Underground Tanks:
Yes

Special Status Species:
Yes

Possible Hazardous Waste:
Asbestos

Air Quality:
Moderate

Ozone:
Non-attainment

Particulate Matter 10 m:
Non-attainment

Particulate Matter 2.5 m:
Non-attainment

Carbon Monoxide:
Non-attainment

Existing Transportation Network

Travel Forecast Data

Posted Speed (mph):
55

2030

2015

2007

50,000

5,650

6,300

7,500

Volume/Capacity:

Peak Hour Volume:
600

670

800

Peak Hour Directional Split:
80/20

670

800

900

4.0

4.0

4.0

Peak Hour % of Total ADT:
5.0

5.0

5.0

Volume % of Total:
5.0

5.0

5.0

LOS:
D

C

D

Decision

Level of Service:

Highway

Existing Transportation Network

Segment Route Concept

Programmed Projects

Concept Level of Service:

Four-Lane Conventional

Concept Facility:

Western Bypass of Sonora. Construct roadway to connect Jamestown Road and Rawhide Road.

Ultimate Transportation Corridor:

Four-Lane Expressway

Concept Level:

2030

Concept Level of Service:

Two-Lane Conventional

Basic Needs:

Four-lane conventional or expressway needed to meet 2030 Concept LOS. Due to environmental, right-of-way and financial constraints, special emphasis should be placed on identifying lower cost improvements such as left turn lanes, intersection improvements, wider shoulders, passing lanes, turnouts and other operational improvements.

Programmed Projects

Post Mile:
23.709

ITS Element:
Traffic Monitoring Station

Status:
Active

Direction:
Northbound/Southbound

Proposed Western Bypass

Travel Forecast Data

Volume/Capacity:

Peak Hour Volume:
600

Peak Hour Directional Split:
80/20

Peak Hour % of Total ADT:
5.0

Volume % of Total:
5.0

LOS:
D

Level of Service:

Highway

Decision

Existing Transportation Network

Segment Route Concept

Programmed Projects

Concept Level of Service:

Four-Lane Conventional

Concept Facility:

Western Bypass of Sonora. Construct roadway to connect Jamestown Road and Rawhide Road

Ultimate Transportation Corridor:

Four-Lane Expressway

Concept Level:

2030

Concept Level of Service:

Two-Lane Conventional

Basic Needs:

Four-lane conventional or expressway needed to meet 2030 Concept LOS. Due to environmental, right-of-way and financial constraints, special emphasis should be placed on identifying lower cost improvements such as left turn lanes, intersection improvements, wider shoulders, passing lanes, turnouts and other operational improvements.

Programmed Projects

Post Mile:
23.709

ITS Element:
Traffic Monitoring Station

Status:
Active

Direction:
Northbound/Southbound

Proposed Western Bypass
Eight segments of SR-49 were analyzed in Calaveras County. The division of these segments followed considerations of changes in traffic volume or its composition, a change in the number of lanes, whether the segment was urban or rural, and changes in transportation planning or land use planning agency. This method deviates from that suggested in HCM (2000) p. 21-13, but provides for a more concise characterization for the need for capacity increases, versus operational improvements outside this document's scope.

Existing and future automobile LOS were calculated using HCS (2000) and Florida Department of Transportation HIGHPLAN 2009 (analysis for uninterrupted flow highways with points of access not fully controlled). Segment CAL 49.3 and CAL 49.4 analysis was calculated using Florida Department of Transportation ARTPLAN 2009 (analysis for signalized roadways). All software based on the HCM 2000. An application for evaluating auxiliary lanes was not available in the 2000 version of HCS, so analysis of auxiliary lanes were not included in this TCR. HCS two-lane highway analysis methodology was used to estimate LOS and HIGHPLAN employed to confirm those estimates—HIGHPLAN better characterizes LOS where a two way left turn lane is present. Much of the analysis employed the rolling terrain feature though portions of segments could be better classified as mountainous. LOS was not calculated for modes other than automobile.

Fulfillment of recent Department policies regarding complete streets and context sensitive solutions were sought in the evaluation and characterization of interregional travel needs with Calaveras County. As the full extent of SR-49 in District 10 is characterized as part of the IRRS, the UTC has been reported as expressway as reflection of our priorities. However, the concept facility acknowledges the presence of the state highway as “main street”, and defers to local planning priorities by characterizing the facility as conventional highway for the existing alignment; and, expressway, if planned or programmed new alignments are identified.

Future forecast volumes were obtained through three linear projections, from twenty year previous to present, the local transportation planning jurisdiction’s TDM, and a twenty year state-wide growth projection from present. Comparison is made between the three projections for consistency, and may result in one projection being dropped, usually because it markedly overestimates or underestimates future growth compared to a transportation planning jurisdiction’s TDM.

The SHC, (section 164.12) identifies CAL 49, as an eligible route within the IRRS throughout Calaveras County. The concept LOS for a route eligible on the IRRS is LOS ‘D’ in rural areas and LOS ‘D’ in urban areas.

SR-49 serves three communities in Calaveras County, Mokelumne Hill, San Andreas and City of Angels Camp.

According to the 2010 census data, 88.9 percent of inhabitants were identified as White persons, as compared to 57.6 percent statewide. American Indian and Alaska Native persons represented 1.5 percent as compared to 1.0 percent statewide. White persons not Hispanic represented 83.5 percent as compared to 40.1 percent statewide and, 10.3 percent persons of Hispanic or Latino origin as compared to 37.6 percent statewide.

The population of Calaveras County grew from 40,554 in 2000 to 45,578 in 2010, an increase of 12.4 percent, as compared to 10.0 percent statewide. In April 2010, the California Department of Finance estimates that Calaveras County was home to 45,578 residents with a projection of 64,572 by the year 2030. The population of Calaveras County is made up of 21.0 percent persons aged 65 years and over, 19.6 percent persons less than 18 years of age and 44.4 percent are less than five years of age.

The median household income 2006-2010 is below the state average ($54,971 for Calaveras County compared to $60,883 for California, 2010 Census). The percentage of persons with incomes at or below the federal poverty level, for the period of 2006-2010 was 8.3 percent as compared to 13.7 percent statewide.

Critical to developing appropriate performance measures, some consideration needs to be taken for time spent traveling to work and back, an indication of commute distance. In the case of Calaveras County, the census reports a mean travel time to work of 37.2 minutes (2006-2010), which exceeds the statewide average of 26.9 minutes. In addition, current FHWA guidance stresses the incorporation of a measurement of delay into highway performance. As a result, future TCR’s will consider delay as an additional measure of the SHS’s efficiency.

According to the Calaveras County Coordinated Public Transit – Human Services Transportation Plan, (HSTP, 9/2008 p. 3-4), the population of Calaveras County is expected to continue growing by 18 percent from the year 2010 to year 2020, and by 15 percent from year 2020 to year 2030. Although in 2000 approximately 18 percent of the county population was over 65 years of age, by 2030 this proportion is expected to grow to 30 percent.

Most of Calaveras County is rural with concentrations of higher population and employment densities around the communities of San Andreas, Murphys, Arnold, Rancho Calaveras, West Point and the City of Angels. Many of the County’s largest employers are located in San Andreas, including a government center, hospital and ancillary businesses, with others located in Angels Camp, Murphys, and Altaville. In addition, the area between Valley Springs, San Andreas and Paloma has a relatively high employment density (HSTP, 9/2008 p. 3-8). Angels Camp and San Andreas are the most frequently cited destinations for travel within the county. Angels Camp cited shopping as their trip purpose, while San Andreas was most frequently cited for trips to work, recreational and social activities, and medical care (HSTP, 9/2008 p. 5-4).

Jackson/Martell in Amador County and Sonora in Tuolumne County were identified as important commercial areas serving Calaveras County residents. Jackson was also cited as an employment destination. Columbia College (Tuolumne County) is a key destination for Calaveras County residents as well. Calaveras County residents typically travel to Lodi or Stockton for out-of-county trips for specialist medical care (HSTP, 9/2008 p. 5-4).

According to the Calaveras County 2007 RTP (September 2007, p. 49), transit options within Calaveras County consist of deviated fixed routes from 6:00 AM to 10:00 PM, Monday through Friday. No service is offered on the weekends. Inter-County connections are available in Tuolumne County (Columbia College), and Amador County (Jackson). The Calaveras County Department of Public Works oversees the operation of Calaveras Transit. Transportation is additionally provided by a range of social service agencies serving clients or consumers in Calaveras County.

Neither Greyhound nor Amtrak is available in Calaveras County. Service can be obtained at Lodi Station. The San Joaquin routes run between the Bay Area or Sacramento and Bakersfield.

The County’s only Airport, Maury Rasmussen Field, is a general aviation airport. The Maury Rasmussen Field Airport provides significant contributions to...
the County’s economy by attracting tourists, businesses, seasonal residents, and commuters who live in Calaveras County and work elsewhere. The County’s airport also plays an important role in the event of an emergency, such as forest fire, flood or medical rescue. The closest international airport is located in Sacramento, roughly 70 miles away (Calaveras County 2009 RTP, 09/2007, p. 51).

According to the Calaveras County Bicycle Master Plan (10/2007, p. 32, not yet adopted), existing bikeway facilities consist of an incomplete system of just over 4.1 miles of bikeways, including over one mile of Class I multi-use pathways, 0.12 miles of Class II bicycle lanes, and almost three miles of Class III signed bicycle routes. The existing facilities are not continuous and do not provide direct access to most major destinations. Calaveras County has a growing demand for safe recreational and transportation bicycling opportunities. Limited sidewalks and other pedestrian facilities exist throughout the county. Most communities within the county have some sidewalks or pedestrian crossings, but there is a lack of connectivity between these facilities, making it difficult to safely complete a trip on foot with the Calaveras County regional transportation system. Where crosswalks are unavailable, pedestrians are forced to cross wide, high volume roadways, which often have limited sight distance. This is particularly challenging for the elderly and disabled population.

All of the eight highway segments analyzed will be deficient and potentially require a four-lane expressway (alternatives may be needed for segments CAL 49.3 and CAL 49.7 because they are considered “main street” highway). The RTP identifies one unfunded project to extend a bypass past the fairgrounds for segments two and three to the west of Angels Camp.
State Route 49 Transportation Concept Report - Segment 1

**Description:**

- **Post Mile:** R00.000-06.520
- **Functional Classification:** Minor Arterial
- **Local Planning Jurisdiction:** Calaveras County
- **Other Agency/Entity:** Calaveras Council of Governments

**Number of Lanes:** 2
**Terrain:** Riding to Moderate
**Grade %:** 3.4% to 6.4%
**Accessible to Bicycles:** Yes

**Bridge Needs:**
- Distressed Lane Miles: 0.60
- Bridge #: N/A

**Roadbed Information (approximate):**

- **Lane Width (ft.):** 10-13'
- **Right of Way Width (ft.):** 50-100'
- **Shoulder Width (ft.):** 3-6% to 6+
- **Median Width (ft.):** Yes

**Bridge Needs:**
- Distressed Lane Miles: 0.60
- Bridge #: N/A

**Other Agency/Entity:**
- **Roadbed Information (approximate):**
  - **Lane Width (ft.):** 10-13'
  - **Right of Way Width (ft.):** 50-100'
  - **Shoulder Width (ft.):** 3-6% to 6+
  - **Median Width (ft.):** Yes

**Bridge Needs:**
- Distressed Lane Miles: 0.60
- Bridge #: N/A

**Travel Forecast Data:**

<table>
<thead>
<tr>
<th>Post Mile</th>
<th>2007</th>
<th>2015</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</table>

**Existing Facility:**

- **Volume/Capacity:**
  - Average Daily Traffic: 6,400
  - Peak Hour Directional Split: 70/30
  - Truck Volume % of Total ADT: 6.0
  - Peak Hour % of Trucks: 4.5

**Level of Service:**

- LOS: A
- RCU: 100 yr at New Melones Reservoir/Stanislaus River

**Environmental Issues:**

- **Cultural Resources:** Low
- **Wetlands:** Low
- **Leaking Underground Tanks:** Moderate
- **Possible Hazardous Waste:** Naturally Occurring Asbestos

** Existing Transportation Network:**

- **Travel Forecast Data:**
  - Bicycle Facility:
  - Pedestrian Facility:
  - Existing Intermodal Facilities:
  - Existing Freight Facilities:

**Concept Level of Service:**

- **2010:** Four-Lane Expressway
- **2030:** Four-Lane Expressway

**Intelligent Transportation System (ITS) Elements & Detection:**

<table>
<thead>
<tr>
<th>Post Mile</th>
<th>ITS Element</th>
<th>Status</th>
<th>Direction</th>
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<tbody>
<tr>
<td>6.000</td>
<td>Beacon</td>
<td>Existing</td>
<td>North/Southbound</td>
</tr>
<tr>
<td>8.600</td>
<td>TMS</td>
<td>Existing</td>
<td>Northbound</td>
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<tr>
<td>8.440</td>
<td>TMS</td>
<td>Existing</td>
<td>Southbound</td>
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<tr>
<td>8.514</td>
<td>TMS/PedMS</td>
<td>Existing</td>
<td>Northbound</td>
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<tr>
<td>8.514</td>
<td>TMS/PedMS</td>
<td>Existing</td>
<td>Southbound</td>
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</table>

**Notes:**

- This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

**Comments:**

- **Volumes Source:** Existing Average Daily Traffic calculated based on 2007 Caltrans Traffic Volumes on California State Highways and traffic counts performed on SR 49 in February 2010. Forecasted traffic volumes for future year 2030 produced using 2007 Caltrans Traffic Volumes on California State Highways and CCOG travel demand model as well as consideration of historical growth rates along SR-49. Truck volumes and percentages based on 2007 Caltrans Annual Average Daily Traffic on the California State Highway System.
CALAVERAS COUNTY FACT SHEETS—SEGMENT 2

STATE ROUTE 49—TRANSPORTATION CONCEPT REPORT

CALAVERAS COUNTY SEGMENT 2

Segment Location:

Description:

Post Mile: 06.520-7.210

Functional Classification:

Number of Lanes: Two

Grade %: 6%

Accessible to Bicycles:

Bridge Needs:

Postmile:

Yes

Present Serviceability Rating

Yes

4

11.18'

N/A

Surroundings

3.50

7.21-8.41

2

35

PM 60.259

PM 62.210

South Angels Camp City Limits to South Junction SR-4.

City of Angels

Rural/Urban/Urbanized: Rural

Right of Way Width (ft.): 50-100'

Median Width (ft.): 0'

Distracted Lane Miles

Other Agency/Entity: Calaveras Council of Governments

0.690

0.33

0.37

0.40

0.51

0.60

0.60

800

800

1,015

1,015

2010 data with new SR-4 alignment

2010 data with new SR-4 alignment

2010 data with new SR-4 alignment

2010 data with new SR-4 alignment

2010 data with new SR-4 alignment

Peak Hour Volume:

Peak Hour Directional Split:

Peak Hour % of Trucks:

Volume/Capacity:

Average Daily Traffic:

PM 60.259

Average Traffic:

Travel Forecast Data

Level of Service:

Peak Hour % of Total ADT:

Existing Facility: Two-Lane Conventional

Class

Location

PM

Peak Hour Directional Split:

Truck Volume % of Total ADT:

Location

LOS

Location

LOS

Location

LOS

Peak Hour % of Trucks:

If a vehicle traffic study was not completed locally, values were calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN:

LOS does not reflect multi-modal at this time.

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PM 60.259

Location

LOS

Location

LOS

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Location

LOS

Volume/Capacity:

Average Traffic:

Travel Forecast Data

Level of Service:

Peak Hour % of Total ADT:

Existing Facility: Two-Lane Conventional

Class

Location

LOS

Location

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Peak Hour % of Trucks:

If a vehicle traffic study was not completed locally, values were calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN:

LOS does not reflect multi-modal at this time.

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Volume/Capacity:

Average Traffic:

Travel Forecast Data

Level of Service:

Peak Hour % of Total ADT:

Existing Facility: Two-Lane Conventional

Class

Location

LOS

Location

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Location

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Peak Hour % of Trucks:

If a vehicle traffic study was not completed locally, values were calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN:

LOS does not reflect multi-modal at this time.

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PM 60.259

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Volume/Capacity:

Average Traffic:

Travel Forecast Data

Level of Service:

Peak Hour % of Total ADT:

Existing Facility: Two-Lane Conventional

Class

Location

LOS

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Location

LOS

Peak Hour % of Trucks:

If a vehicle traffic study was not completed locally, values were calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN:

LOS does not reflect multi-modal at this time.

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PM 60.259

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Volume/Capacity:

Average Traffic:

Travel Forecast Data

Level of Service:

Peak Hour % of Total ADT:

Existing Facility: Two-Lane Conventional

Class

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Peak Hour % of Trucks:

If a vehicle traffic study was not completed locally, values were calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN:

LOS does not reflect multi-modal at this time.

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PM 60.259

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Volume/Capacity:

Average Traffic:

Travel Forecast Data

Level of Service:

Peak Hour % of Total ADT:

Existing Facility: Two-Lane Conventional

Class

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Peak Hour % of Trucks:

If a vehicle traffic study was not completed locally, values were calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN:

LOS does not reflect multi-modal at this time.

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PM 60.259

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Volume/Capacity:

Average Traffic:

Travel Forecast Data

Level of Service:

Peak Hour % of Total ADT:

Existing Facility: Two-Lane Conventional

Class

Location

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Location

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Peak Hour % of Trucks:

If a vehicle traffic study was not completed locally, values were calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN:

LOS does not reflect multi-modal at this time.

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PM 60.259

Location

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Location

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Location

LOS

Volume/Capacity:

Average Traffic:

Travel Forecast Data

Level of Service:

Peak Hour % of Total ADT:

Existing Facility: Two-Lane Conventional

Class

Location

LOS

Location

LOS

Location

LOS

Peak Hour % of Trucks:

If a vehicle traffic study was not completed locally, values were calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN:

LOS does not reflect multi-modal at this time.
South Junction: SR-4 to North Junction SR-4

Description:
Length: 1.457
Functionality: Minor Arterial
Local Planning Jurisdiction: City of Angels
Other Agency/Entity: Calaveras Council of Governments

Number of Lanes:
Type: Rural/Urban/Urbanized:
Grade %:
Accessible to Bicycles:
Bridge Length:
Bridge Rating:
Bridge Name:
Route Designations:

Functional Classification:
Facility Type:
Interregional Road System:
Scenic Highway (Eligible):
Intermodal Freight Facility:

Environmental Status:

Travel Forecast Data

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<tr>
<th>Postmile</th>
<th>2007</th>
<th>2015</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volume/Capacity</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Peak Hour</td>
<td>14,700</td>
<td>15,000</td>
<td>16,000</td>
</tr>
<tr>
<td>Volume/Capacity</td>
<td>N/A</td>
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</tr>
<tr>
<td>Peak Hour</td>
<td>0.65</td>
<td>0.65</td>
<td>0.65</td>
</tr>
</tbody>
</table>

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation ARTPLAN

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments: The count data reflected in this segment sheet reflects raw data and was not adjusted. The traffic volumes for this segment did not come from Caltrans Traffic Volumes Book and may or may not have been adjusted for seasonal variations. In some situations, traffic counts may not require a need for adjustments due to seasonal variations if those counts have been found to be reasonably representative of daily or peak hour conditions.

Segment Route Concept

Four-Lane Conventional or Expressway needed to meet 2030 Concept LOS. Due to environmental, right of way and financial constraints, special emphasis should be placed on identifying lower cost improvements such as left turn lanes, intersection improvements, wider shoulders, passing lanes, turn cuts and other operational improvements.

Programmed Projects

New Roadway - extend the bypass past the fairgrounds.

PeMS.

Southbound SR-49 north of Murphys Grade Road. PeMS.

Southbound SR-49 north of Murphys Grade Road.

Angels Camp Bridge and Intersection Improvements.
### Segment 4

#### Segment Location:
North Junction SR-4 to Angels Camp City Limits.

#### Description:
08.667-09.358

#### Functional Classification:
Minor Arterial

#### Local Planning Jurisdiction:
City of Angels

#### Other Agency/Entity
Calaveras Council of Governments

#### Roadbed Information (approximate):
- **Two Lane Width (ft.):** 12'
- **Right of Way Width (ft.):** Rolling 80-140'
- **Shoulder Width (ft.):** 0-8'
- **Median Width (ft.):** 0-12'
- **Accessible to Bicycles:** Yes
- **Number of Lanes:** 2
- **Distressed Lane Miles:** N/A
- **Roadbed Information:**
  - **Two Lane Width (ft.):** 12'
  - **Right of Way Width (ft.):** Rolling 80-140'
  - **Shoulder Width (ft.):** 0-8'
  - **Median Width (ft.):** 0-12'
  - **Accessible to Bicycles:** Yes
  - **Number of Lanes:** 2

#### Bridge Needs:
- **Interruited Lane Miles:** 4.90
- **Present Serviceability Rating:** 3

#### Post Miles:
- **Postmile:** 0.691
- **Minor Arterial:** Yes
- **Length:** Within City Limits: City of Angels
- **Functional Classification:** Conventional

#### Environmental Status:
- **Postmile:** 100 yr @ Creeks
- **Degree of Impact:** Low/Moderate
- **Special Status Species:** Possible Hazardous Waste: Asbestos & Hydrocarbons

#### Travel Forecast Data:
- **Peak Hour Volume:** 65/35, 65/35, 65/35
- **Level of Service (LOS):** All LOS reflects vehicles only. LOS does not reflect multi-modal at this time.

#### Bicycle Facility:
- **Peak Hour % of Trucks:** 5.0
- **Peak Hour % of Total ADT:** 5.0

#### Pedestrian Facility:
- **Peak Hour % of Total ADT:** 5.0

#### State Route 49

#### Transportation Concept Report

#### State Route 49 Transportation Concept Report

Segment Four, PM 08.667-09.358

### Concept Level of Service:
- **Concept Facility:** Four-Lane Conventional on existing alignment or Four-Lane Expressway on new alignment
- **Ultimate Transportation Corridor:** Four-Lane Expressway

### Comments:
- **Calaveras County Segment 4 Concept LOS:** Due to environmental, right of way and financial constraints, special emphasis should be placed on identifying lower cost improvements such as left turn lanes, intersection improvements, water shoulders, passing lanes, turn outs and other operational improvements.

### Post Mile:
- **Location:** N/A
- **Description:** N/A

### Notes:
- The information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

### State Route 49 Transportation Concept Report

Segment Four, PM 08.667-09.358

### Street Route 49

### Transportation Concept Report

Segment Four, PM 08.667-09.358

### Concept Level of Service:
- **Concept Facility:** Four-Lane Conventional on existing alignment or Four-Lane Expressway on new alignment
- **Ultimate Transportation Corridor:** Four-Lane Expressway

### Comments:
- **Calaveras County Segment 4 Concept LOS:** Due to environmental, right of way and financial constraints, special emphasis should be placed on identifying lower cost improvements such as left turn lanes, intersection improvements, water shoulders, passing lanes, turn outs and other operational improvements.

### Post Mile:
- **Location:** N/A
- **Description:** N/A

### Notes:
- The information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

### State Route 49 Transportation Concept Report

Segment Four, PM 08.667-09.358

### Concept Level of Service:
- **Concept Facility:** Four-Lane Conventional on existing alignment or Four-Lane Expressway on new alignment
- **Ultimate Transportation Corridor:** Four-Lane Expressway

### Comments:
- **Calaveras County Segment 4 Concept LOS:** Due to environmental, right of way and financial constraints, special emphasis should be placed on identifying lower cost improvements such as left turn lanes, intersection improvements, water shoulders, passing lanes, turn outs and other operational improvements.

### Post Mile:
- **Location:** N/A
- **Description:** N/A

### Notes:
- The information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

### State Route 49 Transportation Concept Report

Segment Four, PM 08.667-09.358

### Concept Level of Service:
- **Concept Facility:** Four-Lane Conventional on existing alignment or Four-Lane Expressway on new alignment
- **Ultimate Transportation Corridor:** Four-Lane Expressway

### Comments:
- **Calaveras County Segment 4 Concept LOS:** Due to environmental, right of way and financial constraints, special emphasis should be placed on identifying lower cost improvements such as left turn lanes, intersection improvements, water shoulders, passing lanes, turn outs and other operational improvements.

### Post Mile:
- **Location:** N/A
- **Description:** N/A

### Notes:
- The information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.
**Segment Location:** Angels Camp City Limits to Mountain Ranch Road.

**Description:**
- Length: 9.436
- Number of Lanes: Two
- Rolling Right of Way Width (ft.): 50-100'
- Grade %: 3-6%
- Accessible to Bicycles: Yes
- Lane Width (ft.): Two
- Right of Way Width (ft.): 80-150'
- Terrain: Rolling
- Access to Intermodal Freight Facility: Yes
- Access to Bicycles: Yes
- Postmile Present Serviceability Rating: 0'
- Bridge Name: San Domingo Creek Seismic Retrofit
- Bridge Needs: 12.30
- Postmile Bridge#: 3
- Bridge #: 30-0118
- Flood Plains: Cultural Resources:
- Moderate
- Special Status Species: Possible Hazardous Waste:
- Asbestos & Hydrocarbons
- Air Quality:
- Ozone
- Particulate Matter 10 m
- Carbon Monoxide
- Particulate Matter 2.5 m
- Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN Location
- Level of Service: 65/35
- Peak Hour Volume: 820
- Peak Hour % of Trucks: 3.8
- Peak Hour % of Total ADT: 5.0
- Level of Service Analysis for Conceptual Planning and Preliminary Engineering Version Date: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi-modal at this time.

**Environmental Status**
- Degree of Impact: Low/Moderate
- Environmental Status
- Ozone
- Particulate Matter 10 m
- Carbon Monoxide
- Particulate Matter 2.5 m
- Level of Service:
- Peak Hour Volume:
- Peak Hour % of Trucks:
- Level of Service Analysis for Conceptual Planning and Preliminary Engineering Version Date:

**Programmed Projects**
- There are no programmed projects at this time.
### CALAVERAS COUNTY FACT SHEETS—SEGMENT 6

#### State Route 49 Transportation Concept Report

**Segment Six, PM 18.784-20.496**

<table>
<thead>
<tr>
<th>Post Mile</th>
<th>Length (mi)</th>
<th>Functional Classification</th>
<th>Local Planning Jurisdiction</th>
<th>Other Agency/Entity</th>
</tr>
</thead>
<tbody>
<tr>
<td>18.784-20.496</td>
<td>1.702</td>
<td>Minor Arterial</td>
<td>Calaveras County</td>
<td>Calaveras Council of Governments</td>
</tr>
</tbody>
</table>

#### Description
- Mountain Ranch Road to Junction 49-P

#### Post Mile:
- 18.784-20.496

#### Lane Width (ft.):
- 12-24’

#### Shoulder Width (ft.):
- 0-12’

#### Flood Plains:
- Moderate

#### Wildlife:
- Special Status Species: Possible Hazardous Waste: Moderate-Aerially Deposited Lead/Naturally Occurring Asbestos & Hydrocarbons

#### Air Quality:
- Particulate Matter 10 & 2.5 μm: Non-attainment
- Carbon Monoxide: Attainment
- Ozone: Attainment

#### Travel Forecast Data

<table>
<thead>
<tr>
<th>Year</th>
<th>Existing Facility</th>
<th>Concept Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>No/No</td>
<td>Yes/No</td>
</tr>
<tr>
<td>2015</td>
<td>No/No</td>
<td>Yes/No</td>
</tr>
<tr>
<td>2030</td>
<td>No/No</td>
<td>Yes/No</td>
</tr>
</tbody>
</table>

#### Level of Service:
- HCS LOSPLAN
- Plan: 2030

#### Bicycle Facility:
- No

#### Pedestrian Facility:
- No

#### Intelligent Transportation System (ITS) Elements & Detection

<table>
<thead>
<tr>
<th>Element</th>
<th>Status</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>16.400</td>
<td>Beacon</td>
<td>North/Southbound</td>
</tr>
<tr>
<td>19.980</td>
<td>Existing</td>
<td>Eastbound</td>
</tr>
<tr>
<td>20.50</td>
<td>Beacon</td>
<td>Southbound</td>
</tr>
</tbody>
</table>

#### Comments
- Volumes Source: Existing Average Daily Traffic calculated based on 2007 Caltrans Traffic Volumes on California State Highways and traffic counts performed on SR 49 in Fall 2010. Forecasted traffic volumes for future year 2030 produced using 2007 Caltrans Traffic Volumes on California State Highways and CCOG travel demand model as well as consideration of historical growth rates along SR-49. Truck volumes and percentages based on 2007 Caltrans Annual Average Daily Truck Traffic on the California State Highway System.

#### Segment Route Concept

- Ultimate Transportation Corridor: Four-Lane Expressway
- Concept Level of Service: Non-Lane-Conventional (alternatives may be necessary because this is a "main street" highway)

#### Potential Projects
- There are no planned projects at this time.
- There are no programmed projects at this time.
Segment Location:

Segment Location:

Description:

Description:


R20.496-27.614

R20.496-27.614

Post Mile: 7.110

Post Mile: 7.110

Within City Limits: No

Within City Limits: No

Local Planning Jurisdiction: Calaveras County

Local Planning Jurisdiction: Calaveras County

Other Agency/Entity: Calaveras Council of Governments

Other Agency/Entity: Calaveras Council of Governments

Number of Lanes: Two

Number of Lanes: Two

Lane Width (ft.): 12-16'

Lane Width (ft.): 12-16'

Right of Way Width (ft.): 100-340'

Right of Way Width (ft.): 100-340'

Shoulder Width (ft.): 0'

Shoulder Width (ft.): 0'

Trespassed Lane Miles: 14.70

Trespassed Lane Miles: 14.70

Accessible to Bicycles: Yes

Accessible to Bicycles: Yes

Present Serviceability Rating: 3

Present Serviceability Rating: 3

Roadbed Information (approximate)

Roadbed Information (approximate)

Lane Width (ft.):

Lane Width (ft.):

Two

Two

12-16'

12-16'

Rolling

Rolling

Right of Way:

Right of Way:

Rural

Rural

Urban

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### CALAVERAS COUNTY FACT SHEETS—SEGMENT 8

#### STATE ROUTE 49 - TRANSPORTATION CONCEPT REPORT

**Description:** Junction of SR 26 to Calaveras/Amador County Line

**Post Mile:** 27.614-30.865

**Length:** 3.251

**Functional Classification:** Minor Arterial

**Local Planning Jurisdiction:** Calaveras County

**Other Agency/Entity:** Calaveras County of Governments

#### Roadbed Information (approximate)

- **Two Lane Width (ft.):** 12-24'
- **Number of Lanes:** Two
- **Right of Way Width (ft.):** Mountainous 100-480'
- **Terrain:** Mountainous
- **Shoulder Width (ft.):** Yes 0-4'
- **Grade %:** 6-1%
- **Accessible to Bicycles:** Yes
- **Bridge Needs:** Distressed Lane Miles 7.60
- **Bridge#:** N/A
- **Bridge Name:** N/A
- **Present Serviceability Rating:** 3
- **Median Width (ft.):** 0'
- **Route Designations:** Conventional
- **Access to Intermodal Freight Facility:** N/A
- **Scenic Highway (Designated):** Scenic Highway (Eligible): No
- **Scenic Highway (Eligible):** Eligible
- **Interregional Road System:** No
- **High Emphasis Route:** No
- **Conventional:** Yes
- **Functional Classification:** Local Planning Jurisdiction:
- **Special Status Species:** Possible Hazardous Waste: Asbestos
- **Environmental Status:** N/A
- **Year:** 2009
- **Multilane and Two-Lane Highway Level of Service Analysis for Conceptual Planning and Preliminary Engineering Version Date:** 7/17/2010
- **LOS reflects vehicles only. LOS does not reflect multi-modal at this time.**

#### Segment Route Concept

<table>
<thead>
<tr>
<th>Planned</th>
<th>Programmed Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

#### Posted Speed (mph): 55

<table>
<thead>
<tr>
<th>Year</th>
<th>2007</th>
<th>2015</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>RCS</td>
<td>0.28</td>
<td>0.31</td>
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<tr>
<td>LOSPLAN</td>
<td>0.26</td>
<td>0.31</td>
<td>0.42</td>
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</table>

#### Peak Hour Volumes:

<table>
<thead>
<tr>
<th>Year</th>
<th>2007</th>
<th>2015</th>
<th>2030</th>
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<tbody>
<tr>
<td>630</td>
<td>770</td>
<td>1,125</td>
<td>1,125</td>
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</table>

#### Peak Hour Directional Split:

<table>
<thead>
<tr>
<th>Year</th>
<th>2007</th>
<th>2015</th>
<th>2030</th>
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</thead>
<tbody>
<tr>
<td>6.0</td>
<td>6.0</td>
<td>6.0</td>
<td>6.0</td>
</tr>
</tbody>
</table>

#### Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN Location 2009 Multilane and Two-Lane Highway Level of Service Analysis for Conceptual Planning and Preliminary Engineering Version Date: 01/17/2010.

#### Projected Transportation Needing:

- Bicycle Facility
- Pedestrian Facility
- Airports
- Intermodal Comuter Facilities
- Freight Distribution
- Transit Bus

#### Post Mile Location Description

- There are no planned projects at this time.
- There are no programmed projects at this time.

#### Comments:

- This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.
Thirteen segments of SR-49 were analyzed in Amador County. The division of these segments followed considerations of changes in traffic volume or its composition, a change in the number of lanes, whether the segment was urban or rural, and changes in transportation planning or land use planning agency. This method deviates from that suggested in HCM (2000) p. 21-13, but provides for a more concise characterization of the need for capacity increases, verses operational improvements outside this document’s scope.

Existing and future automobile LOS were calculated using HCS (2000) and Florida Department of Transportation HIGHPLAN 2009 (analysis for uninterrupted flow highways with points of access not fully controlled). Segment AMA 49.2, AMA 49.3, AMA 49.4, AMA 49.5, AMA 49.6 and AMA 49.7 analysis was calculated using Florida Department of Transportation ARTPLAN 2009 (analysis for signalized roadways). All software is based on the HCM 2000. An application for evaluating auxiliary lanes was not available in the 2000 version of HCS, so analysis of auxiliary lanes were not included in this TCR. HCS two-lane highway analysis methodology was used to estimate LOS and HIGHPLAN employed to confirm those estimates—HIGHPLAN better characterizes LOS where a two way left turn lane is present. Much of the analysis employed the rolling terrain feature though portions of segments could be better classified a mountainous. LOS was not calculated for modes other than automobile.

Fulfillment of recent Department policies regarding complete streets and context sensitive solutions were sought in the evaluation and characterization of interregional travel needs with Amador County. As the full extent of SR-49 in District 10 is characterized as part of the IRRS, the UTC has been reported as expressway as reflection of our priorities. However, the concept facility acknowledges the presence of the State highway as “main street”, and defers to local planning priorities by characterizing the facility as conventional highway for the existing alignment; and, expressway, if planned or programmed new alignments are identified.

Future forecast volumes were obtained through three linear projections, from twenty year previous to present, the local transportation planning jurisdiction's TDM, and a twenty year state-wide growth projection from present. Comparison is made between the three projections for consistency, and may result in one projection being dropped, usually because it markedly overestimates or underestimates future growth compared to a transportation planning jurisdiction’s TDM.

Segment AMA 49.15 was compared to El Dorado segment ED 49.1 for consistency across County and District planning boundaries. The concept facility and the concept LOS for AMA 49.15 of a two-lane expressway with an LOS of ‘C’ was found inconsistent with a two-lane conventional highway with an LOS of ‘F’ for ED 49.1. Assignment of expressway to the concept facility for AMA-49.15 is based upon The California Streets and Highways Code, (SHC, section 253.4) which identifies AMA 49 from AMA 88 near Jackson to ED 50 near Placerville as included in the California Freeway and Expressway System. The SHC, (section 164.12) identifies SR-49, from Madera 41 to Sierra 89, as an eligible route on IRRS. In District 10, the concept LOS for a route eligible on the IRRS is LOS ‘C’ in rural areas and LOS ‘D’ in urban areas. Most segments of AMA 49 in Amador County are classified as rural. The District 3 SR-49 TCR identifies the portion of SR-49 in El Dorado County as an IRRS route, and reports a concept LOS of ‘F’.

SR-49 serves seven communities in Amador County, Amador City, City of Plymouth, City of Sutter Creek, City of Jackson, Martell, Drytown, and Fiddletown.

According to the 2010 census data, 87.0 percent of inhabitants were identified as White persons, as compared to 57.6 percent statewide. American Indian and Alaska Native persons represented 1.8 percent as compared to 1.0 percent statewide. White persons, not Hispanic, represented 79.6 percent as compared to 40.1 percent statewide and, 12.5 percent persons of Hispanic or Latino origin as compared to 37.6 percent statewide.

The population of Amador County grew from 35,100 in 2000 to 38,091 in 2010, an increase of 8.5 percent, as compared to 10 percent statewide. In April 2010, the California Department of Finance estimates that Amador County was home to 38,091 residents with a projection of 54,788 by the year 2030. The population of Amador County is made up of 20.6 years and over, 16.8 percent are under 18 years of age, and 3.8 percent are less than five years of age.

The median household income 2006-2010 is below the state average ($54,758 for Amador County compared to $60,883 for California, 2010 Census). The percentage of persons with incomes at or below the federal poverty level, for the period of 2006-2010 was 8.0 percent as compared to 13.7 percent statewide.

Critical to developing appropriate performance measures, some consideration needs to be taken for time spent traveling to work and back, an indication of commute distance. For Amador County, the time spent commuting to work exceeds the statewide average of 26.9 minutes only minimally at 28.9 minutes. In addition, current FHWA guidance stresses the incorporation of a measurement of delay into highway performance. As a result, future TCR’s will consider delay as an additional measure of the SHS’s efficiency.

According to the Amador County Coordinated Public Transit—Human Services Transportation Plan, (HSTP, 8/2008 p. 3-4), the population of Amador County is expected to increase by 35.6 percent by the year 2020. The senior population of the county is growing at a faster rate than the statewide figure of 11.4 percent. The communities of Jackson, Plymouth and Sutter Creek have the highest percentages of older adults, which are significantly higher than that reported for the State as a whole (HSTP, 8/2008 p. 3-3).

The 2000 census showed that nearly 80 percent of the work force in Amador County commuted to jobs within the county. Approximately 3,000 workers commuted into the County from neighboring areas. Jackson Rancheria Casino and Hotel is the County’s largest employer. On the same site, is one of the County’s largest medical clinics, run by the tribe, and serving both tribal members and non-members. It is a major destination for medical-related trips. The Rancheria also operates a large, state-of-the-art daycare facility, also a critical trip generator. Amador County Health and Human Services building in Sutter Creek is another major employment and social service center. The County’s largest employers are located in Jackson, Ione, Martell and Pine Grove (HSTP, 8/2008 pp. 3-3, 3-5, 3-6).

Key origins and destinations are Sacramento, Lodi/Stockton, and Jackson for medical services, Jackson and Sutter Creek for social services, Jackson and Martell for retail, and employment in Ione and Jackson. It is not uncommon for the trips from home to the doctor, the grocery store, or work to be 50, 60, 70 miles or more (HSTP, 8/2008 p. 5-9).

The only public transit service in Amador County is Amador Regional Transit System (ARTS), now known as Amador Transit (AT). Fixed-route/demand responsive bus service is provided by AT throughout the western portion of the County. The service can extend up to one-half mile from the designated...
routes. The service area encompasses all five cities and other small communities including Drytown, Fiddletown, Pine Grove, Pioneer, Buckhorn, Cambridge and Buena Vista. There are a number of other special needs transit service providers that operate in the County (2004 Amador County RTP Update, pp. III-7 to III-8). Amador Transit also provides a public shuttle bus and complementary paratransit service in the SR-49 Jackson-Martell-Sutter Creek area. Amador County Transit Commission (ACTC) has established the Sutter Hill Transit Center with a 44 space park and ride lot and vanpool service on Valley View Way near SR-49 in Sutter Creek.

Neither Greyhound nor Amtrak is available in Amador County. However, service is available in Sacramento, and may be accessed by local transit service.

The Amador County Airport, Westover Field, is a general aviation airport. There is no commercial service at this time. Sacramento International Airport is the closest major airport serving Amador County (Amador County Coordinated Public Transit – HSTP, Final Report, 08/2008, p. 4-5).

Pedestrian and bicycle travel in Amador County is limited. There are few bicycle routes in the County and a small proportion of the population currently employs bikes for short distance trips (ACTC RTP 2004). Although sidewalks and curb ramps are available in most towns, numerous gaps are present, and in many cases where there are no gaps, the walking surface quality is such that people with limited walking ability cannot traverse without difficulty. Recreational bicycle riding is especially popular in the County’s rolling foothills and the Shenandoah Valley. Amador County also has a history of hosting bicycle races, tours and events. Historic walking tours exist in Amador City, Jackson, Plymouth and Sutter Creek (Amador County Pedestrian and Bicycle Transportation Plan, pp. 16 and 25 4/2006).

Twelve segments (segments AMA 49.1, AMA 49.4, AMA 49.5, AMA 49.6, AMA 49.7, AMA 49.8, AMA 49.9, AMA 49.10, AMA 49.11, AMA 49.12, AMA 49.13 and AMA 49.14) of the fifteen segments analyzed will be deficient and potentially require a four-lane expressway (Alternatives may be needed for segments AMA 49.3, AMA 49.4, and AMA 49.5 because they are considered “main street” highway.). The RTP identifies an unfunded reliever route for segments AMA 49.4 and AMA 49.5 and a bypass or operational improvements for segment AMA 49.10.
### AMADOR COUNTY SEGMENT SHEETS—SEGMENT 1

**State Route 49 Transportation Concept Report**  
Segment One, PM 00.000/02.801  
**Description:**  
Adjoining County Line to County Line  
**Post Mile:** 00.000-12.801  
**Type/Urbanization:** Rural  
**Local Planning Jurisdiction:** Amador County/City of Jackson  
**Other Agency/Entity:** Amador County Transportation Commission  
**Functional Classification:** Minor Arterial  
**Other Area/Corridor:**  

<table>
<thead>
<tr>
<th>Post Mile</th>
<th>Number of Lanes</th>
<th>Lane Width (ft.)</th>
<th>Right of Way Width (ft.)</th>
<th>Shoulder Width (ft.)</th>
<th>Median Width (ft.)</th>
<th>Distressed Lane Miles</th>
<th>Bike Path</th>
<th>Bridge</th>
<th>Bike Bridge Name</th>
<th>Bike Access to Intermodal Freight Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.000</td>
<td>Two</td>
<td>12'</td>
<td>100-580'</td>
<td>2'-6'</td>
<td>0'</td>
<td>4.30</td>
<td>Yes</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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**Access to Intermodal Freight Facility**  
100 year @ Creeks  
Moderate  
Low

<table>
<thead>
<tr>
<th>Location</th>
<th>Bike Facility</th>
<th>Air Quality</th>
<th>Geologic Resources</th>
<th>Flood Plains</th>
<th>Waterways</th>
<th>Linkage Study</th>
<th>Degree of Impact</th>
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**Volume/Capacity**  
<table>
<thead>
<tr>
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<th>2015</th>
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<tbody>
<tr>
<td></td>
<td>RSC</td>
<td>LOSPLAN</td>
<td>HCS</td>
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<tr>
<td>Peak Hour Traffic Volume</td>
<td>0.000</td>
<td>550</td>
<td>655</td>
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<tr>
<td>Peak Hour Directional Split</td>
<td>65.3/34.7</td>
<td>65.3/34.7</td>
<td>65.3/34.7</td>
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<tr>
<td>Peak Hour % of Trucks</td>
<td>5.4</td>
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<table>
<thead>
<tr>
<th>Location</th>
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<th>Airports</th>
<th>Intermodal Commuter Facilities</th>
<th>Intermodal Freight Facilities</th>
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</tbody>
</table>

**Traffic Forecast Data**  
Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN  
All LOS reflects vehicles only.  
LOS does not reflect multi-modal at this time.

**Bike Path**  
There are no planned projects in this segment.

**Bike Bridge**  
There are no programmed projects in this segment.

### Notes
- The information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.
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## AMADOR COUNTY FACT SHEETS—SEGMENT 2

### STATE ROUTE 49

**Transportation Concept Report**

**Description:**

Segment Data in Right-of-Way Report (RTP)

<table>
<thead>
<tr>
<th>Post Mile</th>
<th>Lane Width (ft.)</th>
<th>Shoulder Width (ft.)</th>
<th>Median Width (ft.)</th>
<th>Distressed Lane Miles</th>
<th>Planned Date to Begin Project Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.819</td>
<td>12-24'</td>
<td>0-12'</td>
<td>0-12'</td>
<td>6.60</td>
<td>2030</td>
</tr>
</tbody>
</table>

### AMADOR COUNTY

**Functional Classification:** Minor Arterial

**Other Agency/Entity:** Amador County Transportation Commission

### SEGMENT 2

#### Key Information:

- **Postmile:** 0.819
- **Lane Width:** 12-24'
- **Shoulder Width:** 0-12'
- **Median Width:** 0-12'
- **Distressed Lane Miles:** 6.60

#### Transportation Corridor:

- **Designated:** Conventional
- **Eligible:** Scenic Highway
- **Eligible:** Tracking Network

#### ITS Elements:

<table>
<thead>
<tr>
<th>Postmile</th>
<th>ITS Element</th>
<th>Status</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.801</td>
<td>PaMS/TMS</td>
<td>Existing</td>
<td>Northbound/Southbound</td>
</tr>
<tr>
<td>2.801</td>
<td>Parking Lot</td>
<td>Existing</td>
<td>Southbound</td>
</tr>
</tbody>
</table>

**Comments:**

- There are no programmed projects in this segment.

### Additional Details:

- **Peak Hour Volume:** 9.1
- **Peak Hour % of Trucks:** 65/35
- **Level of Service:** D
- **Volume/Capacity:** 7.3

### Environmental Considerations:

- **Wetlands:** Leaking Underground Tanks:
  - Low/Moderate
- **Special Status Species:** Possible Hazardous Waste:
  - Asbestos & Hydrocarbons

### Travel Forecast Data:

<table>
<thead>
<tr>
<th>Year</th>
<th>ADT</th>
<th>Bicycle Facility</th>
<th>Parks and Recreation</th>
<th>Transit Bus</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>9,750</td>
<td>Parking Lot</td>
<td>Location</td>
<td>Location</td>
</tr>
<tr>
<td>2015</td>
<td>11,300</td>
<td>Existing Facility</td>
<td>Location</td>
<td>Location</td>
</tr>
<tr>
<td>2030</td>
<td>14,200</td>
<td>Planned Route</td>
<td>Location</td>
<td>Location</td>
</tr>
</tbody>
</table>

#### Programmed Projects:

- **SR-49 from Broadway to French Bar Road**
- **SR-49 at French Bar Road**

### Amador County Transportation Commission

**Amador County Transportation Commission**

**Note:** This information is for overview purposes only and does not replace a full report from Right-of-Way, Environmental, or any other Branch or Division.

**Version Date:** 12/12/2010

**Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation ARTPLAN Location**

- **All LOS reflects vehicles only. LOS does not reflect multi-modal at this time.**
### AMADOR COUNTY SEGMENT SHEETS—SEGMENT 3

**State Route 49 Transportation Concept Report**

**Segment Location:**
French Bar Road (Jackson) to South Junction SR-88 (Jackson).  

**Post Mile:**
0.000-04.029

**Major Traffic Analysis Parameters:**

#### Design Year Traffic Forecast

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Volumes</th>
<th>Average Daily Traffic (ADT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td></td>
<td>17,300</td>
</tr>
<tr>
<td>2015</td>
<td></td>
<td>20,050</td>
</tr>
<tr>
<td>2030</td>
<td></td>
<td>25,250</td>
</tr>
</tbody>
</table>

**Level of Service (LOS) Calculation:**

- LOS reflects vehicles only.
- LOS does not reflect multi-modal at this time.

<table>
<thead>
<tr>
<th>Level of Service (LOS)</th>
<th>LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peak Hour Volume:</td>
<td></td>
</tr>
<tr>
<td>Average Daily Traffic</td>
<td></td>
</tr>
<tr>
<td>Peak Hour Directional Split:</td>
<td></td>
</tr>
<tr>
<td>Truck Volume % of Total ADT:</td>
<td></td>
</tr>
</tbody>
</table>

**Peak Hour Volume:**

- 40,390
- 25,050
- 39,029

**Peak Hour Directional Split:**

- 65/35
- 65/35
- 65/35

**Truck Volume % of Total ADT:**

- 9.2
- 9.2
- 9.2

**Concept Level of Service:**

- 2030: Four-Lane Conventional (alternatives may be necessary because this is a “main street” highway)

**Transportation Corridor Classifications:**

- Interregional Road System: Eligible
- National Network, Terminal Access: None
- Terminal Access: Yes
- Surface Transportation Assistance Act (STAA): None
- Access to Intermodal Freight Facility: None

**Intermodal Freight Facilities:**

- No

**Travel Forecast Data:**

- Bike Facility
- Airports
- Intermodal Commuter Facilities
- Intermodal Freight Facilities

<table>
<thead>
<tr>
<th>Bicycle Facility</th>
<th>Airports</th>
<th>Intermodal Commuter Facilities</th>
<th>Intermodal Freight Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Online No</td>
<td>Yes/No</td>
<td>Yes/No</td>
<td>Yes/No</td>
</tr>
<tr>
<td>Location</td>
<td>Location</td>
<td>Location</td>
<td>Location</td>
</tr>
</tbody>
</table>

**Pedestrian Facility:**

- Park and Rides
- Freight Distribution
- Transit Bus

<table>
<thead>
<tr>
<th>Pedestrian Facility</th>
<th>Park and Rides</th>
<th>Freight Distribution</th>
<th>Transit Bus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>Location</td>
<td>Location</td>
<td>Location</td>
</tr>
</tbody>
</table>

**Roadbed Information (approximate):**

- Number of Lanes: 2.8
- Bridge Location:
- Bridge Name:
- Bridge Length: 3.8
- Bridge Needs Median Width (ft.): 10-12'
- Bridge Needs Shoulder Width (ft.): 7-8'
- Bridge Needs Shoulder Width (ft.): 7-8'
- Bridge Needs Bridge Width (ft.): 24'

**Wetlands:**

- Leaking Underground Tanks: Moderate
- Special Status Species: Possible Hazardous Waste: None

**Birds:**

- None

**Environmental Status:**

- None

**Strategic Highway Network:**

- None

**Amador County Transportation Commission:**

- None

**Present Serviceability Rating:**

- None

**Project Limitations:**

- None

**Project Impact:**

- None

**Other Agency/Entity:**

- Amador County Transportation Commission

**State Route 49 at French Bar Road:**

- SR-49 at French Bar Road
- SR-49 north of Jackson, South Junction SR-88
- SR-49 south of Jackson, South Junction SR-88

**Traffic Forecast Data:**

- Post Mile: 0.000
- Location: French Bar Road
- Description: SR-49 at French Bar Road

**Air Quality:**

- Ozone
- Particulate Matter 10 μm
- Particulate Matter 2.5 μm
- Carbon Monoxide

<table>
<thead>
<tr>
<th>Air Quality</th>
<th>Ozone</th>
<th>Particulate Matter 10 μm</th>
<th>Particulate Matter 2.5 μm</th>
<th>Carbon Monoxide</th>
</tr>
</thead>
<tbody>
<tr>
<td>PM 10</td>
<td>N/A</td>
<td>Yes/No</td>
<td>Yes/No</td>
<td>Yes/No</td>
</tr>
<tr>
<td>PM 2.5</td>
<td>9.2</td>
<td>9.2</td>
<td>9.2</td>
<td>9.2</td>
</tr>
</tbody>
</table>

**Travel Forecast Data:**

<table>
<thead>
<tr>
<th>ITS Element</th>
<th>Status</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

**Comments:**

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**State Route 49 Transportation Concept Report**

**Segment Four, PM 04.024/04.853**

**Description:**
- South Junction SR-88 (Jackson) to .18 mile south of Vogan Toll Road.

**Post Mile:**
- 04.029-04.853

**Functional Classification:**
- Minor Arterial

**Local Planning Jurisdiction:**
- Amador County/City of Jackson

**Amador County Transportation Commission**
- Other Agency/Entity

**Number of Lanes:**
- Four

**Terrain:**
- Rolling

**Grade %:**
- 5-6%

**Shoulder Width (ft.):**
- 10'

**Median Width (ft.):**
- 10'

**Bridge Needs:**
- Interserved Lane Miles
- 0.00

**Postmile**
- N/A

**Bridge**
- N/A

**Bridge Name:**
- N/A

**Functional Classification:**
- Conventional

**Facility Type:**
- Scenic Highway (Eligible)

**Highway Access Route:**
- Yes

**National Highway System/California Legal:**
- Yes

**Freeway Agreement:**
- None

**Degree of Impact:**
- 100 year @ Creeks

**Cultural Resources:**
- Low/Moderate

**Wetlands:**
- Moderate

**Leaking Underground Tanks:**
- Moderate

**Special Status Species:**
- Low

**Possible Hazardous Waste:**
- None

**Air Quality:**
- Ozone

**Peak Hour % of Trucks:**
- 7.1%

**Peak Hour % of Total ADT:**
- 7.1%

**Peak Hour Volume:**
- 21,550

**Average Daily Traffic:**
- 25,000

**Travel Forecast Data:**
- 2007: 21,550
- 2015: 25,000
- 2030: 31,450

**Peak Hour Directional Split:**
- 65/35

**Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation ARTPLAN Location:**
- Behind Mel’s Diner

**Peak Hour Level of Service:**
- 0.98

**Peak Hour Volume:**
- 1.44

**Peak Hour Capacity:**
- N/A

**Pedestrian Facility:**
- N/A

**Bicycle Facility:**
- N/A

**Airports:**
- N/A

**Intermodal Freight Facilities:**
- N/A

**Intermodal Commuter Facilities:**
- N/A

**Park and Ride Facilities:**
- N/A

**Freight Distribution:**
- N/A

**Transit Bus:**
- N/A

**Programmed Projects:**
- PM 5.5-5.79: East Main Street Extension to Argonaut Lane
- There are no programmed projects in this segment.
### AMADOR COUNTY SEGMENT SHEETS—SEGMENT 5

**State Route 49** transportation concept report

- **Segment Location:** 04.853-05.934
- **Route/Urban/Urbanized:** Urban
- **Length:** 1.081
- **Milton City Limits:** No
- **Functional Classification:** Minor Arterial
- **Local Planning Jurisdiction:** Amador County
- **Other Agency/Entity:** Amador County Transportation Commission

### Segment 5

<table>
<thead>
<tr>
<th>Number of Lanes</th>
<th>Lane Width (ft.)</th>
<th>Working Right Of Way Width (ft.)</th>
<th>Accessible to Bicycles</th>
<th>Rolling Grade %</th>
<th>Shoulder Width (ft.)</th>
<th>Distressed Lane Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td></td>
<td>12'</td>
<td>Yes</td>
<td>Yes</td>
<td>4-12'</td>
<td>0-00</td>
</tr>
</tbody>
</table>

### Bridge Needs

- **Bridge:** N/A
- **Bridge Name:** N/A
- **Present Serviceability Rating:** Z

### Roadway Information

<table>
<thead>
<tr>
<th>Grade %</th>
<th>Facility Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>0%</td>
<td>Eligible</td>
</tr>
</tbody>
</table>

### HCS ARTPLAN

- **PM:** 4.54-5.70
- **Numbered:** 5.934

### Post Mile Location Description

- **4.54-5.70:** Sutter Street Extension to Argonaut Lane. Reliever Route.
- **5.934:** Southbound SR-49 South of Martell, North Junction SR-88 West. Performance Measures System (PeMS).

### Air Quality

- **Ozone:** 100 year @ Creeks
- **Non-attainment**
- **Ambient**

### Travel Forecast Data

- **Average Daily Traffic:** 21,200 24,600 30,950
- **Peak Hour Directional Split:** 65/35 65/35 65/35
- **Peak Hour % of Trucks:** 5.7 5.7 5.7

### Concept Level of Service

- **2030 Concept Level of Service:** Four-Lane Conventional or Expressway needed to meet 2030 Concept LOS. Due to environmental, right of way and financial constraints, special emphasis should be placed on identifying lower cost improvements such as left turn lanes, intersection improvements, wider shoulders, passing lanes, turn outs and other operational improvements.

### Planned

- **Programmed Projects:** There are no programmed projects in this segment.
## State Route 49 Transportation Concept Report

### Segment Six

#### Description:
- **State Route 49**
- **Length:** 1.046
- **Functional Classification:** Minor Arterial
- **Local Planning Jurisdiction:** Amador County
- **Other Agency/Entity:** Amador County Transportation Commission

#### Post Mile Location Description:
- **Post Mile:** 0.00
- **Description:** Rural/Urban: Urban
- **Length:** Within City Limits: No
- **Minor Arterial Functional Classification:** Local Planning Jurisdiction: Amador County

#### Roadbed Information (approximate):
- **Number of Lanes:** Four
- **Right of Way Width (ft.):** 24'
- **Rolling Terrain:** 6+%
- **Shoulder Width (ft.):** Yes
- **Grade %:** 4-8'
- **Accessible to Bicycles:** Yes
- **Accessible to Motorcycles:** Yes
- **Bridge Needs:** Interspersed Lane Miles
- **Bridge Type:** Present Serviceability Rating
- **Bridge Name:** N/A

#### Functional Classification:
- **Micro Arterial:** Scenic Highway (Designated): No
- **Facility Type:** Divided Conventional Scenic Highway (Eligible)
- **Highway System:** National Highway System
- **Bridge #:** N/A

#### Environmental Status:
- **Postmile Present Serviceability Rating:** N/A
- **Flood Plains:** Moderate
- **Wetlands:** Moderate
- **Cultural Resources:** Moderate
- **Leaking Underground Tanks:** Moderate
- **Special Status Species:** None
- **Possible Hazardous Waste:** None
- **Air Quality:** None

### Travel Forecast Data

#### Existing Facility:
- **Four-Lane Conventional Highway:** LOS
- **Peak Hour Volume:** 18,100
- **Average Daily Traffic:** 65/35
- **Peak Hour Directional Split:** 7.2
- **Peak Hour % of Trucks:** 5.8
- **Peak Hour % of Bicycles:** 5.8
- **Peak Hour % of Pedestrians:** N/A

#### Planned
- **Four-Lane Expressway:**
- **Peak Hour Volume:** 21,000
- **Average Daily Traffic:** 65/35
- **Peak Hour Directional Split:** 7.2
- **Peak Hour % of Trucks:** 5.8
- **Peak Hour % of Bicycles:** 5.8
- **Peak Hour % of Pedestrians:** N/A

### Programmed Projects
- **Four-Lane Expressway Project:

#### Planned:
- **Peak Mile Location Description:**
  - **Peak Mile:** 0.00
  - **Location:**SR-49 south of Airport Road.
  - **Programmed Projects:**
    - **Performance Measures System (PeMS):**
    - **Four-Lane Expressway Project:**

### Notes:
- This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.
## AMADOR COUNTY SEGMENT SHEETS—SEGMENT 7

<table>
<thead>
<tr>
<th>STATE ROUTE 49</th>
<th>TRANSPORTATION CONCEPT REPORT</th>
<th>AMADOR COUNTY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Description:</strong></td>
<td>Junction US-104 (Sutter Hill) to Valley View Road.</td>
<td><strong>Segment Location:</strong> SEGMENT 7</td>
</tr>
<tr>
<td><strong>Post Mile:</strong></td>
<td>R06.980-R07.298</td>
<td><strong>Urban/Urbanized:</strong> Urban</td>
</tr>
<tr>
<td><strong>Length:</strong></td>
<td>0.217</td>
<td><strong>Local Planning Jurisdiction:</strong> Amador County</td>
</tr>
<tr>
<td><strong>Function:</strong></td>
<td>Minor Arterial</td>
<td><strong>Other Agency/Entity:</strong> Amador County Transportation Commission</td>
</tr>
<tr>
<td><strong>Functional Classification:</strong></td>
<td>Minor Arterial</td>
<td><strong>Project Limit (applicable):</strong> 12.21</td>
</tr>
<tr>
<td><strong>Grade %:</strong></td>
<td>Rolling to Mountainous</td>
<td><strong>Right of Way Width:</strong> 75-120'</td>
</tr>
<tr>
<td><strong>Shoulder Width:</strong></td>
<td>1' ‐ 8'</td>
<td><strong>Median Width:</strong> 0'</td>
</tr>
<tr>
<td><strong>Distressed Lane Miles:</strong></td>
<td>9.00</td>
<td><strong>Yes/No:</strong> No</td>
</tr>
<tr>
<td><strong>Bridge:</strong></td>
<td>N/A</td>
<td><strong>Yes/No:</strong> No</td>
</tr>
<tr>
<td><strong>Bridge Name:</strong></td>
<td>N/A</td>
<td><strong>Yes/No:</strong> Yes</td>
</tr>
</tbody>
</table>

### Number of Lanes:
- Four

### Bridge Needs:
- Distressed Lane Miles: 9.00

### Environmental Status:
- Wetlands: Leaking Underground Tanks: Moderate
- Special Status Species: Possible Hazardous Waste: Moderate-Aerially Deposited Lead/Naturally Occurring Asbestos & Hydrocarbons

### Transportation Corridor:
- Ultimate Transportation Corridor:
  - Four-Lane Expressway

### Level of Service (LOS):
- LOS Reflects Vehicles Only. LOS Does Not Reflect Multi-Modal at This Time.

### Travel Forecast Data:
- **Peak Hour % of Trucks:** 4.6 4.6 4.6
- **Peak Hour Directional Split:** 65/35 65/35 65/35
- **Peak Hour Volume:** 60,190 60,190 60,190
- **Peak Hour Directional Split:** 65/35 65/35 65/35
- **Peak Hour % of Trucks:** 4.6 4.6 4.6
- **Peak Hour Volume:** 10,000 10,000 10,000

### Infrastructure:
- **Post Mile Location Description:** There are no planned projects in this segment.

### Comments:
- Four-lane conventional or expressway needed to meet 2030 Concept LOS. Due to environmental, right of way and financial constraints, special emphasis should be placed on identifying lower cost improvements such as left turn lanes, intersection improvements, wider shoulders, passing lanes, turn outs and other operational improvements.

### Programmed Projects:
- There are no programmed projects in this segment.

### Travel Forecast Data:
- **Peak Hour % of Trucks:** 4.6 4.6 4.6
- **Peak Hour Directional Split:** 65/35 65/35 65/35
- **Peak Hour Volume:** 60,190 60,190 60,190
- **Peak Hour Directional Split:** 65/35 65/35 65/35
- **Peak Hour % of Trucks:** 4.6 4.6 4.6
- **Peak Hour Volume:** 10,000 10,000 10,000

### Infrastructure:
- **Post Mile Location Description:** There are no planned projects in this segment.

### Comments:
- Four-lane conventional or expressway needed to meet 2030 Concept LOS. Due to environmental, right of way and financial constraints, special emphasis should be placed on identifying lower cost improvements such as left turn lanes, intersection improvements, wider shoulders, passing lanes, turn outs and other operational improvements.

### Programmed Projects:
- There are no programmed projects in this segment.

### Travel Forecast Data:
- **Peak Hour % of Trucks:** 4.6 4.6 4.6
- **Peak Hour Directional Split:** 65/35 65/35 65/35
- **Peak Hour Volume:** 60,190 60,190 60,190
- **Peak Hour Directional Split:** 65/35 65/35 65/35
- **Peak Hour % of Trucks:** 4.6 4.6 4.6
- **Peak Hour Volume:** 10,000 10,000 10,000

### Infrastructure:
- **Post Mile Location Description:** There are no planned projects in this segment.

### Comments:
- Four-lane conventional or expressway needed to meet 2030 Concept LOS. Due to environmental, right of way and financial constraints, special emphasis should be placed on identifying lower cost improvements such as left turn lanes, intersection improvements, wider shoulders, passing lanes, turn outs and other operational improvements.

### Programmed Projects:
- There are no programmed projects in this segment.

### Travel Forecast Data:
- **Peak Hour % of Trucks:** 4.6 4.6 4.6
- **Peak Hour Directional Split:** 65/35 65/35 65/35
- **Peak Hour Volume:** 60,190 60,190 60,190
- **Peak Hour Directional Split:** 65/35 65/35 65/35
- **Peak Hour % of Trucks:** 4.6 4.6 4.6
- **Peak Hour Volume:** 10,000 10,000 10,000

### Infrastructure:
- **Post Mile Location Description:** There are no planned projects in this segment.

### Comments:
- Four-lane conventional or expressway needed to meet 2030 Concept LOS. Due to environmental, right of way and financial constraints, special emphasis should be placed on identifying lower cost improvements such as left turn lanes, intersection improvements, wider shoulders, passing lanes, turn outs and other operational improvements.

### Programmed Projects:
- There are no programmed projects in this segment.

### Travel Forecast Data:
- **Peak Hour % of Trucks:** 4.6 4.6 4.6
- **Peak Hour Directional Split:** 65/35 65/35 65/35
- **Peak Hour Volume:** 60,190 60,190 60,190
- **Peak Hour Directional Split:** 65/35 65/35 65/35
- **Peak Hour % of Trucks:** 4.6 4.6 4.6
- **Peak Hour Volume:** 10,000 10,000 10,000

### Infrastructure:
- **Post Mile Location Description:** There are no planned projects in this segment.

### Comments:
- Four-lane conventional or expressway needed to meet 2030 Concept LOS. Due to environmental, right of way and financial constraints, special emphasis should be placed on identifying lower cost improvements such as left turn lanes, intersection improvements, wider shoulders, passing lanes, turn outs and other operational improvements.

### Programmed Projects:
- There are no programmed projects in this segment.
### Segment Location

**Description:** Seller Mine Road to Tull Road

**Post Mile:** R08.741-R09.675

**Functional Classification:** Minor Arterial

**Grade:** 6.5%

**Shoulder Width:** 0-12’

**Median Width:** 0-12’

**Bridge:** N/A

**Bridge Name:** N/A

<table>
<thead>
<tr>
<th>Functional Classification</th>
<th>Minor Arterial</th>
<th>Scenic Highway (Designated)</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Facility Type</td>
<td>DesignScoped</td>
<td>Highway Eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>High Emphasis Route</td>
<td>No</td>
<td>Teaching Network</td>
<td>No</td>
</tr>
<tr>
<td>Focus Route/Gateway Route</td>
<td>No</td>
<td>National Network Terminal</td>
<td>N/A</td>
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<tr>
<td>National Highway System</td>
<td>No</td>
<td>Access to Intermodal Freight</td>
<td>N/A</td>
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<tr>
<td>Freeway Expressway System</td>
<td>Yes</td>
<td>Facility Type</td>
<td>No</td>
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<tr>
<td>Strategic Highway Network</td>
<td>No</td>
<td>Special Status Species</td>
<td>No</td>
</tr>
<tr>
<td>Freeway Agreement</td>
<td>No</td>
<td>Possible Hazardous Waste</td>
<td>No</td>
</tr>
<tr>
<td>Access to Intermodal Freight Facility</td>
<td>No</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

#### Degree of Impact

- **Waterways:** Low
- **Wetlands:** Low
- **Shoreline:** Low
- **Special Status Species:** Moderate-Aerially Deposited Lead/Naturally Occurring Asbestos
- **Cultural Resources:** Moderate
- **Flood Plains:** Low/Moderate
- **Archaeological:** Low
- **Existing Facilities:** Moderate
- **National Waterway:** Low

### Transportation Concept Report

<table>
<thead>
<tr>
<th>Year</th>
<th>Existing Facility</th>
<th>Planned Facility</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>Two-Lane Expressway</td>
<td>Four-Lane Expressway</td>
<td>C</td>
</tr>
<tr>
<td>2015</td>
<td>Two-Lane Expressway</td>
<td>Four-Lane Expressway</td>
<td>C</td>
</tr>
<tr>
<td>2030</td>
<td>Two-Lane Expressway</td>
<td>Four-Lane Expressway</td>
<td>C</td>
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</tbody>
</table>

#### Peak Hour % of Trucks

<table>
<thead>
<tr>
<th>Year</th>
<th>2007</th>
<th>2015</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>PM</td>
<td>5.4</td>
<td>5.4</td>
<td>5.4</td>
</tr>
<tr>
<td>AM</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

#### Level of Service (LOS)

- **LOS Plan:** PM
- **Freeway Agreement:** Yes
- **Highway Designated:** Yes
- **Highway Eligible:** Yes

#### Existing Transportation Network

<table>
<thead>
<tr>
<th>Facility</th>
<th>2007</th>
<th>2015</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Bridge Name</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

#### Travel Forecast Data

- **Peak Hour Volume:** 12,400
- **Peak Hour Directional Split:** 65/35
- **Peak Hour % of Trucks:** 5.4
- **Peak Hour Volume:** 14,500

#### Environmental Status

- **Flood Plains:** Low/Moderate
- **Archaeological:** Low
- **Cultural Resources:** Low
- **Special Status Species:** Moderate
- **Existing Facilities:** Low
- **National Waterway:** Low
- **Existing Airports:** N/A
- **Bicycle Facilities:** N/A
- **Pedestrian Facilities:** N/A
- **Bus Facilities:** N/A
- **Freight Distribution:** N/A

#### Concept Level of Service

- **LOS Plan:** PM
- **Freeway Agreement:** Yes
- **Highway Designated:** Yes
- **Highway Eligible:** Yes

#### Concept Facility

- **Two-Lane Expressway:** Yes
- **Four-Lane Expressway:** Yes

####Concept Facility

- **Two-Lane Expressway:** Yes
- **Four-Lane Expressway:** Yes

#### Notes

- There are no planned projects in this segment.
- LOS Plan reflects vehicles only. LOS does not reflect multi-modal at this time.

**Comments:**

- Four-lane conventional or expressway needed to meet 2030 Concept LOS. Due to environmental, right of way and financial constraints, special emphasis should be placed on identifying lower cost improvements such as left turn lanes, intersection improvements, wider shoulders, passing lanes, turn outs and other operations. Improvements.

---

**Note:** This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.
## AMADOR COUNTY FACT SHEETS—SEGMENT 10

### STATE ROUTE 49

<table>
<thead>
<tr>
<th><strong>Transportation Concept Report</strong> Segment Ten, PM R0.675/R10.761</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Description:</strong> Total Road to end of Amador County</td>
</tr>
<tr>
<td><strong>Post Mile:</strong> R0.675/R10.761</td>
</tr>
<tr>
<td><strong>Urban/Rural:</strong> Rural</td>
</tr>
<tr>
<td><strong>Functional Classification:</strong> Minor Arterial</td>
</tr>
<tr>
<td><strong>Length:</strong> 1.092</td>
</tr>
<tr>
<td><strong>Local Planning Jurisdiction:</strong> Amador County</td>
</tr>
<tr>
<td><strong>Other Agency/Entity:</strong> Amador County Transportation Commission</td>
</tr>
<tr>
<td><strong>Number of Lanes:</strong> Two</td>
</tr>
<tr>
<td><strong>Right of Way Width:</strong> 11-27'</td>
</tr>
<tr>
<td><strong>Shoulder Width:</strong> 80-600'</td>
</tr>
<tr>
<td><strong>Median Width:</strong> 0'</td>
</tr>
<tr>
<td><strong>Distressed Lane Miles:</strong> 1.60</td>
</tr>
<tr>
<td><strong>Facility Type:</strong> Expressway</td>
</tr>
<tr>
<td><strong>Eligible:</strong> Yes</td>
</tr>
<tr>
<td><strong>High Emphasis Route:</strong> Yes</td>
</tr>
<tr>
<td><strong>National Network, Terminal Access:</strong> No</td>
</tr>
<tr>
<td><strong>Surface Transportation Assistance Act (STAA):</strong> No</td>
</tr>
<tr>
<td><strong>Advisory:</strong> Yes</td>
</tr>
<tr>
<td><strong>Strategic Highway Network:</strong> No</td>
</tr>
<tr>
<td><strong>Additional Restrictions:</strong> None</td>
</tr>
<tr>
<td><strong>Freeway Agreement:</strong> No Access to Intermodal Freight Facility</td>
</tr>
<tr>
<td><strong>Additional Restrictions:</strong> N/A</td>
</tr>
<tr>
<td><strong>Impact Area:</strong> N/A</td>
</tr>
<tr>
<td><strong>District of Impact:</strong> N/A</td>
</tr>
<tr>
<td><strong>Roadbed Information (approximate):</strong></td>
</tr>
<tr>
<td><strong>Number of Lanes:</strong> Two</td>
</tr>
<tr>
<td><strong>Postmile Present Serviceability Rating:</strong> N/A</td>
</tr>
<tr>
<td><strong>Volume/Capacity:</strong> N/A</td>
</tr>
<tr>
<td><strong>Travel Forecast Data:</strong> N/A</td>
</tr>
<tr>
<td><strong>Existing Facility:</strong> N/A</td>
</tr>
<tr>
<td><strong>Concept Level of Service:</strong> N/A</td>
</tr>
<tr>
<td><strong>Ultimate Transportation Corridor:</strong> Four-Lane Expressway</td>
</tr>
</tbody>
</table>

### AMADOR COUNTY

<table>
<thead>
<tr>
<th><strong>Transportation Concept Report</strong> Segment Ten, PM R0.675/R10.761</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Description:</strong> Total Road to end of Amador County</td>
</tr>
<tr>
<td><strong>Post Mile:</strong> R0.675/R10.761</td>
</tr>
<tr>
<td><strong>Urban/Rural:</strong> Rural</td>
</tr>
<tr>
<td><strong>Functional Classification:</strong> Minor Arterial</td>
</tr>
<tr>
<td><strong>Length:</strong> 1.092</td>
</tr>
<tr>
<td><strong>Local Planning Jurisdiction:</strong> Amador County</td>
</tr>
<tr>
<td><strong>Other Agency/Entity:</strong> Amador County Transportation Commission</td>
</tr>
<tr>
<td><strong>Number of Lanes:</strong> Two</td>
</tr>
<tr>
<td><strong>Right of Way Width:</strong> 11-27'</td>
</tr>
<tr>
<td><strong>Shoulder Width:</strong> 80-600'</td>
</tr>
<tr>
<td><strong>Median Width:</strong> 0'</td>
</tr>
<tr>
<td><strong>Distressed Lane Miles:</strong> 1.60</td>
</tr>
<tr>
<td><strong>Facility Type:</strong> Expressway</td>
</tr>
<tr>
<td><strong>Eligible:</strong> Yes</td>
</tr>
<tr>
<td><strong>High Emphasis Route:</strong> Yes</td>
</tr>
<tr>
<td><strong>National Network, Terminal Access:</strong> No</td>
</tr>
<tr>
<td><strong>Surface Transportation Assistance Act (STAA):</strong> No</td>
</tr>
<tr>
<td><strong>Advisory:</strong> Yes</td>
</tr>
<tr>
<td><strong>Strategic Highway Network:</strong> No</td>
</tr>
<tr>
<td><strong>Additional Restrictions:</strong> None</td>
</tr>
<tr>
<td><strong>Freeway Agreement:</strong> No Access to Intermodal Freight Facility</td>
</tr>
<tr>
<td><strong>Additional Restrictions:</strong> N/A</td>
</tr>
<tr>
<td><strong>Impact Area:</strong> N/A</td>
</tr>
<tr>
<td><strong>District of Impact:</strong> N/A</td>
</tr>
<tr>
<td><strong>Roadbed Information (approximate):</strong></td>
</tr>
<tr>
<td><strong>Number of Lanes:</strong> Two</td>
</tr>
<tr>
<td><strong>Postmile Present Serviceability Rating:</strong> N/A</td>
</tr>
<tr>
<td><strong>Volume/Capacity:</strong> N/A</td>
</tr>
<tr>
<td><strong>Travel Forecast Data:</strong> N/A</td>
</tr>
<tr>
<td><strong>Existing Facility:</strong> N/A</td>
</tr>
<tr>
<td><strong>Concept Level of Service:</strong> N/A</td>
</tr>
<tr>
<td><strong>Ultimate Transportation Corridor:</strong> Four-Lane Expressway</td>
</tr>
</tbody>
</table>

### SEGMENT 10

<table>
<thead>
<tr>
<th><strong>Transportation Concept Report</strong> Segment Ten, PM R0.675/R10.761</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Description:</strong> Total Road to end of Amador County</td>
</tr>
<tr>
<td><strong>Post Mile:</strong> R0.675/R10.761</td>
</tr>
<tr>
<td><strong>Urban/Rural:</strong> Rural</td>
</tr>
<tr>
<td><strong>Functional Classification:</strong> Minor Arterial</td>
</tr>
<tr>
<td><strong>Length:</strong> 1.092</td>
</tr>
<tr>
<td><strong>Local Planning Jurisdiction:</strong> Amador County</td>
</tr>
<tr>
<td><strong>Other Agency/Entity:</strong> Amador County Transportation Commission</td>
</tr>
<tr>
<td><strong>Number of Lanes:</strong> Two</td>
</tr>
<tr>
<td><strong>Right of Way Width:</strong> 11-27'</td>
</tr>
</tbody>
</table>
**State Route 49 Transportation Concept Report**

**AMADOR COUNTY SEGMENT SHEETS—SEGMENT 11**

**Description:**
- End of Amador Bypass to Junction SR-16.
- Post Mile: R10.767-14.723
- Rural/Urban/Urbanized: Rural
- Functional Classification: Minor Arterial
- Local Planning Jurisdiction: Amador County
- Other Agency/Entity: Amador County Transportation Commission

**Functional Classification:**
- Minor Arterial

**Highway System:**
- Scenic Highway (Designated): Conventional
- Scenic Highway (Eligible): Eligible

**Right of Way:**
- Lane Width (ft.): 80-170'
- Shoulder Width (ft.): 3-10'
- Median Width (ft.): 0'

**Other Facility:**
- Number of Lanes: Two
- Access to Bicycles: Yes
- Distressed Lane Miles: 7.70

**Level of Service:**
- LOS: N/A

**Environmental Status:**
- Degree of Impact: Low/Moderate

**Travel Forecast Data:**
- Average Daily Traffic: 10,900 12,650 15,900
- LOS: 7/17/2010
- Level of Service Analysis: Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN
- Peak Hour % of Trucks: 6.6
- Truck Volume % of Total ADT: 8.2

**Transportation Concept Report Version Date:** 7/17/2010

**Notes:**
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**Comments:**
- Four-lane conventional or expressway needed to meet 2030 Concept LOS. Due to environmental, right of way and financial constraints, special emphasis should be placed on identifying lower cost improvements such as left turn lanes, intersection improvements, wider shoulders, passing lanes, turn outs and other operational improvements.
### AMADOR COUNTY FACT SHEETS—SEGMENT 12

#### STATE ROUTE 49:

<table>
<thead>
<tr>
<th>Postmile</th>
<th>Length (mi)</th>
<th>Municipal City Limits</th>
<th>Local Planning Jurisdiction</th>
<th>Other Agency/Entity</th>
</tr>
</thead>
<tbody>
<tr>
<td>14.723-14.921</td>
<td>0.198</td>
<td>No</td>
<td>Amador County</td>
<td>Amador County Transportation Commission</td>
</tr>
</tbody>
</table>

#### TRANSPORTATION CONCEPT REPORT:

<table>
<thead>
<tr>
<th>Postmile</th>
<th>Year</th>
<th>Travel Forecast Data</th>
<th>Bicycle Facility</th>
<th>Intermodal Freight Facilities</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>49-14.723-14.921</td>
<td>2007</td>
<td>LOSPLAN</td>
<td>N/A</td>
<td>N/A</td>
<td>None</td>
</tr>
<tr>
<td>49-14.723-14.921</td>
<td>2030</td>
<td>LOSPLAN</td>
<td>Location</td>
<td>Location</td>
<td>None</td>
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</tbody>
</table>

#### FACILITY INFORMATION:

<table>
<thead>
<tr>
<th>Postmile</th>
<th>Number of Lanes</th>
<th>Lane Width (ft.)</th>
<th>Shoulder Width (ft.)</th>
<th>Accessible to Bicycles</th>
<th>Bridge Needs</th>
<th>Preliminary</th>
<th>Bridge#</th>
</tr>
</thead>
<tbody>
<tr>
<td>49-14.723-14.921</td>
<td>2</td>
<td>11-12'</td>
<td>2'</td>
<td>Yes</td>
<td>0.00</td>
<td>N/A</td>
<td>N/A</td>
</tr>
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</table>

#### Degree of Impact:

<table>
<thead>
<tr>
<th>Postmile</th>
<th>Flood Plains</th>
<th>Wetlands</th>
<th>Cultural Resources</th>
<th>Special Status Species</th>
<th>Possible Hazardous Waste</th>
<th>Environmental Status</th>
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</thead>
<tbody>
<tr>
<td>49-14.723-14.921</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>None</td>
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<td>Low</td>
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</table>

#### Concept Level of Service:

<table>
<thead>
<tr>
<th>Postmile</th>
<th>Peak Hour % of Trucks</th>
<th>Level of Service</th>
<th>Peak Hour Volume</th>
<th>LOS</th>
<th>Peak Hour % of Trucks</th>
<th>Level of Service</th>
<th>Peak Hour Volume</th>
<th>LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>49-14.723-14.921</td>
<td>6.4</td>
<td>C</td>
<td>0.46</td>
<td>N/A</td>
<td>1.00</td>
<td>C</td>
<td>1.25</td>
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#### Peak Hour Directional Split:

<table>
<thead>
<tr>
<th>Postmile</th>
<th>Peak Hour Directional Split</th>
<th>Travel Forecast Data</th>
<th>Bicycle Facility</th>
<th>Intermodal Freight Facilities</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>49-14.723-14.921</td>
<td>65/35</td>
<td>Location</td>
<td>Location</td>
<td>Location</td>
<td>None</td>
</tr>
</tbody>
</table>

#### Special Notes:

- None

#### Comments:

- None

---

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### State Route 49 Transportation Concept Report

#### Segment Thirteen, PM 14.921/16.350

<table>
<thead>
<tr>
<th>Description</th>
<th>0.198 mile north of Junction SR-16 to Bush Street (Plymouth)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Post Mile</td>
<td>14.921/16.350</td>
</tr>
<tr>
<td>Length</td>
<td>1.606</td>
</tr>
<tr>
<td>Functional Classification</td>
<td>Minor Arterial</td>
</tr>
<tr>
<td>Local Planning Jurisdiction</td>
<td>Amador County/City of Plymouth</td>
</tr>
<tr>
<td>Other Agency/Entity</td>
<td>Amador County Transportation Commission</td>
</tr>
</tbody>
</table>

#### AMADOR COUNTY SEGMENT SHEETS—SEGMENT 13

<table>
<thead>
<tr>
<th>Minor Arterial</th>
<th>Two Lane Width (ft): 11-12</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rolling</td>
<td>Right of Way Width (ft): 80-110</td>
</tr>
<tr>
<td>Grade %</td>
<td>0-3%</td>
</tr>
<tr>
<td>Shoulder Width (ft):</td>
<td>0’</td>
</tr>
<tr>
<td>Distressed Lane Miles</td>
<td>0.00</td>
</tr>
<tr>
<td>Present Serviceability Rating</td>
<td>3</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Bridge Needs</th>
<th>N/A</th>
</tr>
</thead>
</table>

#### Distressed Lane Miles

<table>
<thead>
<tr>
<th>Bridge Name</th>
<th>N/A</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Functional classification</th>
<th>Minor Arterial</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scenic Highway (Eligibled):</td>
<td>No</td>
</tr>
<tr>
<td>Scenic Highway (Eligibled):</td>
<td>No</td>
</tr>
<tr>
<td>Traffic Network</td>
<td>Terminal Access</td>
</tr>
<tr>
<td>Surface Transportation Assistance Act (STAA)</td>
<td>Yes</td>
</tr>
<tr>
<td>California Legal</td>
<td>Yes</td>
</tr>
<tr>
<td>Strategic Highway Network</td>
<td>No</td>
</tr>
<tr>
<td>Additional Restrictions</td>
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</tr>
<tr>
<td>Access to Intermodal Freight Facility</td>
<td>N/A</td>
</tr>
</tbody>
</table>

#### Flood Plains

<table>
<thead>
<tr>
<th>Wetlands</th>
<th>Moderate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Special Status Species</td>
<td>Moderate-Aerially Deposited Lead/Naturally Occurring Asbestos</td>
</tr>
</tbody>
</table>

#### Air Quality

<table>
<thead>
<tr>
<th>Ozone</th>
<th>Non-attainment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Particulate Matter</td>
<td>16 m</td>
</tr>
<tr>
<td>Particulate Matter</td>
<td>2.5 m</td>
</tr>
<tr>
<td>Carbon Monoxide</td>
<td>Attainment</td>
</tr>
</tbody>
</table>

#### Travel Forecast Data

<table>
<thead>
<tr>
<th>Volume/Capacity</th>
<th>Average Daily Traffic:</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>11,400</td>
</tr>
<tr>
<td>2015</td>
<td>13,200</td>
</tr>
<tr>
<td>2030</td>
<td>16,650</td>
</tr>
</tbody>
</table>

#### Level of Service (LOS) calculation

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>2007</th>
<th>2015</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peak Hour Volume:</td>
<td>1,095</td>
<td>1,095</td>
<td>1,095</td>
</tr>
<tr>
<td>Average Daily Traffic:</td>
<td>85/35</td>
<td>85/35</td>
<td>85/35</td>
</tr>
<tr>
<td>Truck Volume % of Total ADT:</td>
<td>6.4%</td>
<td>6.4%</td>
<td>6.4%</td>
</tr>
</tbody>
</table>

#### Bicycle Facility

<table>
<thead>
<tr>
<th>Bicycle Facility</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike Path</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

#### Level of Service (LOS)

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Peak Hour Volume:</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>1,095</td>
</tr>
<tr>
<td>2015</td>
<td>1,095</td>
</tr>
<tr>
<td>2030</td>
<td>1,095</td>
</tr>
</tbody>
</table>

#### Pedestrian Facility

<table>
<thead>
<tr>
<th>Pedestrian Facility</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Park and Ride</td>
<td>Yes</td>
<td></td>
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</table>

#### Concept Level of Service: 2030

<table>
<thead>
<tr>
<th>Concept Facility</th>
<th>Four-Lane Expressway</th>
</tr>
</thead>
</table>

#### comments:

- There are no planned projects in this segment.

#### Notes:

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### AMADOR COUNTY FACT SHEETS—SEGMENT 14

<table>
<thead>
<tr>
<th>Postmile</th>
<th>Traffic Analysis Location</th>
<th>Length</th>
<th>Within City Limits</th>
<th>Functional Classification</th>
<th>Accessible to Bicycles</th>
<th>Shoulder Width (ft.)</th>
<th>Median Width (ft.)</th>
<th>Rolling Right of Way Width (ft.)</th>
<th>Bridge Needs</th>
<th>Distressed Lane Miles</th>
<th>Number of Lanes</th>
<th>Other Agency/Entity</th>
<th>Notes</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>16.530-17.220</td>
<td>Rural/Urban/Rural</td>
<td>0.690</td>
<td>Yes</td>
<td>Conventional</td>
<td>Yes</td>
<td>2'</td>
<td>0'</td>
<td>80-170'</td>
<td>Distressed Lane Miles: 2.60</td>
<td>0-3%</td>
<td>Yes</td>
<td>N/A</td>
<td>Amador County Transportation Commission</td>
<td>Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.</td>
</tr>
</tbody>
</table>

**Comments:**
- Four-lane conventional or expressway needed to meet 2030 Concept LOS. Due to environmental, right-of-way and financial constraints, special emphasis should be placed on identifying lower cost improvements such as left turn lanes, intersection improvements, wider shoulders, passing lanes, turn outs and other operational improvements.

### Travel Forecast Data

- **Peak Hour Volume:**
  - 8,000
  - 9,300
  - 11,700
- **Peak Hour % of Trucks:**
  - 7.0
  - 7.0
  - 7.0
- **Volume/Capacity:**
  - Average Daily Traffic: 8,000, 9,300, 11,700
  - Peak Hour Volume: 8,250, 9,600, 11,950
  - Level of Service:
    - LOS A: 0.30
    - LOS B: 0.30
    - LOS C: 0.30
    - LOS D: 0.664
    - LOS E: 1.205

### Air Quality

- **Carbon Monoxide:**
  - Non-attainment
- **Ozone:**
  - Attainment
- **Particulate Matter (PM):**
  - 2.5 m: Non-attainment
  - 10 m: Attainment

### Strategic Highway Network

- **Highway Functional Classification:**
  - Local Planning Jurisdiction: City of Plymouth
  - Facility Type: Eligible
  - Bridge Needs: N/A
  - Number of Lanes: 2
  - Rolling Right of Way Width: 80-170'
  - Shoulder Width: 2'
  - Median Width: 0'
  - Bridge Name: N/A

### Chart and Graphs

- **Transportation Concept Report**
  - AMADOR COUNTY TRANSPORTATION CONCEPT REPORT
  - STATE ROUTE 49—SEGMENT 14

- **State Route 49 Transportation Concept Report Segment Fourteen, PM 16.530-17.220**
  - Length: 0.690
  - Functional Classification: Conventional
  - Basic Transportation System Design:
    - ITS Element: None
    - Status: N/A
    - Direction: N/A
  - Notes: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.
### AMADOR COUNTY SEGMENT SHEETS—SEGMENT 15

#### State Route 49 Transportation Concept Report

**Segment Fifteen, PM 17.220/22.116**

**Description:** Main Street/Fiddletown Road to El Dorado County Line

**Post Mile:** 17.220/22.116

**Factual Urbanized:** Rural

**Functional Classification:** Conventional

**Local Planning Jurisdiction:** Amador County/City of Plymouth

**Other Agency/Entity:** Amador County Transportation Commission

### AMADOR COUNTY

<table>
<thead>
<tr>
<th>Bridge Needs</th>
<th>Distressed Lane Miles</th>
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<tbody>
<tr>
<td>Present Simplicity</td>
<td>10.00</td>
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<table>
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<tr>
<th>Bridge Name</th>
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### Toward El Dorado

#### Transition Network

<table>
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<tr>
<th>Peak Mile</th>
<th>Description</th>
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<tr>
<td>22.116</td>
<td>Northbound SR-49 south of Amador/Caldor County Line.</td>
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</table>

### Functional Classification

- **State Route 49:**
  - **2003 Multilane and Two-Lane Highway Level of Service Analysis for Conceptual Planning and Preliminary Engineering Version Date:** 7/17/2010.
  - **Peak Hour Directional Split:** 65/35 65/35 65/35
  - **Peak Hour % of Trucks:** 7.3 7.3 7.3
  - **Peak Hour % of Total ADT:** 9.4 9.4 9.4
  - **Peak Hour Volume:** 5033 5033 5033
  - **Average Daily Traffic:** 245 245 245
  - **Volume/Capacity:** 0.14 0.13 0.13
  - **Traffic Monitoring Station:**
    - Traffic Monitoring Station
    - Location
    - Location
    - Location
    - Location

**Air Quality**

- **Airports:** N/A
- **Transit Bus:** N/A
- **Intermodal Freight Facilities:** N/A
- **Bicycle Facility:** N/A
- **Pedestrian Facility:** N/A
- **Existing Transportation Network:** N/A

### Post Mile Location

- **24.100:** Street of Amador/Sierra County Line. |

### Concept Level of Service:

- **30**

### Environmental Status

- **Degree of Impact:** Low/Moderate
- **Degree of Impact:** Low/Moderate
- **Degree of Impact:** Low/Moderate
- **Bridge Needs:** N/A

### Post Mile Depth of Impact

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<tr>
<th>Post Mile</th>
<th>Distance</th>
<th>Location</th>
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<tbody>
<tr>
<td>22.116</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

### Post Mile Programmed Projects

- **No**
- **Yes/No**
- **No**
- **No**
- **No**
- **No**
- **Yes/No**
- **No**
- **No**
- **Yes/No**
- **No**
- **Yes/No**
- **N/A**

### Notes:

- This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.
APPENDIX A: GLOSSARY

ARTPLAN: 2009 Florida Department of Transportation software for analyzing signalized roadways.

Bicycle Routes: Refers to travel ways specific to users employing bicycles. There are three general classifications: ‘III’—bicycles share street with automobiles without separation; ‘II’—bicycles share street within their own designated lane; and ‘I’—bicycles travel independent of automobile traffic, often sharing right of way with pedestrians or equestrians.

California Environmental Quality Act (CEQA): Passed in 1971, CEQA provides the framework in which undertakings that may affect the environment are evaluated and if found to be adverse are to be mitigated for, as part of the governmental decision making process. For local governments, implementation of general plans and land use designations became a requirement and a benchmark for which changes in zoning or land uses could be assessed.

Census Designation: The designation of rural (population below 5,000), or urbanized (population between 5,000 and 50,000), or urban (populations of 50,000 or greater) highways are obtained from the California Road System (CRS) Maps published by FHWA, based upon census designation urbanized areas, and urbanized clusters. The 2007 version of the CRS Maps were used for this document.

Concept Facility: Highway facility that best maintains the concept LOS at the end of the twenty year planning period.

Concept Level of Service: see Level of Service.

Conventional Highway: Highway which permits direct access by both road intersections and driveways.

Expressway: Highway, usually an arterial, typically with access limited to at grade road intersections.

Federal Highway System: Designated by the Federal Highway Administration, these segments of state highways serve to either support interstate commerce, national defense, or other responsibilities of the federal government. As such they are eligible for federal funding, and subject to the National Environmental Policy Act (NEPA).

Focus Route: see Interregional Road System.

Freeway: A divided arterial highway with full access control and grade separated intersections.

Highway Capacity Manual (HCM): Published by the National Research Council’s Transportation Research Board, the HCM is the national standard for methodologies to evaluate and estimate highway performance. Approved software packages developed to reduce the computation effort associated with the HCM are Highway Capacity Software’s (HCS) various modules and the Florida Department of Transportation’s ARTPLAN, FREEPLAN, and HIGHPLAN. The most recent update of HCM is for 2010, though several of the software interfaces are not yet currently available. Analyses performed for this document were consistent with HCM 2000.


High Emphasis Route: see Interregional Road System.

HIGHPLAN: 2009 Florida Department of Transportation Software for analyzing two-lane and multilane uninterrupted flow highways with points of access not fully controlled.

Interregional Road System (IRRS): A State planning effort that emphasized highways within the Freeway and Expressway system that provided network connections to urban places statewide, but were not yet constructed to freeway or expressway standards. The most recent expression of this plan (1998) discussed Focus and High Emphasis routes, and established short term and long term improvements for these specific routes.

Level: see Terrain.

Level of Service (LOS): A qualitative performance measure that describes the perception of the commuter (driver, bicyclist, pedestrian, transit) of the operational conditions within a traffic stream on a highway segment. Generally scaled in a range from A through F, and historically as a performance measure for automobiles, the LOS targets optimal utility expressed as the concept LOS (C for rural highways on the IRRS, D for urban highways on the IRRS and all routes not on the IRRS). Although the current version of the Highway Capacity Manual includes LOS calculations for users other than drivers, standards have yet to be established by the State.

LOSPLAN: Florida Department of Transportation’s LOS software developed as a quality/LOS application. The application employs the 2000 HCM methodologies for automobiles and other leading methodologies for the bicycle, pedestrian, and bus modes to compute quality/LOS for planning and preliminary engineering. The software includes ARTPLAN, FREEPLAN, and HIGHPLAN options for multi-model analysis of arterials, freeways and two-lane highways.

Mountainous: see Terrain.

National Environmental Policy Act (NEPA): Established in 1971, this environmental policy applies to federal undertakings or efforts that have a federal nexus. Federal agencies were tasked to develop policies and standards to evaluate and assess the environmental impacts of federal undertakings, while the Act established general policies regarding public notification and report standards.

Rolling: see Terrain.

Rural: see Census Designation.

Surface Transportation Assistance Act (STAA): Federal highway legislation that included federal design standards and requirements for trucks (see Truck Routes).

Terrain: refers to topography specific to its affect on trucks and other heavy vehicle operation (see HCM). Level terrain contains any combination of grades or horizontal or vertical alignments that permit heavy vehicles to maintain the same speed as passenger cars; rolling terrain contains any combination of grades or horizontal or vertical alignments that causes heavy vehicles to reduce their speed substantially below that of passenger car speeds, but not to where they crawl for a significant length of time; mountainous terrain is any combination of grades or horizontal or vertical alignment that causes heavy vehicles to operate at crawl speed for significant distances or at frequent intervals. HCM methodologies address highway segments with level or rolling terrain with a set of constant values. Mountainous terrain requires separate upgrade or downgrade analysis, and recommends that any segment with grades between 2 percent and 3 percent with a length of more than half a mile be considered a separate segment.

Truck Routes: may refer to either federal standards (contained in STAA) or California standards. Routes with an STAA designation permit travel by tractor trailers with a fifty five foot long trailer, or tandems with trailers no greater than twenty eight and a half feet, while California legal routes permit the overall truck length to sixty five feet total for single and seventy five for tandems. Advisory truck routes usually possess highway geometrics that limit truck length for safe operation. Restricted truck routes have legal restrictions on the type of truck or activity.

Urban: see Census Designation.

Urbanized: see Census Designation.
## APPENDIX B: ACRONYMS

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADA</td>
<td>Americans with Disabilities Act of 1990</td>
</tr>
<tr>
<td>AADT</td>
<td>Annual Average Daily Traffic</td>
</tr>
<tr>
<td>ACTC</td>
<td>Amador County Transportation Commission</td>
</tr>
<tr>
<td>ADA</td>
<td>Americans with Disabilities Act of 1990</td>
</tr>
<tr>
<td>ADL</td>
<td>Aerially Deposited Lead</td>
</tr>
<tr>
<td>ADT</td>
<td>Average Daily Traffic</td>
</tr>
<tr>
<td>ARTS</td>
<td>Amador Regional Transit System</td>
</tr>
<tr>
<td>AT</td>
<td>Amador Transit</td>
</tr>
<tr>
<td>BTA</td>
<td>Bicycle Transportation Account</td>
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<tr>
<td>CalaCOG</td>
<td>Calaveras County Council of Governments</td>
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<tr>
<td>CAL FIRE</td>
<td>California Department of Forestry and Fire Protection</td>
</tr>
<tr>
<td>CEQA</td>
<td>California Environmental Quality Act</td>
</tr>
<tr>
<td>CHP</td>
<td>California Highway Patrol</td>
</tr>
<tr>
<td>CMAQ</td>
<td>Congestion Mitigation and Air Quality</td>
</tr>
<tr>
<td>CMIA</td>
<td>Corridor Mobility Improvement Account</td>
</tr>
<tr>
<td>CMS</td>
<td>Changeable Message Sign</td>
</tr>
<tr>
<td>CO</td>
<td>Carbon Monoxide</td>
</tr>
<tr>
<td>COG</td>
<td>Council of Governments</td>
</tr>
<tr>
<td>CSMP</td>
<td>Corridor System Management Plan</td>
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<tr>
<td>CSS</td>
<td>Context Sensitive Solutions</td>
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<tr>
<td>CTC</td>
<td>California Transportation Commission</td>
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<tr>
<td>DOT</td>
<td>Department of Transportation</td>
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<td>DSMP</td>
<td>District System Management Plan</td>
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<td>DVHD</td>
<td>Daily Vehicle Hours of Delay</td>
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<td>Eastbound</td>
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<td>EEO</td>
<td>Equal Employment Opportunity</td>
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<td>EIS</td>
<td>Environmental Impact Statement</td>
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<td>EIR</td>
<td>Environmental Impact Report</td>
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<td>EPA</td>
<td>Environmental Protection Agency</td>
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<td>FHWA</td>
<td>Federal Highway Administration</td>
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<td>FHS</td>
<td>Federal Highway System</td>
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<td>Federal Transit Administration</td>
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<td>HAR</td>
<td>Highway Advisory Radio</td>
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<tr>
<td>HC</td>
<td>Hydrocarbons</td>
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<tr>
<td>HCM</td>
<td>Highway Capacity Manual</td>
</tr>
<tr>
<td>HCS</td>
<td>Highway Capacity Software</td>
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<td>HSTP</td>
<td>Human Services Transportation Plan</td>
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<td>IIP</td>
<td>Interregional Improvement Program</td>
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<td>IRRS</td>
<td>Interregional Road System</td>
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<td>ISTEA</td>
<td>Intermodal Surface Transportation Efficiency Act</td>
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<tr>
<td>ITS</td>
<td>Intelligent Transportation Systems</td>
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<tr>
<td>ITSP</td>
<td>Interregional Transportation Strategic Plan</td>
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<tr>
<td>JCT</td>
<td>Junction</td>
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<tr>
<td>LOS</td>
<td>Level of Service</td>
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<td>MCLTC</td>
<td>Mariposa County Local Transportation Commission</td>
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<tr>
<td>MIS</td>
<td>Major Investment Study</td>
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<tr>
<td>MOU</td>
<td>Memorandum of Understanding</td>
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<tr>
<td>MPO</td>
<td>Metropolitan Planning Organization</td>
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<tr>
<td>MSL</td>
<td>Maintenance Service Level</td>
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<td>NB</td>
<td>Northbound</td>
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<tr>
<td>NEPA</td>
<td>National Environmental Policy Act</td>
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<td>NHS</td>
<td>National Highway System</td>
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<tr>
<td>NOA</td>
<td>Naturally Occurring Asbestos</td>
</tr>
<tr>
<td>NTN</td>
<td>National Truck Network</td>
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<tr>
<td>PeMS</td>
<td>Performance Measurement System (Detection)</td>
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<tr>
<td>PCS</td>
<td>Pavement Condition Survey</td>
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<td>PHV</td>
<td>Peak Hour Volume</td>
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<td>PM</td>
<td>Post Mile</td>
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<tr>
<td>PeMS</td>
<td>Performance Monitoring System</td>
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<td>PM-10</td>
<td>Particulate Matter</td>
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<tr>
<td>PR</td>
<td>Project Report</td>
</tr>
<tr>
<td>PS&amp;E</td>
<td>Plans, Specifications and Estimates</td>
</tr>
<tr>
<td>PSR</td>
<td>Project Study Report</td>
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<tr>
<td>RIP</td>
<td>Regional Improvement Plan</td>
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<td>RT</td>
<td>Regional Transit</td>
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<td>RTE</td>
<td>Route</td>
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<td>RTIP</td>
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<td>RTIF</td>
<td>Regional Transportation Impact Fee</td>
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<td>RTL</td>
<td>Ready to List</td>
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<tr>
<td>RTP</td>
<td>Regional Transportation Plan</td>
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<td>RTPA</td>
<td>Regional Transportation Planning Agency</td>
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<td>R/W</td>
<td>Right of Way</td>
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<td>SAFETEA-LU</td>
<td>Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users</td>
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<td>Southbound</td>
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<td>SGP</td>
<td>Strategic Growth Plan</td>
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<td>SHOPP</td>
<td>State Highway Operations Protection Program</td>
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<td>California Streets &amp; Highways Code</td>
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<td>State Highway System</td>
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<td>State Implementation Plan</td>
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<td>Status of Projects</td>
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<td>SR</td>
<td>State Route</td>
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<td>State Transportation Improvement Program</td>
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<td>STRAHHNET</td>
<td>Strategic Highway Network</td>
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## APPENDIX B: ACRONYMS

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<th>Description</th>
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<tr>
<td>TA</td>
<td>Terminal Access</td>
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<td>TASAS</td>
<td>Traffic Accident Surveillance and Analysis System</td>
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<tr>
<td>TBD</td>
<td>To Be Determined</td>
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<td>TCR</td>
<td>Transportation Concept Report</td>
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<td>TCRP</td>
<td>Traffic Congestion Relief Program</td>
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<td>TCTC</td>
<td>Tuolumne County Transportation Commission</td>
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<td>TDM</td>
<td>Travel Demand Model</td>
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<td>Transportation Management Center</td>
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<td>Traffic Monitoring Station/Transportation Management System</td>
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<td>Yosemite Area Regional Transportation System</td>
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<td>YATI</td>
<td>Yosemite Area Traffic Information</td>
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APPENDIX C: PUBLIC PARTICIPATION PLAN

TCR Development and Stakeholder Participation

The TCR for SR-49 was prepared by Caltrans staff in cooperation with the regional and local agencies that have jurisdiction within this corridor. The objective of the TCR is to develop local, regional, and state consensus on route improvement priorities, alternatives, and planning strategies. In addition, the accessibility needs of the communities and highway users, in particular the needs of customers with disabilities, need to be considered.

The development and successful implementation of this TCR depends upon close participation and cooperation of all the major stakeholders. A TCR development team of key stakeholders was formed and met periodically to provide technical assistance, review, and comment on the development of the TCR. The TCR development team invited representatives from Caltrans District 10 Planning, Traffic Operations, Traffic Safety, Maintenance, and Program Project Management; and representatives from the local Regional Transportation Agencies (RTAs), City and Regional Transit Agencies, County Public Works and County Planning Departments for the Counties of: Amador, Calaveras, Mariposa and Tuolumne. Team members also included representatives from the Rural Transportation Planning Agencies, Cities of Angels Camp, Ione, Jackson, Plymouth, Sonora and Sutter Creek; the town of Mariposa; and the CHP. Also included in this effort were key stakeholders/representatives from the following tribal governments:

- Federally recognized Tribal Governments
  - Buena Vista Rancheria of Me-Wuk Indians (Amador County)
  - California Valley Miwok Tribe (Calaveras and San Joaquin Counties)
  - Chicken Ranch Rancheria of Me-Wuk Indians (Tuolumne County)
  - Ione Band of Miwok Indians (Amador and San Joaquin Counties)
  - Jackson Rancheria Band of Mi-Wuk Indians (Amador County)
  - Tuolumne Band of Me-Wuk Indians (Tuolumne and Stanislaus Counties)
- Non-federally recognized Tribal Governments
  - American Indian Council of Mariposa County/Southern Sierra Mi Wuk Nation
  - Mariposa, Merced, Stanislaus, and Tuolumne Counties
  - Calaveras Band of Mi-Wuk Indians (Amador and Calaveras Counties)

Northern Valley Yokuts (Merced, San Joaquin, and Stanislaus Counties)
Sierra Native American Council (Amador County)

Public Participation Plan

Moore, Iacofano, Goltsman, Inc. (MIG) consultant service was contracted to facilitate one strategy session in each county with key stakeholders to develop a public engagement plan for the entire SR-49 TCR corridor in District 10 through Amador, Calaveras, Tuolumne and Mariposa Counties. (Please refer to http://www.dot.ca.gov/hq/tpp/offices/ocp/tp_csm_r49_trc_csm.html).

Caltrans District 10 conducts formal government-to-government consultation with federally recognized tribal governments who are located within District 10 jurisdiction for all transportation planning and programming processes, as mandated through federal and state regulations/statutes/policies. Caltrans also ensures early tribal involvement with the Native American population through public participation efforts with Native American organizations, which includes American Indian/Alaskan Native and non-federally recognized Tribes. In addition, under-represented and/or under-served populations such as elderly, disabled, young, disadvantaged individuals, low income, and minority communities/groups and community leaders are encouraged to participate.

Phase 1: Project Development

A corridor-wide kickoff meeting was held on June 12, 2009, to describe the project and solicit input from Project Development Team (PDT) members about corridor issues and opportunities.

At the meeting, participants discussed how to manage public and decision-maker expectations about the vision informing the TCR. There was a great deal of discussion about ensuring that the TCR take into account not just the standards of highway classification but how the state route operates in reality, and how to balance local needs with interregional needs of the state highway. They also emphasized that the TCR development process should provide opportunities for communication and collaboration between the Department and local decision-makers and planners. Finally, there was general agreement that the public and local officials needed to understand the function of a TCR as a planning document and not as a programming document.

PTD member recommended that Caltrans conduct future meetings for each county individually. The meeting results informed the development of the Stakeholder Coordination Plan, which is included as an appendix to the Caltrans State Route 49 TCR Public Outreach Summary.

Finally, local agencies and other stakeholders were given the opportunity to review the final draft for accuracy and consensus.

Phase 2: Process for Soliciting Public Agency Comment

PDT meetings were held at key intervals in the process to describe and review the technical work and proposed public engagement activities. The Caltrans and MIG team identified potential members for each PDT based on their roles in the local transportation system. Participants included City and County Department of Public Works and Transportation Directors, RTPAs, transit operators, CHP and tribal representatives.

Outreach

Meeting dates, times and locations were selected based on the availability of PDT members. PDT members were advised and reminded of upcoming meetings through phone calls and email.

Tribal Outreach

Specific efforts were made to extend invitations to local Indian Tribal representatives. MIG mailed letters to a list of tribal representatives provided by Caltrans in advance of PDT meetings (see attachment D1 of the Caltrans State Route 49 Transportation Concept Report Public Outreach Summary). Following transmittal of the letters, MIG made follow-up phone calls to the tribal representatives to inviting them to the PDT meetings. Tribal Government representatives attended PDT meetings in Amador, Calaveras, and Tuolumne counties.

Project Development Team Meetings

Caltrans held two meetings in each of Amador, Calaveras and Tuolumne Counties. Following an initial TCR Development Team meeting, Mariposa County asked to be updated at the conclusion of the process.
Process for Soliciting Public Comment

Employing input provided by the PDT, one community workshop was held in each county to review and provide feedback on a draft TCR. Based upon the low percentage of people speaking languages other than English in the project area counties, the project team determined that outreach and presentation materials need only be developed in English, unless specifically requested by the public.

General Outreach/Advertisement of Workshops

Caltrans conducted outreach for the meetings using the following methods:

- Email announcements sent through existing communication networks by PDT member;
- Newspaper announcements; and
- Advertising flyers posted at key community locations. Workshop flyers were hand delivered to local businesses along the corridor.

Tribal Outreach

Efforts similar to the outreach for the PDT meetings were made to contact tribal representatives regarding the community workshops, including letters and phone calls (see attachment D2 of the Caltrans State Route 49 Transportation Concept Report Public Outreach Summary).

Community Workshops

All workshop facilities were selected based upon their affordability, capacity, convenience to the study area and conformance with Americans with Disabilities Act (ADA) accessibility. Workshop locations, dates advertising and attendance information are provided in Table 3 of the Caltrans State Route 49 Transportation Concept Report Public Outreach Summary.

Workshop Materials

Caltrans provided the following materials at each workshop (Attachments C1, C2, and C3 of the Caltrans State Route 49 TCR Public Outreach Summary):

- TCR overview informational board
- A gallery of poster boards identifying key corridor segments and segment facts
- Workshop Agenda
- Corridor Fact Sheet
- Comment Card
- Caltrans Public Participation Survey

Public Comments

During each public workshop a Corridor Fact Sheet, developed in coordination with the PDT, was provided along with a comment card. Each workshop featured a TCR overview presentation that included a review of the technical analysis by key corridor segment. At intervals throughout the presentation, workshop participants were invited to ask questions and provide comments. Attendees were also encouraged to provide written comments about issues related to specific corridor segments on the comment card. Public comments related to LOS designations for specific segments were noted by Caltrans staff for incorporation into the final TCR. Public comments from the public participation effort were considered throughout the entire preparation and final analysis of this document.

This public participation framework developed for this TCR publicized the need and purpose of corridor system management planning and encouraged input from key stakeholders, advocacy groups, and the general public.
Since the writing of this document, SR-49 was reclassified to STAA Terminal Access between PM 5.934 and PM 14.723, between SR-88 and SR-16 (segments five through ten).