



APRIL 2016

**Draft**  
**CALIFORNIA**  
**STATE ROUTE 49**  
**TRANSPORTATION**  
**CONCEPT REPORT**

ROUTE LOCATION



District 2



SYSTEM  
PLANNING



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**State Route 49**  
**Transportation Concept Report**  
April 2016  
California Department of Transportation  
District 2

**About System Planning and Transportation Concept Reports**

System Planning is the long-range transportation planning process for the California Department of Transportation (Caltrans). The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) (Gov. Code §65086) by identifying issues and proposing improvements to the SHS. Through System Planning, Caltrans focuses on developing an integrated multimodal transportation system that meets Caltrans' goals of safety, mobility, delivery, stewardship, and service. Development of System Planning products is part of the continuing, cooperative and comprehensive transportation planning process and provides an opportunity for public, stakeholder, and agency participation.

The Transportation Concept Report (TCR) is a California Department of Transportation System Planning Document that includes an analysis of a transportation route or corridor. A TCR establishes a 20-year consensus-based concept for how California state highways should operate and broadly identifies the nature and extent of improvements needed to attain that operating condition. Caltrans District 2 endeavors to maintain a target Level of Service (LOS) at the transition between LOS "C" and LOS "D" on state highway facilities. A TCR identifies long-range objectives for a route and helps to guide short-term decisions for improvements.

The State Route (SR) 49 TCR is a collection of route information and data including current and projected operating characteristics of SR 49 in Caltrans District 2. The plan evaluates operational conditions and identifies potential improvements. Many different elements are considered such as development and growth trends, land uses, and local road connections. The plan considers existing State, local and regional plans and studies, while emphasizing the importance of stakeholder involvement in the planning process. The TCR should be considered when developing other area plans and studies. Projects developed for SR 49 need to be evaluated for consistency with this TCR.

The benefits of an adopted TCR include:

- Identifying, prioritizing, and addressing the greatest needs within the route.
- Protecting infrastructure.
- Logical sequencing of projects.
- Efficient use of available funding.
- A common vision for the future of the route.

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### **Additional Information**

For additional information on the SR 49 Transportation Concept Report contact:

California Department of Transportation-District 2  
Office of System Planning

Address:  
1657 Riverside Drive (MS-3)  
Redding, CA 96001  
(530) 229-0518

Internet Site: <http://www.dot.ca.gov/dist2/planning/conceptrpts.htm>

Disclaimer: The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this Transportation Concept Report (TCR) is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, District 2 System Planning Division makes every effort to ensure the accuracy and timeliness of the information contained in the TCR. The information in the TCR does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

### **California Department of Transportation**

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write:

Department of Transportation Attn: Equal Employment Opportunity Officer  
1657 Riverside Drive  
Redding, CA 96001  
(530) 225-3055 Voice, 711 Statewide TTY

Caltrans is an Equal Opportunity agency. Federal law prohibits discrimination.

## Traveler Information Links

### Homepage – Caltrans District 2

**Homepage:** <http://www.dot.ca.gov/dist2/>

Visitors to the homepage are able to click on icons that take them to websites such as **QuickMap**, **One Stop Shop** and **Chain Control Maps & Info**. On the homepage, there is also a list of traffic alerts that is updated daily. The traffic alerts notify drivers about projects that could impact travel on state highways in the District. The bottom of the page shows Caltrans District 2 “Tweets.” The links provided below are accessible from the District 2 homepage unless otherwise noted.

### Maps – Traffic Information, Construction and Weather

**One Stop Shop:** <http://oss.weathershare.org/>

One Stop Shop provides real-time roadway information for western states on a map. The types of information include traffic speed, active and inactive changeable message signs (CMSs), closed circuit television (CCTV) cameras, chain restrictions, construction, incidents, information, commercial vehicle information, road weather information systems (RWIS) and RWIS with road temperatures lower than 32°. Clicking on the different icons opens pop-up boxes with the information related to each icon. For example, clicking on an RWIS icon shows weather information such as temperature, wind direction and freezing point. Clicking on a construction icon shows information such as the location of the project, the start and end date, and any expected traveler delay.

### Maps – Traffic Information

**QuickMap:** <http://quickmap.dot.ca.gov/>

This map-based platform shows site visitors real-time traffic information including traffic speed, lane closures, incidents, message signs, cameras and chain controls. Clicking on the different icons opens pop-up boxes with the information related to each icon. For example, clicking on a lane closure icon causes a box to open displaying information such as location, direction and time period. Clicking on a camera icon opens the image the camera is capturing for the chosen location. QuickMap applies to the entire state.

### Maps – Construction

**Construction Projects:** <http://www.dot.ca.gov/dist2/projects.htm>

This page displays a map where visitors can click on a county within District 2 which takes them to another page with a list projects occurring during that construction season. The project information listed includes county, project name, description, project manager and estimated construction timeframe.

### Maps – Weather & Chain Control

**Traffic Cameras & Road Weather Information:** <http://www.dot.ca.gov/dist2/travelmap.htm>

This link opens a map of District 2 that indicates CCTV, RWIS and CCTV/RWIS locations. Visitors to the site may click on a dot shown on the map to open the camera image of current roadway conditions, weather data, or both.

**National Weather Service – Weather for Travelers:** <http://www.wrh.noaa.gov/sto/brief/caltransbriefdist2.php>

A travel forecast for any location in the country can be accessed from this link. The page opens up to a map with different user selected layers, including radar, satellite, observation controls and webcams. The observation controls include wind and temperature data. The Travel Forecast is currently in an experimental phase.

## **Highway Information (Non-map)**

### **Planned Lane Closures:**

<http://www.lcswebreports.dot.ca.gov/lcswebreports/MainMenuPreAction.do?district=Statewide>

Site visitors can search for closures on state highways within California by clicking on a District. Users can then specify county, route, dates and time period. Search queries can be as narrow or as open as desired. Search results appear in report format in a new screen, and include information regarding whether the closure is in-progress, completed or canceled. The closure is listed as “no status” if it is for a future date.

**California Highway Information:** <http://www.dot.ca.gov/cgi-bin/roads.cgi>

Not accessible from the District 2 homepage. Visitors to the site can check current highway conditions, such as traffic control, lane closures and wind advisories for any state highway in California by entering the highway number. Identical information can be obtained by calling the Caltrans Highway Information Network (CHIN): 800.427.7623.

**California Highway Patrol (CHP) Traffic Incident Information Page:** <http://cad.chp.ca.gov/>

Not accessible from the District 2 homepage. Visitors to the site can select a CHP Communication Center anywhere in California and retrieve incidents within the jurisdiction. The screen refreshes every 60 seconds. Clicking on “details” will result in a display of information pertaining to the selected incident, such as time, status and location.

**Highway Conditions Report:** <http://www.dot.ca.gov/hq/roadinfo/Hourly>

Not accessible from the District 2 homepage. This site lists highway information for every state highway in California. Information is presented in numerical order of the highways. For example, the first highway listed is State Route (SR) 1; the second highway is SR 2, followed by SR 3, SR 4, I-5 and so on through I-980. The site is updated hourly and provides information such as traffic control, lane closures, expected delays, detours and wind advisories.

Traveler Information Resources											
	Statewide Information Available	Accessible from District 2 Homepage	Map Format	Chain Requirements/ Weather-Related Road Closures	Incidents	CMS	CCTV	RWIS	Real-Time Traffic Conditions (speed, for example)	Weather	Construction/Planned Lane Closures
One Stop Shop: <a href="http://oss.weathershare.org/">http://oss.weathershare.org/</a>	•	•	•	•	•	•	•	•	•	•	•
QuickMap: <a href="http://quickmap.dot.ca.gov/">http://quickmap.dot.ca.gov/</a>	•	•	•	•	•	•	•		•		•
Construction Projects: <a href="http://www.dot.ca.gov/dist2/projects.htm">http://www.dot.ca.gov/dist2/projects.htm</a>		•	•								•
Traffic Cameras & Road Weather Information: <a href="http://www.dot.ca.gov/dist2/travelmap.htm">http://www.dot.ca.gov/dist2/travelmap.htm</a>		•	•				•	•		•	
National Weather Service: <a href="http://www.wrh.noaa.gov/sto/brief/caltransbriefdist2.php">http://www.wrh.noaa.gov/sto/brief/caltransbriefdist2.php</a>	•	•	•							•	
Planned Lane Closures: <a href="http://www.lcswebreports.dot.ca.gov/lcswebreports/MainMenuPreAction.do?district=Statewide">http://www.lcswebreports.dot.ca.gov/lcswebreports/MainMenuPreAction.do?district=Statewide</a>	•	•									•
California Highway Information (800.427.7623): <a href="http://www.dot.ca.gov/cgi-bin/roads.cgi">http://www.dot.ca.gov/cgi-bin/roads.cgi</a>	•										•
CHP Traffic Incident Information: <a href="http://cad.chp.ca.gov/">http://cad.chp.ca.gov/</a>	•				•						
Highway Conditions Report: <a href="http://www.dot.ca.gov/hq/roadinfo/Hourly">http://www.dot.ca.gov/hq/roadinfo/Hourly</a>	•										•

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## EXECUTIVE SUMMARY

State Route (SR) 49 is a 300 mile long route that begins in Madera County in District 6 and ends in Plumas County in District 2. *This TCR covers the portion of SR 49 within District 2.*

SR 49 in District 2 is 7.5 miles long and entirely within Plumas County. The surrounding land use is mostly agricultural with ranching on adjacent properties.

The route's AADT in 2013 was 640-920 vehicles per day and is expected to increase slightly to 740-1020 by 2033. The route purposes are recreation, goods movement and commuting. A high proportion of trips are to and from Reno, Nevada, a 45 minute drive east from SR 49 along SR 70 and US 395. The route is designated STAA for trucks and is specially designated as the Golden Chain Highway for the area's 19<sup>th</sup> century gold rush history.

The existing route is a two-lane conventional highway. The route concept established for 2033 in this TCR is two-lane conventional highway.

Some of the key route considerations include the following:

- *Vertical and horizontal clearance at Vinton UP (PLU 7.1)* – The underpass height is 14'5" with a narrow subway. Addressing the vertical clearance has been identified as an unconstrained project in the 10 Year SHOPP Plan. Widening the lanes to 12 feet and adding shoulders is constrained by the supports of the railroad structure. Given the cost of reconstruction or replacement of the railroad structure that would be needed in order to provide horizontal clearance and other competing needs, an opportunity to change the width is unlikely to present itself in the near term.
- *Some sections have lane widths less than 12' and no shoulders* – The district addressed a significant portion of SR 49 in 2008 when the clear recovery zone was improved and shoulders were widened to four feet from PLU 2.7 to PLU 7.0. However, the remaining sections within District 2 have lane widths less than 12' and no shoulders.
- *SR 70 intersection (PLU 7.5)* - A stop sign and a red flashing light faces northbound traffic on SR 49 at the SR 49/SR 70 intersection. There is no stop sign or signal for vehicles on SR 70. Trucks accelerate slowly when turning from SR 49 onto SR 70. The slow acceleration of trucks turning from SR 49 onto SR 70 can affect through-vehicles traveling along SR 70.

The following potential projects and strategies to maintain and operate SR 49 should be considered if funding becomes available:

<b>Table 1: Potential Projects and Strategies</b>			
<b>Location</b>	<b>Type</b>	<b>Description</b>	<b>Source</b>
0.0-2.7 & 7.0-7.5	Operational	Achieve standard shoulders	TCR Analysis; Draft Plumas County General Plan
0.0-2.7 & 7.0-7.5	Operational	Achieve standard lane widths	TCR Analysis
7.1	Transportation Permit Requirements	Increase Vertical Clearance at 09-0064 Vinton UP (VC=4.42)	Ten-Year SHOPP
7.5	Intersection	Monitor existing intersection operation at SR 49/SR 70 intersection	TCR Analysis

## STAKEHOLDER PARTICIPATION

There are many opportunities for public input throughout the project development process. Caltrans solicits and records public input during the identification of a project need, during the environmental study process and at other relevant project milestones. Public involvement for route-specific planning offers unique opportunities for Caltrans to obtain and use region-wide community input about a route. Because routes like State Route (SR) 49 span multiple jurisdictions, planning efforts must take care to address individual community issues along with region-wide issues. These issues can include local traffic flow, economic/business development, multimodal opportunities, traveler information systems, regional mobility, and safety.

*State and federal laws require public involvement to be a part of transportation decision making. While such laws are meant to promote fairness and equity in decision-making, Caltrans realizes that there are recognizable benefits to involving the public early and continuously. Some benefits from public engagement include increasing credibility, strengthening public support, and improving public trust. Involving the public early can result in using resources more efficiently to address public concerns and reduce the need to reevaluate decisions.*

Caltrans District 2, in partnership with the Regional Transportation Planning Agency for Plumas County, made the following outreach efforts during the TCR process:

Key elements of public outreach:

- Media outreach: press release, emails, phone calls, flyers, announcement on partner agency website, community bulletin boards.
- Open house: Portola (Thursday, June 4, 2015)
- Outreach to Native American Tribes.
- Communication with RTPA staff to discuss key items to be included in the report such as typical travel patterns.
- Internet Website: announcement of the SR 49 TCR as “in progress” on the District’s TCR website. An email link to the TCR lead person was included on the website.
- Local Transportation Commission meetings: presentation of draft and final versions of the SR 49 TCR.

The final step in the approval process for a TCR in District 2 includes seeking acceptance from regional partners, and District 2 staff who were directly involved in review/approval of the TCR. The report signature sheet documents support for the planning and outreach process used, and serves to acknowledge that this TCR presents reasonable concepts for future development and management of the route within the subject jurisdictions.

See the following appendices for further information:

**Appendix A: County Information**

**Appendix B: Public Outreach Activities & Public Involvement**

**Appendix C: Tribal Fact Sheets**

# REPORT SIGNATURE SHEETS

## State Route 49 Transportation Concept Report

**PREPARED BY:**

<hr/> <b>TRINA BLANCHETTE</b> Transportation Planner Office of System Planning Caltrans, District 2	<hr/> <b>Date</b>
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**SUBMITTED FOR APPROVAL BY:**

<hr/> <b>SCOTT WHITE</b> Chief Office of System Planning Caltrans, District 2	<hr/> <b>Date</b>
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**APPROVAL RECOMMENDED BY:**

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<hr/> <b>TOM BALKOW</b> Acting Deputy District Director Office of Planning and Local Assistance Caltrans, District 2	<hr/> <b>Date</b>
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# Report Signature Sheets

## State Route 49 Transportation Concept Report

APPROVED BY:

<p>_____ <b>DAVE MOORE</b> District Director Caltrans, District 2</p>	<p>_____ <b>Date</b></p>
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CONCURRENCE BY:

<p>_____ <b>ROBERT PERREAULT, JR.</b> Interim Executive Director Plumas County Transportation Commission</p>	<p>_____ <b>Date</b></p>
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## RESOLUTION OF CONCURRENCE

In Progress

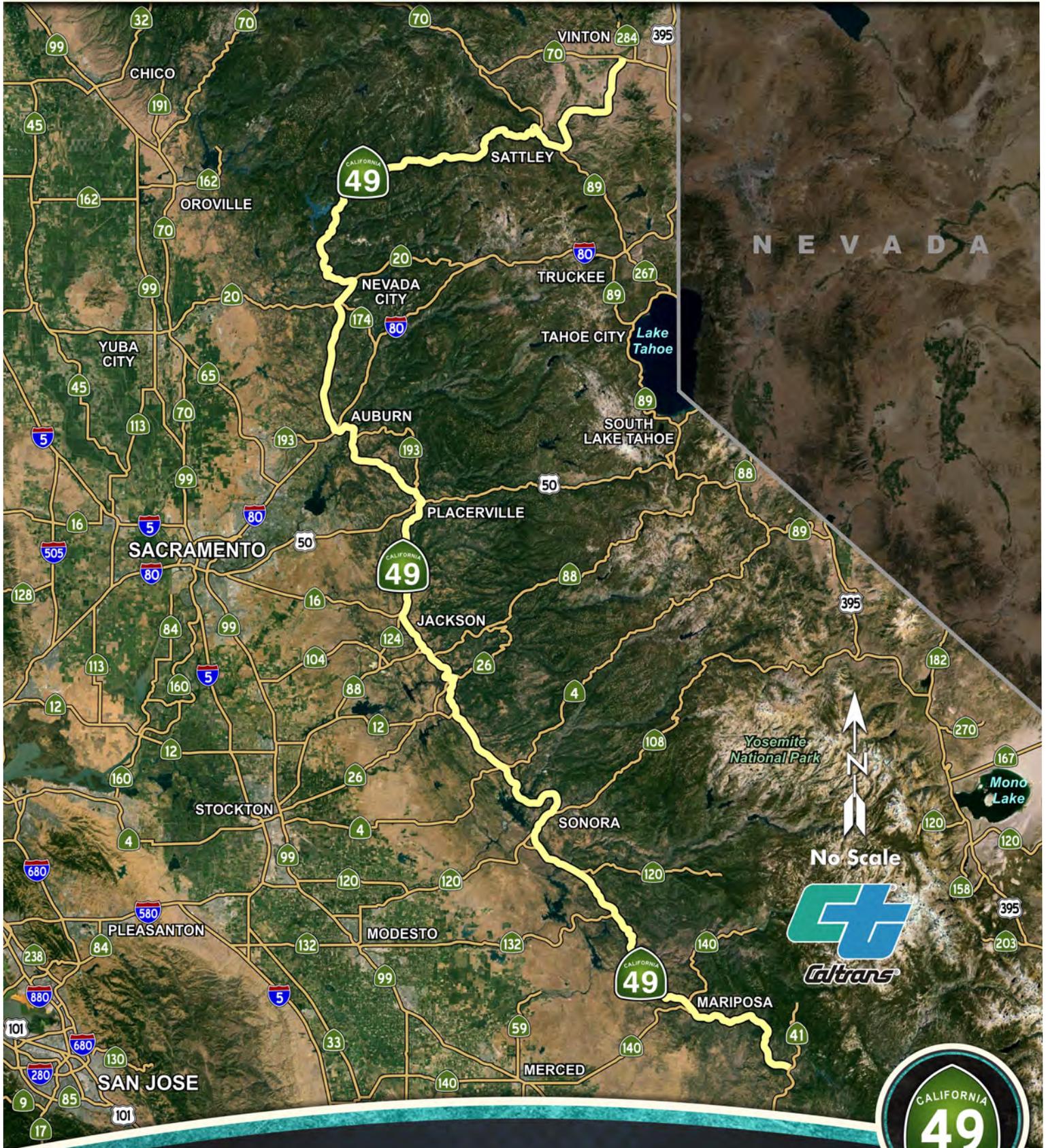
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## **SR 49: STATEWIDE OVERVIEW**

Designated along its entire 300 miles as the “Golden Chain Highway,” SR 49 passes through four Caltrans districts, 11 counties and several communities. Over the course of these 300 miles, the route passes through a variety of urban and rural settings and it is used for many different purposes. This section summarizes conditions along the entire route and includes volumes, route purpose and travel patterns for SR 49 statewide.

The route’s volumes vary greatly from a low Annual Average Daily Traffic (AADT) of 600 in Mariposa County to a high AADT of 50,000 in Placer County. Most of SR 49 is two-lane conventional, but some segments are expressways or freeways. Many of the segments are currently operating with a Level of Service (LOS) in the C-E range. Bicycle and pedestrian facilities are limited; however, improvements have been identified in many locations. Fixed-route transit services are limited to the larger communities along the route.

More than half of the route passes through a rural setting and most is along rolling or mountainous terrain. Of the route’s 302-mile length, only seven and a half miles of SR 49 are within District 2, all in Plumas County. A map of SR 49 from its beginning in Madera County to its end in Plumas County is shown on the next page.



# STATE ROUTE 49: STATEWIDE OVERVIEW

**Table 2** shows mileage by county and district and the highest AADT within each county. It also shows the populations of counties and communities that the route passes through. The largest city along the route is Auburn with a population of 13,330. However, most of the communities along the route are much smaller and have populations under 5,000.

<b>Table 2: SR 49 Statewide Data</b>					
District	Miles of SR 49 in Each District	Highest AADT in Each County	County	County Population <i>(Community along SR 49 within the County)</i>	Miles of SR 49 in Each County
6	9	12,800	Madera (MAD)	150,865 <i>(Oakhurst CDP: 2,829)</i>	9
10	130	7,000	Mariposa (MPA)	18,251 <i>(Mariposa CDP: 2,173)</i>	49
		23,500	Tuolumne (TUO)	55,365 <i>(City of Sonora: 4,903)</i>	28
		15,900	Calaveras (CAL)	45,578 <i>(San Andreas CDP: 2,783)</i>	31
		20,900	Amador (AMA)	38,091 <i>(City of Jackson: 4,651)</i>	22
3	155	15,000	El Dorado (ED)	181,058 <i>(City of Placerville: 10,389)</i>	38
		50,000	Placer (PLA)	348,432 <i>(City of Auburn: 13,330)</i>	11
		31,000	Nevada (NEV)	98,764 <i>(City of Grass Valley: 12,860)</i>	33
		1,600	Yuba (YUB)	72,155 <i>(Camptonville CDP: 158)</i>	9
		1,900	Sierra (SIE)	3,240 <i>(City of Loyalton: 769)</i>	64
2	8	920	Plumas (PLU)	20,007 <i>(Chilcoot-Vinton CDP: 454)</i>	8
Total Length of SR 49:					302

The graph below shows AADT along SR 49 statewide. The highest volumes are located near Auburn and Grass Valley in District 3, while some of the lowest volumes are located along the northern parts of the route in Yuba, Sierra and Plumas Counties.

## SR 49 AADT Statewide Overview

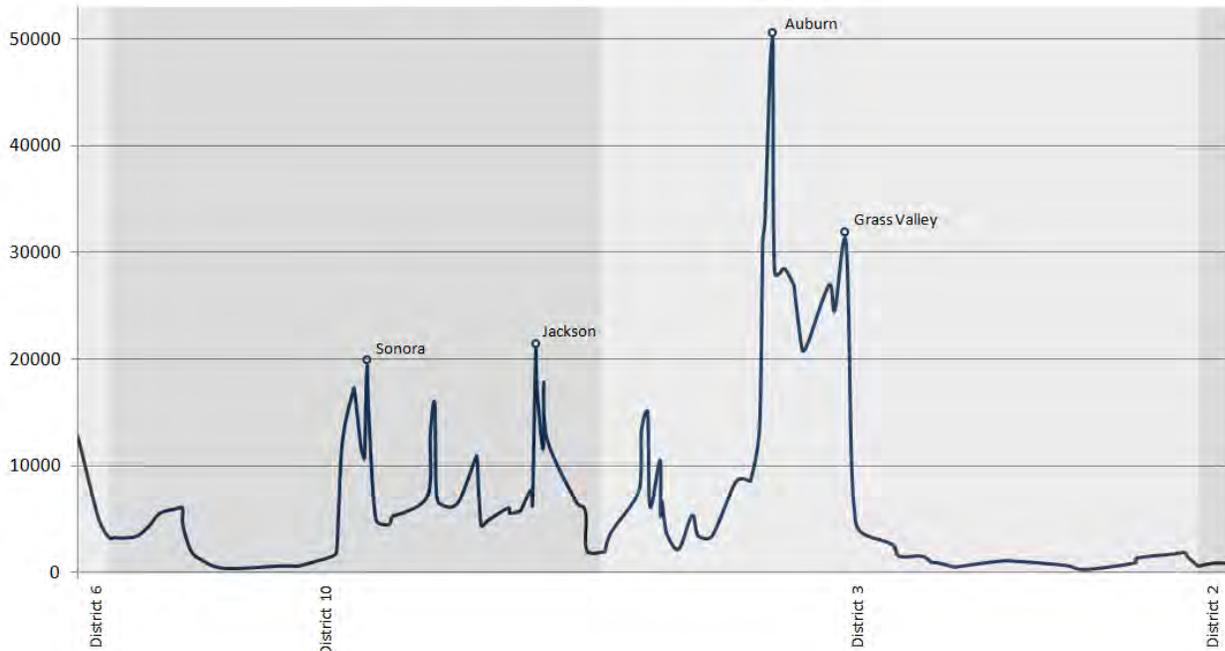


Figure 1: SR 49 AADT Statewide

### SR 49 in District 6 *Madera County*

The section of SR 49 that passes through District 6 begins at SR 41 in the community of Oakhurst and ends at the Madera/Mariposa County line. Only 9.3 miles of SR 49 are within District 6. AADT ranges from 5,000 to 10,000. The route passes over rolling and mountainous terrain and rangeland. Oakhurst, the community in which SR 49 begins, serves as the regional shopping and commercial center. In District 6, SR 49 serves as a connection to mountain communities and recreational opportunities.

### SR 49 in District 10 *Mariposa, Tuolumne, Calaveras and Amador Counties*

Within District 10, SR 49 links communities in the Sierra Nevada foothills. In some locations, the route serves as a Main Street and in others, it serves as a commuter route for mountain towns and communities. Residents typically use the route as a leg in medical and work commute trips to nearby cities such as Modesto, Stockton, Lodi and Merced. Sonora and San Andreas, located along SR 49, are also employment centers. In addition to serving commute traffic, SR 49 is a highly desirable recreation and tourism route with considerable weekend traffic.

AADT is lowest along rural sections of the route and highest near population centers. The lowest AADT in District 10 is 440, occurring in Bear Valley, Mariposa County, while the highest is 23,500 in Sonora, Tuolumne County.

### **SR 49 in District 3**

*El Dorado, Placer, Nevada, Yuba and Sierra Counties*

In District 3, SR 49 ascends from the foothills, over the mountains and to the Sierra Valley in eastern Sierra County. The three largest cities along the entire route, Placerville, Auburn and Grass Valley, are all within District 3 and each have a population over 10,000. AADT in District 3 ranges from a low of 640 at the Plumas County line to the route's highest AADT of 50,000 near Auburn.

The route's main purposes are commuting and recreation, depending on nearby land uses. The 23-mile-long section of SR 49 near Auburn, Grass Valley and Nevada City has heavy commute traffic. For residents in the rural mountainous areas, the route serves as a lifeline to services and employment in Central Valley cities or Reno, which is 40 miles east of Loyalton. Along the mountainous sections of the route, much of the travel is for recreation, typically in the summer. Goods movement serving the timber industry occurs along rural stretches of SR 49.

The 17-mile long segment in Sierra County from SR 89 to the Plumas County line is a two-lane conventional highway operating at LOS A. Volumes along this segment range from 640 at the Plumas County Line to 1900 in Loyalton. District 3 has plans to make improvements to the SR 49 intersection with SR 89 in Sierraville. There are also plans to improve bicycle facilities within Loyalton.

### **SR 49 in District 2**

*Plumas County*

The section within District 2 is seven and a half miles long beginning at the Sierra County Line and ending at SR 70 in Vinton. It is a two-lane conventional highway and has an AADT ranging from 640 at the Sierra County Line to 920 at SR 70. Trucks represent 5 percent of AADT. Compared to most of SR 49 elsewhere in the state, the portion within Plumas County has lower volumes and is more rural.

Most trips along SR 49 in District 2 are for the purposes of commuting, running errands, goods movement and recreation. SR 49 serves as a rural link providing residents with access to employment and services in Reno or in communities along SR 70. The trips are mostly interregional, since there are few trip attractors or generators along SR 49 within Plumas County.

The terrain is level with the elevation ranging from 4,900-5,000 feet. Typical adjacent land uses include rural residential, ranching and open space.

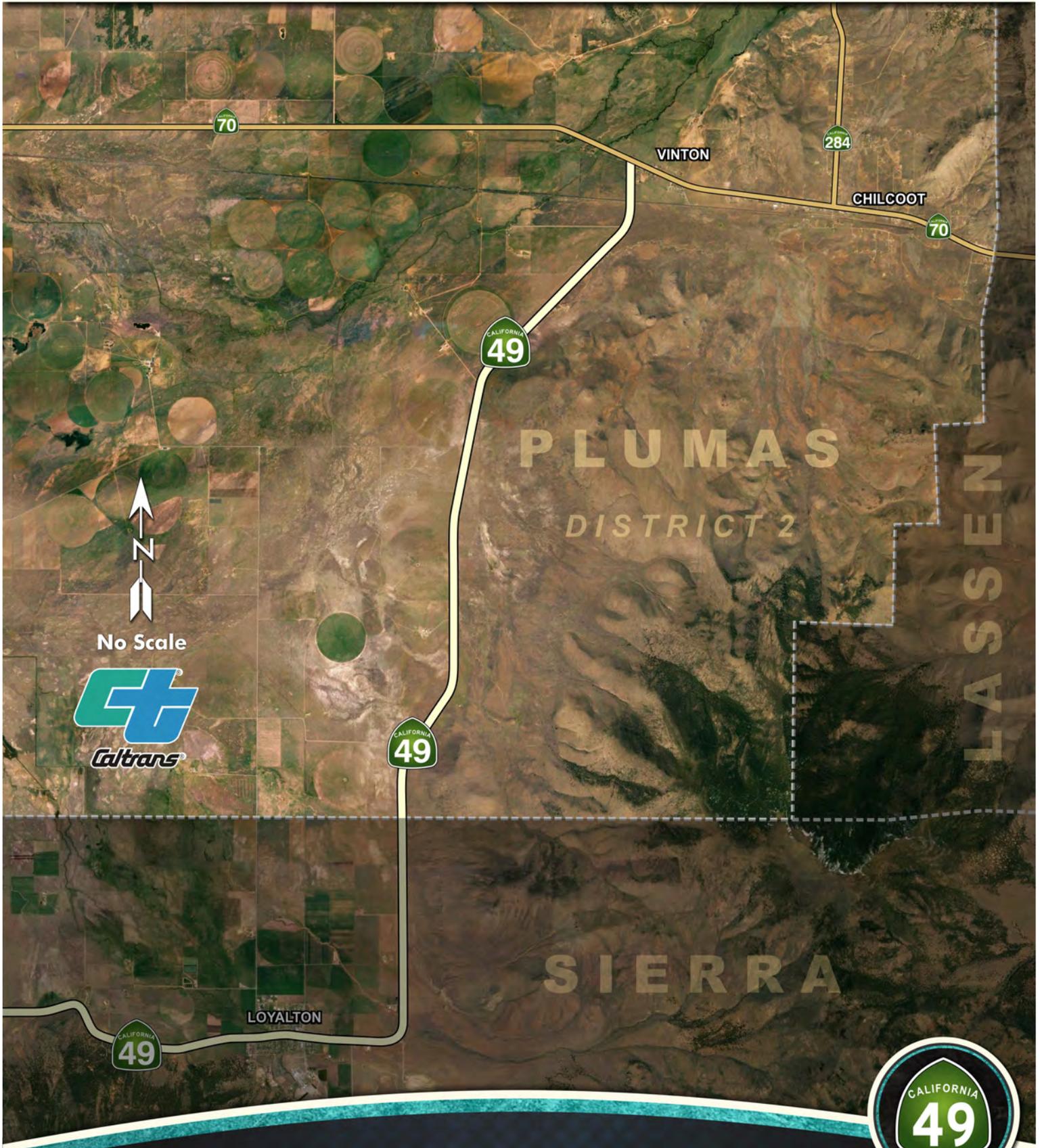
## GENERAL ROUTE INFORMATION

### ROUTE DESCRIPTION

SR 49 begins at SR 41 in Madera County in District 6 and passes through Districts 6, 10 and 3 before its terminus at SR 70 in District 2. Most of the route's 302 miles run along the western side of the Sierra Nevada Mountain Range. The seven and a half mile portion within District 2 is entirely within rural southeastern Plumas County, in the Sierra Valley region of California. In District 2, SR 49 is a rural low-volume two-lane conventional highway, with a 65 mile-per-hour speed limit. There are two chain control signs along the route, one facing northbound traffic at PLU 0.1 and one facing southbound traffic at PLU 7.4.

### **Route Location**

This TCR covers the part of SR 49 that is within District 2. The map on the following page shows the route within District 2.



# STATE ROUTE 49 IN DISTRICT 2

## Route History

SR 49 was former Route 233 between Sierraville and Vinton and was added to the State Highway System in 1953.

## Legal Description

The California State Highway System consists of routes described in the California Streets and Highways Code. Division 1, Chapter 2, Article 3 (Section 349) describes SR 49 as follows:

349. (a) *Route 49 is from:*

- (1) *Route 41 near Oakhurst to Route 140 at Mariposa.*
- (2) *Route 140 at Mariposa to Route 120 near Moccasin.*
- (3) *Route 120 near Chinese Camp to Route 80 near Auburn via the vicinity of Sonora; via Angels Camp, San Andreas, and Jackson; and via the vicinity of El Dorado, Diamond Springs, and Placerville.*
- (4) *Route 80 near Auburn to Route 20 in Grass Valley.*
- (5) *Route 20 at Nevada City to Route 89 near Sattley via Downieville.*
- (6) *Route 89 near Sierraville to Route 70 near Vinton via Loyalton.*

## Route Connections

SR 70 is the only state highway within District 2 that intersects with SR 49.

SR 70 (at the north end of SR 49) is a west to east highway that begins at SR 99 in Sutter County and ends at US 395 in southeastern Lassen County. The route is about 180 miles long and passes through Sutter, Yuba, Butte, Plumas and Lassen Counties. It is an important recreational route and connection to mountain communities. Parts of the route run parallel to the Feather River. The eastern part of the route through Plumas County serves as a connection to Reno for both residents and visitors.

### *Other Route Connections*

Plumas County Road A24, Dyson Lane, turns westbound off SR 49 at PLU 3.9. It winds west then north through ranchland and open space to its end at SR 70, just east of Beckwourth. It is a low-volume country road serving the purpose of residential and agricultural access.

## Route Purpose and Travel Patterns

SR 49 in Plumas County serves three main purposes including commuting, goods movement and recreation. Loyalton, three and a half miles south of the Sierra/Plumas County line along SR 49, is a 45-minute drive from Reno via US 395, SR 70 and SR 49. It is common for Loyalton area residents to travel to Reno for work, shopping and medical appointments.

Commute data for Plumas and Sierra Counties, the city of Loyalton and Chilcoot-Vinton CDP are presented in **Table 3: Commute Data**. About 26 percent of Loyalton and 39 percent of Chilcoot-Vinton workers commute to another state for their jobs.

<b>Table 3: Commute Data</b>				
	<b>Plumas County</b>	<b>Chilcoot-Vinton CDP</b>	<b>Sierra County</b>	<b>Loyalton city</b>
<b>Population</b>	20,007	454	3,240	769
<b>Workers 16 years and over</b>	7,297	96	1,134	332
<b>Worked in county of residence</b>	81.6%	0.0%	61.6%	42.5%
<b>Worked outside county of residence</b>	11.9%	61.5%	25.0%	31.9%
<b>Worked outside state of residence</b>	6.5%	38.5%	13.3%	25.6%

Peak seasons and distances covered for the movement of goods along SR 49 depend on the types of commodities transported. More trucks transport timber in the summer and more agricultural vehicles are present in the early spring and late fall. Occasionally trucks that begin and end their trips within the state of California use SR 49 to avoid paying out of state licensing fees required to cross into Nevada. Goods movement travel is interregional, regional and local. SR 49 supports goods movement between communities in Sierra Valley to and from Reno, Nevada.

SR 49, also called the Golden Chain Highway, is named after California’s 1849 gold rush. Visitors travel along SR 49 for the experience of travelling along a historic route and seeing historical sites. The area of Plumas County through which SR 49 passes is popular for cycling, viewing nature and creating art.

**Terrain**

The Plumas County portion of SR 49 is located within the Sierra Valley region of California. The elevation ranges from 4,900-5,000 feet and the terrain is level. The route is surrounded by mostly level grazing land and open space. The surrounding plant life consists of large sagebrush plants with scattered antelope bitterbrush and various grasses. The route passes a few hills and some higher elevations are visible in the distance.

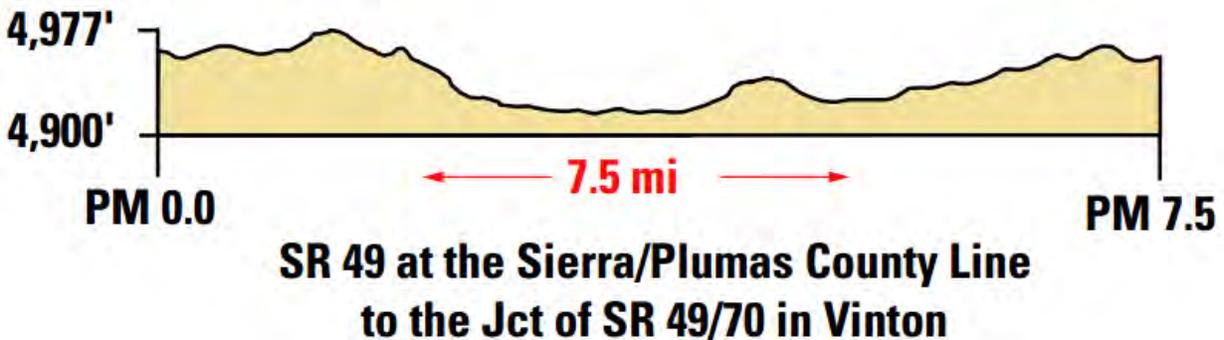


Figure 2: SR 49 Route Profile. Source: Caltrans District 2 Cycling Guide.

## **ROUTE DESIGNATIONS**

A route’s designation is adopted through legislation and identifies which system(s) and classification the route is associated with on the State Highway System. Typical designations include but are not limited to National Highway System (NHS) and Interregional Route System (IRRS).

<b>Table 4: Route Designations</b>	
	<b>Plumas County</b>
<b>State Highway System<sup>1</sup></b>	Yes
<b>Interregional Road System</b>	No
<b>High Emphasis</b>	No
<b>Focus Route</b>	No
<b>Freeway &amp; Expressway System</b>	Yes
<b>National Highway System</b>	No
<b>Strategic Highway Network</b>	No
<b>Federal Functional Classification</b>	Minor Arterial
<b>Truck Designation</b>	Terminal Access Route (STAA <sup>2</sup> )
<b>Golden Chain Highway<sup>3</sup></b>	Yes

<sup>1</sup>The State Highway System was added to the California Streets and Highways Code (Sections 300-635) in 1964. The intent of the legislature was to identify a set of routes in the State Highway System that serve the state’s heavily traveled rural and urban corridors, connect the communities and regions of the state, and support the state’s economy by connecting centers of commerce, industry, agriculture, mineral wealth, and recreation.

<sup>2</sup>STAA refers to the Surface Transportation Assistance Act of 1982. STAA routes allow “interstate STAA trucks” which are defined in **Appendix D: Truck Information**

<sup>3</sup>Golden Chain Highway: Route 49 is known as the "Golden Chain Highway" and links historic towns and points of interest in California's gold country. This route, which begins in Madera County and ends in Plumas County, is named by historical and long local usage and through legislative action. (AB 2922, CH 1318, 1992, Pub Res Code)

## **COMMUNITY CHARACTERISTICS AND LAND USE**

### **Demographic Characteristics and Economic Base**

**Table 5** displays 2010 US Census data for Plumas County and the Chilcoot-Vinton Census Designated Place (CDP), located near SR 49, SR 70 and SR 284 within Plumas County. Also included is census data for Sierra County, just south of Plumas County, and the city of Loyalton, three miles south of the county line.

	<b>California State</b>	<b>Plumas County</b>	<b>Chilcoot-Vinton CDP</b>	<b>Sierra County</b>	<b>Loyalton</b>
<b>Total Population</b>	37,253,956	20,007	454	3,240	769
<b>65+</b>	4,246,514	4,154	67	676	151
<b>Male Population</b>	18,517,830	10,003	241	1,646	387
<b>Female Population</b>	18,736,126	10,004	213	1,594	382
<b>White</b>	21,453,934	17,797	418	3,022	701
<b>Black</b>	2,299,072	192	1	6	2
<b>American Indian</b>	362,801	539	4	21	21
<b>Asian</b>	4,861,007	134	1	12	-
<b>Native Hawaiian and Other Pacific Islander</b>	144,386	18	-	2	-
<b>Hispanic or Latino</b>	14,013,719	1,605	38	269	108
<b>Median Household Income</b>	\$61,094	\$45,794	\$47,607	\$39,009	\$45,333
<b>Median House Value</b>	\$366,400	\$251,200	\$275,000	\$231,400	\$122,900
<b>Percent Unemployed</b>	11.5%	17.2%	34.2%	10.2%	5.8%
<b>Population Projection, 2035</b>	45,747,645	18,929	430	2,918	693
<b>Population per Square Mile</b>	239.1	7.8	34	3.4	2,200
<b>Individuals Below Poverty Level</b>	15.9%	13.9%	6.1%	19.4%	9.4%

Ranching and timber production are important components of Plumas County's economy. Plumas County produced \$12.2 million in livestock and livestock products in 2005. In 2012, Plumas was ranked as the fifth leading timber county in the state, producing 84,652 million board feet of timber volume. Although timber production has decreased in the past few decades, milling operations remain in Chester and Quincy.

Twenty-three percent of all workers in Plumas County hold jobs in the public sector. Many government jobs in Plumas County are with the US Forest Service, various county offices and local schools.

Tourism and recreation are important economic resources to the county. Plumas County is an attractive tourist destination because of its mountains, lakes and high desert setting with little

surrounding development. The communities and counties in the Sierra Valley region wish to promote cycling, viewing nature, creating art and other recreational activities in the area.

## **Land Use and Future Development**

Most of the land surrounding SR 49 in Plumas County is used as grazing land and is currently zoned for resource production, specifically as agricultural preserve and important agricultural lands. A few sections with irrigated agriculture produce alfalfa and hay. Plumas County's Draft General Plan identifies land along part of the route as having a conservation easement. The easements, achieved through a partnership effort involving the Wildlife Conservation Board and various nonprofit organizations, protect some of the farms adjacent to the highway.

Some land is zoned rural residential with an agricultural buffer. Near Vinton, land is zoned suburban residential and secondary residential. Most of the residences along the route are near Vinton, where some commercial structures are located as well. The Bureau of Land Management manages some land adjacent to the route, south of the railroad tracks at Plumas Post Mile<sup>1</sup> 7.1 (PLU 7.1).

There has been very little growth in the region in terms of population and employment and there is little forecasted growth. In the future, there could be some small-scale rural residential development along SR 49 south of the railroad or additional residential and/or commercial growth in the community of Vinton at SR 70. Future potential growth in the Sierra County communities of Loyalton and Sierraville could impact traffic volumes on SR 49 in Plumas County.

In addition to tourism, Plumas County is a popular location people choose for second homeownership or retirement. The number of future new dwelling units that are second homes is expected to be greater than the number of new primary homes over the course of the next 20 years.

## **ROUTE OVERVIEW**

### **Vehicles**

Passenger vehicles are the primary mode of transportation used along SR 49 within District 2, representing about 95 percent of AADT. The number of passenger vehicles increases to the north. Many vehicles along the route travel interregionally for commuting to or running errands in Reno.

### **Freight**

Within District 2, SR 49 is open to STAA trucks. About 58 trucks per day use SR 49, making up about five percent of AADT. The majority of trucks transport cattle and other domesticated farm animals, hay, logs, chips, garbage, concrete, rock and gravel. Sometimes delivery trucks between

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<sup>1</sup> Using miles and counties, the Post Mile system identifies specific and unique locations in the California Highway System. Post mile values increase usually from south to north or west to east depending on the general direction the route follows within the state. The post mile values increase from the beginning of a route within a county to the next county line. The post mile values start over again at each county line. Since SR 49 passes through Plumas County, the post mile references appear using county abbreviation PLU.

Reno and communities in Sierra Valley use SR 49. Some trucks use SR 49 in Plumas County to travel to and from the transfer station, 2.2 miles south of the Sierra/Plumas County Line, just off SR 49 in Sierra County.

A Union Pacific railroad crosses over SR 49 at Vinton Underpass (PLU 7.1). This segment of the railroad is called the Feather River Route and runs west to east from California's Central Valley to Winnemucca, Nevada. The full line connects Oakland, California to Salt Lake City, Utah.

Built in 1928, Vinton Underpass (UP 09 0064), a concrete slab bridge with two spans, is located at PLU 7.1. A cattle subway is built into the Vinton UP structure adjacent to, but separated from, the vehicular subway under the railroad. Its purpose is to provide a connection for cattle to pastures on either side of the railroad.

### **Bicycles**

Bicyclists are allowed on the entire length of SR 49 within District 2. Treated shoulder widths on the route range from zero to four feet. SR 49 is popular with recreational and/or long-distance touring cyclists. The course of some annual bike events follow roads in the area.

### **Pedestrians**

Although pedestrians are allowed along SR 49 in Plumas County, pedestrian volumes are low. There are no sidewalks along the route. Pedestrians occasionally use SR 49 near the community of Vinton at SR 70.

### **Transit**

Provision of transit in rural areas is challenging for a number of reasons including: long distances, limited/dispersed population base, scheduling difficulty and limited funding. There is no public transit service or passenger railroad along or near SR 49 within District 2. Major carrier commercial air service is not available near SR 49.

## **ENVIRONMENTAL CONSIDERATIONS**

Caltrans strives to maintain, operate, and improve the highway in a manner sensitive to the environmental setting. Environmental issues are addressed in the system planning, project planning and development processes as early as feasible. Known environmental issues and concerns are included in a TCR so that planners, engineers, and other project development staff can incorporate environmental factors into project design from the outset.

Some of the key environmental considerations along SR 49 within District 2 are:

### **Recreational Land (Section 4(f) Lands)**

The portion of SR 49 in Plumas County does not pass through Section 4(f) Lands.

### **Farmland/Timberland**

SR 49 passes through unique farmland, farmlands of statewide and local importance and through grazing lands. The route does not pass through timberland or timberland zoned Timberland Production. Some properties adjacent to SR 49 are protected through a conservation easement managed by non-profits and/or the state.

### **Air Quality**

Plumas County is in attainment or unclassified for all state and national air quality standards, except state standards for PM<sub>10</sub>.

### **Community Impacts/Environmental Justice**

Plumas County's percentage of people over the age of 65 is higher than the state percentage. The county's unemployment rate is also higher and the median household income is lower. Although these statistics apply to the entire county, there are very few residences along SR 49.

### **Visual Aesthetics**

The route runs through a very rural part of the state with a scenic high desert landscape. Visual aesthetics should be considered when projects are planned along SR 49.

### **Cultural Resources**

SR 49 in its entirety is called the Golden Chain Highway and has cultural value for its significance during the 19<sup>th</sup> century gold rush. There are some historic cemeteries in the Vinton/Chilcoot area. The historical significance of the Vinton Underpass (PLU 7.1), where SR 49 crosses under the railroad and built in 1928, has not been determined.

At least fifty percent of SR 49 in Plumas County is considered "high" and "very high" in sensitivity for cultural resources. A cursory archaeological survey of the right of way was conducted in 1999, and in 2007 another survey was conducted along the majority of the Route; no resources were identified during either survey. However, due to the fact that this segment of SR 49 follows the ancient shoreline of the Pleistocene lake that covered what is now Sierra Valley, the potential for ancient and/or alluvium-covered sites is increased. Furthermore, this location has a long history of Euro-American settlement. In 1851 the Beckwourth Trail was developed, running along the north side of the Sierra Valley in the approximate location of the current SR 70. The Valley was then settled by farmers and ranchers, and the road that would become SR 49 was constructed after 1938.

### **Floodplain**

Some sections of SR 49 run through or parallel to a floodplain categorized as "Special Flood Hazard Areas (SFHAs) Subject to Inundation by the 1% Annual Chance Flood." The floodplains are associated with the following waterways:

- *Unnamed Tributaries South of Vinton-Chilcoot* - SR 49 runs through or parallel to a floodplain just north of Cow Camp Road to the Vinton Underpass (PLU 4.7-7.1) and just south of Dyson Lane (PLU 3.2-4.0) – Zone AH<sup>2</sup>
- *East Channel Little Last Chance Creek* - Just south of SR 70 (PLU 7.3-7.5) – Zone AE<sup>3</sup>

### **Climate Change Vulnerability**

Based on potential future climate scenarios, state projections for eastern Plumas County estimate that within the next 20 years, average annual temperature could increase and annual average precipitation could decrease.

### **Geology/Soils/Seismic**

Plumas County has low seismic hazard potential. There is no fault along the Plumas County portion of SR 49 that has been active within the Quaternary Period. The Grizzly Valley Fault is to the west of Plumas County's portion of SR 49 and is "without recognized Quaternary displacement or showing evidence of no displacement during Quaternary time. Not necessarily inactive."

Most of SR 49 in Plumas County passes through lake or fan deposits with some nearby areas consisting of Miocene-Pliocene volcanic basalt rocks.

Nearby hills to the east of SR 49 have been mapped as being susceptible to landslides due to slope and rock strength.

### **Waters and Wetlands**

SR 49 passes near to areas with wetlands.

### **Wild and Scenic Rivers**

Little Last Chance Creek is located about 1000 feet west of the SR 70 intersection. It is a tributary to the Middle Fork of the Feather River, which is a nationally designated wild and scenic river.

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<sup>2</sup> Zone AH means "Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined."

<sup>3</sup> Zone AE means "Base Flood Elevations determined."

### Species Considerations

The Sierra Valley is a critical migratory stop on the Pacific Flyway for 230 bird species and provides breeding habitat for more than 17 rare or threatened species including the Sandhill Crane, White-faced Ibis, Yellow-headed Blackbird, and the Black Tern. Work is not permitted on the highway during the Sandhill Crane breeding or nesting season.

The following table shows threatened, endangered, candidate and rare species within or near Plumas County. Exact locations would require additional studies at the time of future projects.

<b>Table 6: Status of Species Known or Believed to Occur near Plumas County</b>			
<b>Group</b>	<b>Name</b>	<b>State Listing</b>	<b>Federal Listing</b>
<b>Plants</b>	Webber's ivesia		FT
	slender Orcutt grass	SE	FT
	Geysers panicum	SE	
	whitebark pine		FC
	Greene's tuctoria	SR	FE
<b>Amphibians</b>	Sierra Nevada yellow-legged frog	ST	FPE
	Greater sage-grouse		FPT
<b>Birds</b>	Bald eagle	SE	
	Swainson's hawk	ST	
	Great gray owl	SE	
	Willow flycatcher	SE	
	Bank swallow	ST	
	Belding's savannah sparrow	SE	
	Townsend's big-eared bat	SC	
<b>Mammals</b>	Sierra Nevada red fox	ST	
	Pacific fisher	SC	
	SE – State listed as Endangered ST – State listed as Threatened FE – Federally listed as Endangered FT – Federally listed as Threatened SC – State Candidate (T or E) FPE – Federally proposed (Endangered) FPT – Federally proposed (Threatened)		

### Fish Passage

There are no known fish passageway barriers along the route within District 2 or potential to impede fish passageways during future development.

### Habitat Connectivity

Parts of SR 49 in District 2 pass through Essential Connectivity Areas and Natural Landscape Blocks. Natural Landscape Blocks are large areas that tend to be mostly natural and ecologically intact, relatively well conserved and are high in biological resource values. Essential Connectivity Areas are areas essential for ecological connectivity between Natural Landscape Blocks.

### **Hazardous Materials**

There are no hazardous waste or substances sites, leaking underground tank sites, solid waste disposal sites or other contaminated sites near the Plumas County section of SR 49.

### **Naturally Occurring Asbestos (NOA)**

SR 49 in Plumas County is not located in an area likely to contain naturally occurring asbestos.

### **Noise**

Noise sources (vehicles, highway projects, etc.) and noise receptors (people) are minimal along SR 49 in Plumas County. Noise sensitive uses such as hospitals, nursing homes or schools are not present along SR 49. However, noise-sensitive wildlife should be considered when planning new projects.

### **Conservation Easements**

Several properties along SR 49 in Sierra Valley are protected under a conservation easement. The easements serve many purposes such as supporting wildlife and native flora through providing habitat for some rare or threatened species and preserving ranches.

## ROUTE PERFORMANCE

### GEOMETRIC DATA TABLE

The following table provides geometric data for SR 49.

Route Length	7.500 miles
Number of Lanes	2
Lane Width	10-12 feet
Treated Shoulder Width	Varying

### ROUTE PERFORMANCE

The Performance Table below provides current and future volumes for SR 49.

	Current Year 2013	Future Year 2033
<b>AADT</b>	640-920	740-1020
<b>Peak Hour (PH)</b>	120-140	139-155
<b>Total Trucks</b>	30-50	35-55
<b>5+ Axle Trucks</b>	17-25	20-28
<b>DVMT</b>	4800-6900	5550-7650
<b>Legend:</b> <b>AADT</b> – Annual Average Daily Traffic <b>PH</b> – Peak Hour Volume <b>Total Trucks</b> – Total Truck Count <b>5+ Axle Trucks</b> – Number of trucks with five or more axles <b>DVMT</b> – Daily Vehicle Miles Travelled. Number of miles travelled daily on segment (AADT x Center Line Miles)		

AADT and Truck volumes are lower south of Dyson Lane (PLU 3.9) and higher north of Dyson Lane. The first number of each range represents the volume south of Dyson Lane and the second number represents the volume north of Dyson Lane. For example, AADT in 2013 was 640-920 where 640 represents AADT south of Dyson Lane and 920 represents AADT north of Dyson Lane.

Given current and future volumes, no expansion is needed. Emphasis will be on maintenance and operations.

### KEY ROUTE CONSIDERATIONS

Because SR 49 is a relatively low volume route within District 2, the primary considerations are not capacity related, but related more to its environmental setting and facility width.

- *Vertical and horizontal clearance at Vinton UP (PLU 7.1)* – The underpass height is 14'5" with a narrow subway. Addressing the vertical clearance has been identified as an unconstrained project in the 10 Year SHOPP Plan. Widening the lanes to 12 feet and

adding shoulders is constrained by the supports of the railroad structure. Given the cost of reconstruction or replacement of the railroad structure that would be needed in order to provide horizontal clearance and other competing needs, an opportunity to change the width is unlikely to present itself in the near term.

- *Some sections have lane widths less than 12' and no shoulders* – The district addressed a significant portion of SR 49 in 2008 when the clear recovery zone was improved and shoulders were widened to four feet from PLU 2.7 to PLU 7.0. However, the remaining sections within District 2 have lane widths less than 12' and no shoulders.
- *SR 70 intersection (PLU 7.5)* - A stop sign and a red flashing light faces northbound traffic on SR 49 at the SR 49/SR 70 intersection. There is no stop sign or signal for vehicles on SR 70. Trucks accelerate slowly when turning from SR 49 onto SR 70. The slow acceleration of trucks turning from SR 49 onto SR 70 can affect through-vehicles traveling along SR 70.



**Figure 3: Vinton Underpass**

## ROUTE CONCEPT

Route Concept (also known as Facility Concept) is a general term used to describe the intended number of through travel lanes and degree of access control for the entire route. The route concept provides an overall vision for the route to assist Caltrans and other agencies with current and future planning for SR 49.

The existing route is a two-lane conventional highway. The route concept established for 2033 in this TCR is two-lane conventional highway. Future traffic projections indicate that no capacity expansion will be needed as traffic volumes are not expected to increase significantly within the twenty-year horizon.

<b>SR 49 Route Concept (20-Year)</b> Two-Lane Conventional Highway
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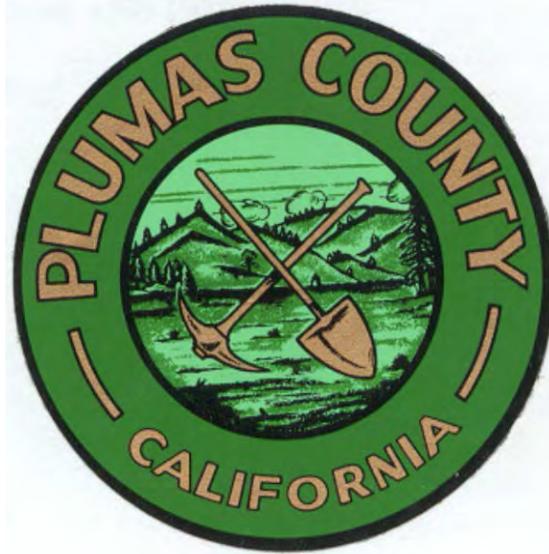
In addition to low volumes, the route's connectivity, function, and type of traffic do not justify capacity expansion. SR 49 intersects with SR 70, which has low volumes near SR 49. Vehicles traveling on SR 70 are more likely to continue along SR 70 than to turn onto SR 49.

## POTENTIAL PROJECTS AND STRATEGIES

The following potential projects and strategies to maintain and operate SR 49 should be considered if funding becomes available:

<b>Table 9: Potential Projects and Strategies</b>			
<b>Location</b>	<b>Type</b>	<b>Description</b>	<b>Source</b>
0.0-2.7 & 7.0-7.5	Operational	Achieve standard shoulders	TCR Analysis; Draft Plumas County General Plan
0.0-2.7 & 7.0-7.5	Operational	Achieve standard lane widths	TCR Analysis
7.1	Transportation Permit Requirements	Increase Vertical Clearance at 09-0064 Vinton UP (VC=4.42)	Ten-Year SHOPP
7.5	Intersection	Monitor existing intersection operation at SR 49/SR 70 intersection	TCR Analysis

## APPENDIX A: COUNTY INFORMATION



### Plumas County

Plumas County is located near the northeast corner of California, up where the Sierra and the Cascade mountains meet. It is bordered by six northern California counties and has elevations ranging from 1,800 feet at its lowest point in Storrie, to 8,372 feet at its highest elevation (Mount Ingalls). The county has more than 100 lakes and 1,000 miles of rivers and streams, with over a million acres of national forest.

The U.S. Census Bureau county population is 20,007\* and the county seat is Quincy. Plumas County has total area of 2613 square miles. Water area is 59.8 and land area is 2,553 square miles. Approximately 24 percent of the land is in private ownership, while the remaining 76 percent is national forest land.

Five state highways are within Plumas County. State Routes 36 and 70 run east-west and SR 49 and SR 89 run north-south. SR 284 is also in Plumas and consists of only 8.3 miles. SR 36 runs across the northwest corner of Plumas County for a little over 18 miles. State highways are 12 percent of maintained public roads mileage in the County, but account for 50 percent of Daily Vehicle Miles Travelled (DVMT).

\*2010 Census - United States Census Bureau

## APPENDIX B: PUBLIC OUTREACH ACTIVITIES & PUBLIC INVOLVEMENT

Date	Contact	Action
4/7/15	Plumas Regional Transportation Planning Agency	Kick-off conference call
4/15/15	City of Portola	Coordination to plan an open house
4/17/15	Sierra County Department of Transportation	Email communication announcing the SR 49 TCR
5/1/15-5/4/15	See below*	Electronic or paper mail announcement regarding public open house
5/5/15	Media release	Press release announcing the public open house
5/20/15	Sierra County Transportation Commission	Announcement of the June 4, public open house in Portola
6/4/15	Public open house: Portola	See Summary of Comments on page 34
<p>*Recipients of announcement included: Cal Fire, California Department of Fish and Wildlife, California Department of Parks and Recreation, California Highway Patrol (Quincy Area and Truckee Area), City of Loyalton, City of Portola, Golden Chain Council of the Mother Lode, Inc, Lassen County Transportation Commission, Northern Sierra Air Quality Management District, California Department of Water Resources (Oroville Field Division), California Deer Association, Plumas Corporation, Plumas County, Plumas County News, Plumas County Transportation Commission, Plumas National Forest, Sierra County Department of Transportation, Eastern Plumas Chamber of Commerce, High Sierra Coffee Roastery, Plumas Transit Systems, Sierra Valley RV Park, Tour de Manure, Rico's Mexican Food, Lena's Cantina, St Lukes Lutheran Church, Leonard's Market, Coffee Tree Express, US Post Office (Chilcoot), Wiggin's Trading Post, Plumas Sierra Bicycle Club, Union Pacific Railroad Company, California Rural Legal Assistance, Inc, California Trucking Association and Mountain Affairs.</p>		



# CALTRANS NEWS RELEASE

**Date:** Monday, May 4<sup>th</sup>, 2015  
**District:** District 2 - Redding  
**Contact:** Trina Blanchette  
**Phone:** (530) 225-3478

Monday, May 4<sup>th</sup>, 2015

## FOR IMMEDIATE RELEASE

### **Public Open House Scheduled for State Routes 49, 70 and 284 in Portola, Plumas County:**

The California Department of Transportation (Caltrans) will host a public open house in Portola. The purpose of this event is to provide the public the opportunity to discuss the future of State Routes 49, 70 and 284. This input will assist Caltrans in developing a long-range planning document for the route called a Transportation Concept Report. The Transportation Concept Report is a plan that will address the next 20 years.

- **Thursday, June 4<sup>th</sup>, 2015, from 5:00-7:00 PM, Portola City Hall, 35 Third Avenue, Portola, CA 96122**

Caltrans welcomes any suggestions or comments the public may have regarding the future plans for State Routes 49, 70 and 284. Representatives from Caltrans will be available to take comments and answer questions. The open house will provide an opportunity for the public to talk about their ideas on what they want State Routes 49, 70 and 284 to look like in 20 years.

Public input is important and will help guide future development of State Routes 49, 70 and 284. Comments or questions may be submitted at these meetings, by telephone, email or by mail. Comments about SR 70 can be provided to Betty Harnden by phone at (530) 225-3297, email address (betty\_harnden@dot.ca.gov) or sent to Caltrans District 2, Attention: Betty Harnden, Office of System Planning, 1657 Riverside Drive, MS 3, Redding, CA 96001. Comments about SR 49 or SR 284 can be provided to Trina Blanchette by phone at (530) 225-3478, e-mail address (trina\_blanchette@dot.ca.gov) or sent to Caltrans District 2, Attention: Trina Blanchette, Office of System Planning, 1657 Riverside Drive, MS 3, Redding, CA 96001.

####

**NOTE: An electronic version of this news release is available on the Internet at the following web address:**  
<http://www.dot.ca.gov/dist2/news.htm>



# Public Open House



STATE ROUTES 49, 70 & 284  
TRANSPORTATION CONCEPT REPORTS

Thursday, June 4, 2015

5:00-7:00 PM

Portola City Hall

35 Third Avenue • Portola, CA



The purpose of the event is to provide the public the opportunity to discuss their ideas about State Routes 49, 70 & 284. Caltrans staff will be present to answer questions and take comments.

## For More Information:

• Caltrans Public Information Office  
530.225.3426

• SR 70 TCR Manager  
Betty Harnden 530.225.3297

• SR 49 & SR 284 TCR Manager  
Trina Blanchette 530.225.3478



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CALTRANS DISTRICT 2

*For individuals with disabilities, we will provide assistive services such as assistive listening devices, sign-language interpreting, real-time captioning, note-takers, reading or writing assistance, or training/meeting materials in Braille, large print, on audiocassette, or on computer disk. To obtain such services or copies in one of these alternate formats/ please call or write, a minimum of 10 working days prior to the event, to request these needed reasonable modifications: Department of Transportation Attn: Equal Employment Opportunity Officer, 1657 Riverside Drive, Redding, CA 96001 (530) 225-3055 Voice, 711 Statewide TTY*



# Sierra County California

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- Bids and RFPs
- Financial Data In OpenGov.com
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### Public Notices

Posted on: May 1, 2015

#### Caltrans District 2, Public Open House, June 4, 2015, Portola

The California Department of Transportation, District 2 (district) is currently updating the Transportation Concept Reports (TCRs) for State Routes (SRs) 49, 70 and 284. TCRs are twenty-year plans that guide the development and management of SR 49, SR 70 and SR 284. These plans will be prepared with the assistance of Regional Transportation Planning Agencies (RTPAs), counties, cities, tribal governments, private businesses, community-based organizations, and the general public.

The district is continually updating TCRs to ensure that Caltrans is fully prepared to address future needs for all of the District 2 state highways. It is necessary to revisit these plans over time to ensure that they still make sense and the concepts are still applicable. These long-range planning documents help identify current and future issues on the State Highway System. The route issues and concepts identified in TCRs can be referenced when developing future projects to improve highway function. Considerations are made for safety and connectivity between communities and to the State Highway System. TCRs provide information to support general plans, regional transportation plans, and project development.

The plans will analyze traffic conditions, demographics, local economies, land use, environmental conditions, and other issues related to highway operation and usage. This analysis helps the district identify strategies to meet both current and future transportation demands while addressing the social, economic, and quality-of-life goals of local communities. In addition to automobile travel, these plans consider bicycle and pedestrian facilities, railways, and airports.

We are early in the process of this update and we are seeking your input as we develop these plans. In particular, we would like to know your thoughts and suggestions. Here are some examples:

- Adding passing lanes
- Repaving or Restriping
- Extending existing truck climbing lanes
- Improving bicycle and pedestrian facilities
- Additional changeable message signs
- Adding turnouts
- Additional chain-on areas
- Widening shoulders
- Traffic cameras

Please attend a workshop (see attached flyer for the Portola Open House):

Portola (SR 49, SR 70 and SR 284) Quincy (SR 70)  
Thursday, June 4 ? 5:00pm-7:00pm  
Portola City Hall  
35 Third Avenue

Portola, CA There will be an additional workshop for the SR 70 TCR at a to-be-determined date and time.

You may also submit comments by email, mail or phone.

Comments about SR 49 or SR 284    Comments about SR 70

Trina Blanchette  
California Department of Transportation  
District 2  
1657 Riverside Drive, MS 3  
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In order to incorporate comments regarding SR 49 and SR 284 in the draft plans, we would prefer to receive stakeholders' comments by June 12, 2015. Comment period for the SR 70 TCR will close sometime after the Quincy workshop.

We look forward to working with you on these important reports.

[SR49-SR70-SR284 Open House Flyer](#)



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## Events around Plumas County

To include free or nonprofit, fundraising, educational or charity events in this calendar, e-mail [iburke@plumasnews.com](mailto:iburke@plumasnews.com) or call Ingrid Burke at 283-0800. For sporting events, including charity golf tournaments, call James Wilson at 283-0800 or e-mail [sports@plumasnews.com](mailto:sports@plumasnews.com). We will publish the name of the event, location, date, time and a phone number as space permits. All phone numbers are in the (530) area code unless listed otherwise listed. Events 5-20 all

### Wed, June 3

Greenville:

Special pops concert, 7 p.m., Greenville High School gym. Presented by GHS, Indian Valley Academy musicians and vocalists. Includes refreshments, cake and dessert auction. Auction proceeds benefit GHS music program.

### Thu, June 4

Portola:

Public open house, 5 – 7 p.m., City Hall at 35 Third Ave. Caltrans provides opportunity to discuss future of state routes 49, 70, 284.

**SUMMARY OF COMMENTS – PORTOLA OPEN HOUSE**  
**Thursday, June 4, 2015**

State Route 49 Transportation Concept Report

*The following is a summary of comments received at the open house.*

**SR 70 Merge Lane**

*Although no merge lane project is currently being considered along SR 70 eastbound from SR 49, some meeting attendees expressed concerns if it were to be considered anytime in the future. Their concerns include:*

- Limited right of way – the right of way may not be sufficient to add a new lane because it would encroach on church and fire house property.
- The church parking would probably have to be removed.
- Drivers along SR 49 might approach SR 70 at higher speeds. If so, vehicles and trucks turning eastbound onto SR 70 from SR 49 may not be able to complete the turn safely.

**Bicycles**

- Cyclists use SR 70 and SR 49.
- The Tour de Manure bike ride and the annual Christian bike ride are on portions of SR 49.
  - One of the Tour de Manure support stations is in Vinton.
  - At least 200 people ride in the Tour de Manure every year.

**Trucks**

- Material transported by trucks on SR 49 includes cattle, logs, hay, gravel and bark.

**Sierra County**

- There is a transfer station just off of SR 49 between Loyalton and the Plumas County line.
- The city of Loyalton made some multi-modal improvements in late 1990s. They are interested in seeking funding for additional work.

**Other**

- Appreciate having the Portola open house flyer posted at the Chilcoot Post Office.

## Public Involvement Website Links

Public involvement is an important part of the transportation planning process in California. The number and type of public involvement opportunities depend on the needs of a given transportation plan, program, or project. Through public workshops, hearings, open houses, task forces, citizen committees, commission meetings, and the media, the public is informed of transportation planning issues and given opportunities to comment on such plans or programs. These occur at the local, regional, or state agency levels.

The following websites provide more information on how Caltrans develops projects and links that can be used to get involved in the process.

Caltrans Website Links:

### **District 2**

**Public Affairs:** <http://www.dot.ca.gov/dist2/> or call **(530) 229-0511**

Caltrans Program/Project Management: <http://www.dot.ca.gov/dist2/ppm.htm>

Caltrans News Releases: <http://www.dot.ca.gov/dist2/roadinfo.htm#newsrelease>

Information for How Caltrans Builds Projects:

[http://www.dot.ca.gov/hq/oppd/proj\\_book/overview.pdf](http://www.dot.ca.gov/hq/oppd/proj_book/overview.pdf)

[http://www.dot.ca.gov/hq/oppd/proj\\_book/](http://www.dot.ca.gov/hq/oppd/proj_book/)

### **Other Websites:**

**Environmental document summaries** that have been prepared and posted during the project development stage can be found on the State Clearinghouse website (<http://www.ceqanet.ca.gov/QueryForm.asp>). The site includes environmental documents submitted to meet the California Environmental Quality Act (CEQA) requirements and some federal National Environmental Policy Act (NEPA) documents. The information can be searched for by county or city, and will include project title, project location, lead agency name, contact information and project description.

**How Speed Limits are set.** The process for setting speed limits is in the California Legislative Code-Vehicle Code (Sections 22348-22366). The California Department of Transportation and Plumas County must follow the applicable government code when setting speed limits and cannot arbitrarily set speed limits. For additional information the following websites:

<http://www.motorists.org/speedlimits/home/do-speed-limits-matter/>

<http://www.motorists.org/speedlimits/home/state-speed-zoning-standards/>

## APPENDIX C: TRIBAL FACT SHEETS

The Tribal Fact Sheets identify Native American communities located within the county that SR 49 passes through. These include federally recognized and non-federally recognized tribes. The fact sheets also provide information about tribes that have identified tribal/ancestral land(s) near the SR 49 corridor. Although it is difficult to pinpoint exactly where the boundaries begin and end, Caltrans worked with the identified tribes to put together the information contained in this appendix.

Caltrans' Director's Policy DP-19 affirms the importance of working with Native American communities to foster and maintain positive government-to-government relationships. As defined by DP-19, "Native American communities include lands held in trust by Tribal Governments, communities of non-federally recognized tribes, tribal members of California tribes living outside the exterior boundaries of a reservation or rancheria, and Native Americans that are not part of a California tribe living in California."

TBD

### STATUS: Non-Federally Recognized Tribes

Along with the federally recognized tribes that are identified, many non-federally recognized tribes are an important part of the history and cultural significance of the area. Some of these tribes are currently seeking federal recognition status. These tribes often represent distinct and separate cultures from federally recognized tribes and they continue their cultural traditions and their interest in protecting cultural resources throughout their indigenous territories. Caltrans' Director's Policy DP- 19 affirms the importance of working with Native American communities to foster and maintain positive government-to-government relationships. "Native American communities include lands held in trust by Tribal Governments, communities of non-federally recognized tribes..., as well as, tribal members living outside the boundaries of a reservation or Rancheria."

The following Non-Federally Recognized Tribes are located within the vicinity that SR 49 passes through.

**PLUMAS**

TBD

# APPENDIX D: TRUCK INFORMATION

## TRUCK MAP LEGEND TRUCK LENGTHS & ROUTES

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION



Click here for the [Truck Network Map](#)

..... CALIFORNIA LEGAL ROUTES California Legal trucks (black trucks) can travel on STAA routes (green and blue routes), CA Legal routes (black routes), and Advisory routes (yellow routes). CA Legal trucks have access to the entire State highway system except where prohibited (some red routes).



California Legal Truck Tractor - Semitrailer

Semitrailer length : no limit  
 KPRA\* : 40 feet maximum for two or more axles,  
 38 feet maximum for single-axle trailers  
 Overall length : 65 feet maximum \*(KPRA = kingpin-to-rear-axle)



California Legal Truck Tractor - Semitrailer - Trailer (Doubles)

Option A  
 Trailer length : 28 feet 6 inches maximum (each trailer)  
 Overall length : 75 feet maximum  
 Option B  
 Trailer length : one trailer 28 feet 6 inches maximum  
 other trailer may be longer than 28 feet 6 inches  
 Overall length : 65 feet maximum



CA LEGAL ADVISORY ROUTES - CA Legal trucks only; however, **travel not advised** if KPRA length is over posted value. KPRA advisories range from 30 to 38 feet.

— STAA ROUTES The STAA Network allows the "interstate" STAA trucks which are the green trucks shown below. The STAA Network consists of the National Network (green routes, primarily interstates) and Terminal Access routes (blue, primarily State routes). ("STAA" = federal Surface Transportation Assistance Act of 1982.)

(Click here for the [Truck Network Map](#).)



Interstate "STAA" Truck Tractor - Semitrailer

Semitrailer length : 48 feet maximum  
 KPRA\* : no limit  
 Overall length : no limit \*(KPRA = kingpin-to-rear-axle)



Semitrailer length : over 48 feet up to 53 feet maximum  
 KPRA : 40 feet maximum for two or more axles,  
 38 feet maximum for single-axle trailers  
 Overall length : no limit



Interstate "STAA" Truck Tractor - Semitrailer - Trailer (Doubles)

Trailer length : 28 feet 6 inches maximum (each trailer)  
 Overall length : no limit



Terminal Access - Interstate "STAA" trucks may travel on State highways that exhibit this sign.



Service Access - Interstate "STAA" trucks may travel up to one road mile from the off ramp to obtain services (food, fuel, lodging, repairs), provided the route displays this sign.

..... SPECIAL RESTRICTIONS - Route restricted for vehicle length or weight, cargo type, or number of axles. Click here for the list of [Special Route Restrictions](#).

# TRUCK NETWORKS on California State Highways

**DISTRICT 2**  
Map 2 of 12

Not to scale

Last revised March 15, 2011

## LEGEND



30



(CLICK HERE FOR MORE DETAILED LEGEND)

National Network (STAA)

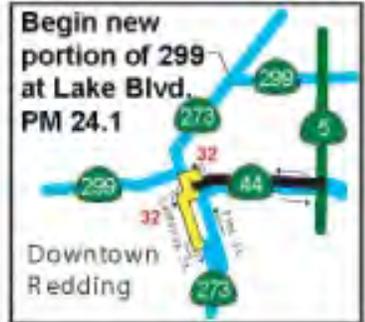
Terminal Access (STAA)

California Legal Network

Ca Legal Advisory Route

KPRA\* Advisory Airport

Rest Area

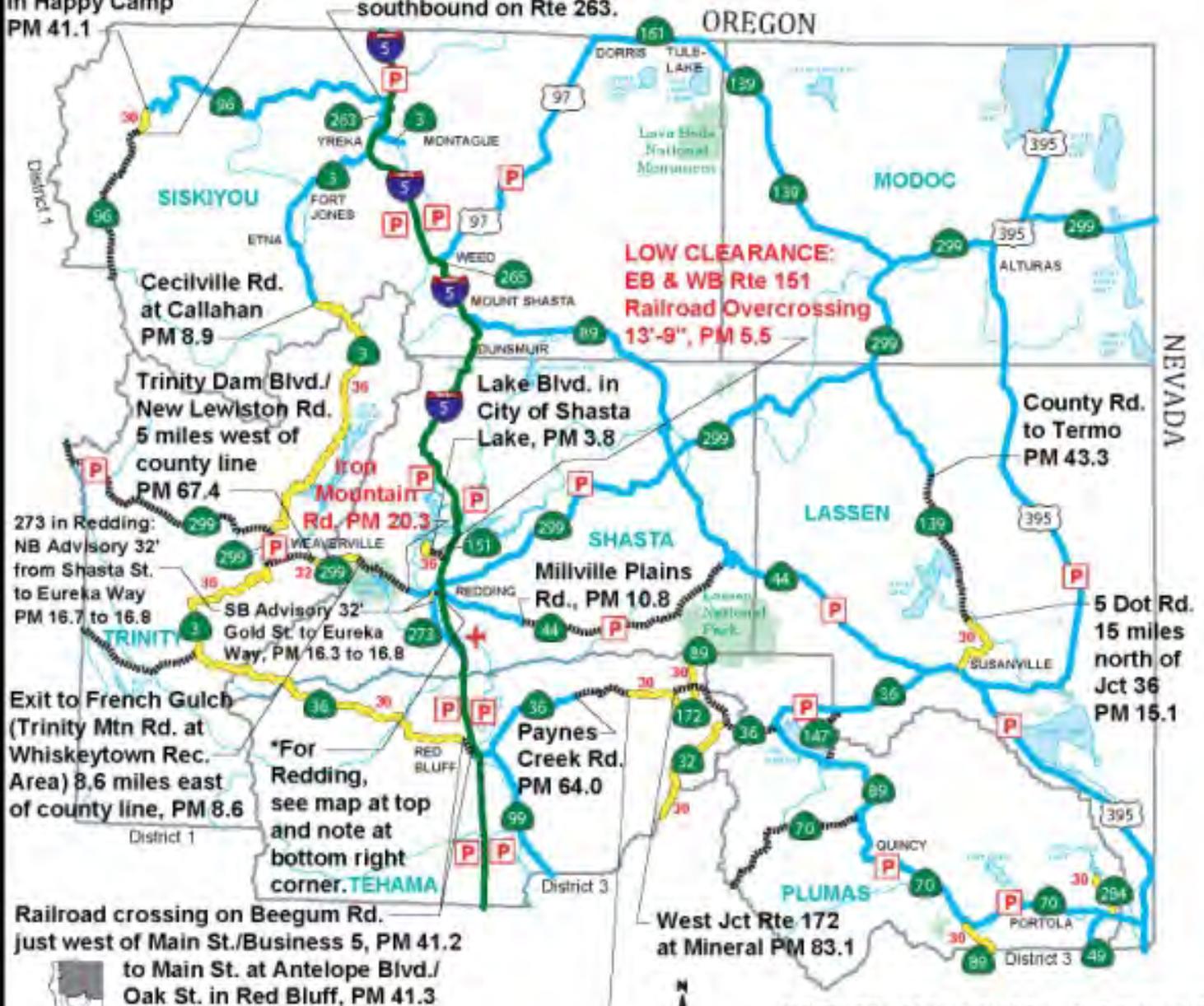


~30' wide turn-around at PM 36.88, 2.5 miles north of Oak Flat Creek Bridge

NOTE: Eastbound STAA trucks on Rte 96 prohibited from turning southbound on Rte 263.

\*KPRA = kingpin-to-rear-axle distance

Main St. at Indian Creek Rd. in Happy Camp PM 41.1



**LOW CLEARANCE:**  
EB & WB Rte 151  
Railroad Overcrossing  
13'-9", PM 5.5

Cecilville Rd. at Callahan PM 8.9

Trinity Dam Blvd./  
New Lewiston Rd.  
5 miles west of  
county line  
PM 67.4

273 in Redding:  
NB Advisory 32'  
from Shasta St.  
to Eureka Way  
PM 16.7 to 16.8

SB Advisory 32'  
Gold St to Eureka  
Way, PM 16.3 to 16.8

Exit to French Gulch  
(Trinity Mtn Rd. at  
Whiskeytown Rec.  
Area) 8.6 miles east  
of county line, PM 8.6

\*For Redding,  
see map at top  
and note at  
bottom right  
corner.

Railroad crossing on Beegum Rd.  
just west of Main St./Business 5, PM 41.2  
to Main St. at Antelope Blvd./  
Oak St. in Red Bluff, PM 41.3

Paynes  
Creek Rd.  
PM 64.0

West Jct Rte 172  
at Mineral PM 83.1

County Rd.  
to Termo  
PM 43.3

5 Dot Rd.  
15 miles  
north of  
Jct 36  
PM 15.1



California Department of Transportation, Truck Size Unit

Little Giant Mill Rd.  
11.2 miles east of  
Paynes Creek Rd.  
PM 75.2



NOTE: Rte 44 thru Redding is Advisory 32' from Market St. at Eureka Way (PM 0.00) WB to Pine St. at Shasta (PM 0.16) or EB to Pine St. at Tehama (PM 0.24). From Pine St. to I-5, 44 EB is green, 44 WB is black.

## **APPENDIX E: LONG-TERM PLANNING CONSIDERATION**

### **Interstate 11**

Congress recognized the importance of the US 93 Corridor between Phoenix and Las Vegas and designated it as future Interstate 11 (I-11) in the recent transportation authorization bill, Moving Ahead for Progress in the 21st Century Act (MAP-21).

The Arizona Department of Transportation (ADOT) and Nevada Department of Transportation (NDOT) developed the I-11 and Intermountain West Corridor Study. The study includes detailed corridor planning of a possible high priority interstate link between Phoenix, Arizona, and Las Vegas, Nevada, as well as high-level visioning for extending the corridor north to Canada and south to Mexico (the Intermountain West Corridor). The initial screening process resulted in two alternatives north of Las Vegas for future study. One of the alternatives crosses into northeastern California and appears to follow the existing US 395 alignment and/or could possibly incorporate northern parts of SR 139. The final report was completed in 2014.

If there is a need for a northern Nevada segment, then further studies will be conducted to select the best alignment. If the selected alignment passes through northeastern California, then traffic along SR 49 could be impacted. SR 49 performance and future concept should be reevaluated taking into consideration the possible new interstate through that part of the state. At this time, it is unknown when or if development of the northern Nevada to Canada corridor will occur and funding has not been identified to pursue its development.

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