

Nevada County Transportation Commission

The Nevada County Transportation Commission (NCTC) is the Regional Transportation Planning Agency for Nevada County. NCTC coordinates state and federal transportation programs for Nevada County, the City of Grass Valley, Nevada City, and the Town of Truckee.

2009 NCTC Commissioners

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Nevada County District I Supervisor

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Member-at-Large

Carolyn Wallace Dee, Vice Chairman

Truckee Town Council

Sally Harris

Nevada City Council

Larry Jostes

Member-at-Large

Chauncey Poston

Grass Valley City Council

Ed Scofield

Nevada County District II Supervisor

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The Nevada County Transportation Commission Newsletter is published quarterly. If you would like to be added to the mailing list, please write or call the Nevada County Transportation Commission office.

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Upcoming NCTC Meeting

The next meeting of the Nevada County Transportation Commission is scheduled on: **Wednesday, July 15, 2009 at 9:30 a.m., Truckee Town Council Chambers, 10183 Truckee Airport Road, Truckee, CA**



NEVADA COUNTY TRANSPORTATION COMMISSION NEWSLETTER

Issue 40

"Creating a better future by building upon successes of the past"

June 2009

Inside this Issue

Pg. 2 – Regional Projects
 Pg. 3 – New Commissioner
 Pg. 3 – ARRA TE Project

Regional Projects Update

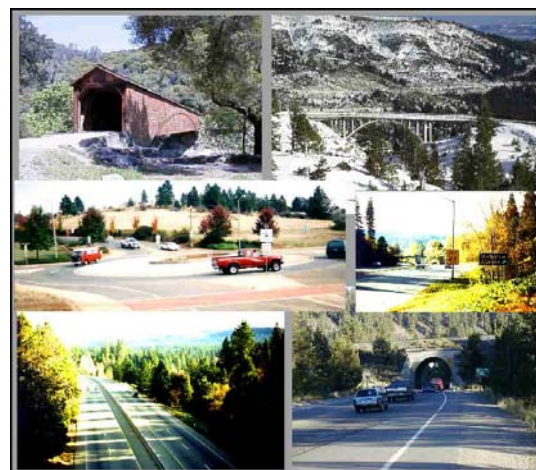


SR 89 heading north with the Mousehole on left and proposed pedestrian tunnel on right

The Truckee SR 89 "Mousehole" is a project that has been on the planning/design table for many years. The Truckee Town Council recently approved a recommendation from the Mousehole Stakeholder Committee to focus efforts and funding on the pedestrian and bicycle tunnel. The plan is to construct a ten foot wide trail on the east side of SR 89 between West River Street and Deerfield Drive. A twelve foot by ten foot concrete tunnel is proposed to be constructed beneath the Union Pacific Railroad tracks east of the existing vehicle tunnel. Caltrans will focus future resources on this alternative, and will start preliminary design work on the pedestrian tunnel. A draft environmental document will be available for public review by July 15, 2010. Caltrans is in the process of providing the Town a cost update and schedule.

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The SR 49/La Barr Meadows Road Intersection Improvement Project will widen SR 49 to four lanes and install a traffic signal with turn pockets, beginning 0.7 miles north of Alta Sierra Drive and extending to 0.5 miles south of Wellswood Way. The project has completed all preconstruction phases of work. Right-of-Way Certification has been submitted to Caltrans Headquarters and the Federal Highway Administration for approval. The total project cost is estimated at \$40.5 million. The Corridor Mobility Improvement Account (CMIA) provides \$18.5 million of the funding through the passage of Proposition 1B. The state is in the process of selling bonds to fund Prop. 1B projects. Since this project has approximately \$22 million of State Transportation Improvement Program (STIP) dollars listed for construction, and the state budget issues have kept the California Transportation Commission (CTC) from making allocations to STIP projects, it is unknown when a STIP allocation will be made for this project.

(More "Regional Projects" shown on page 2)

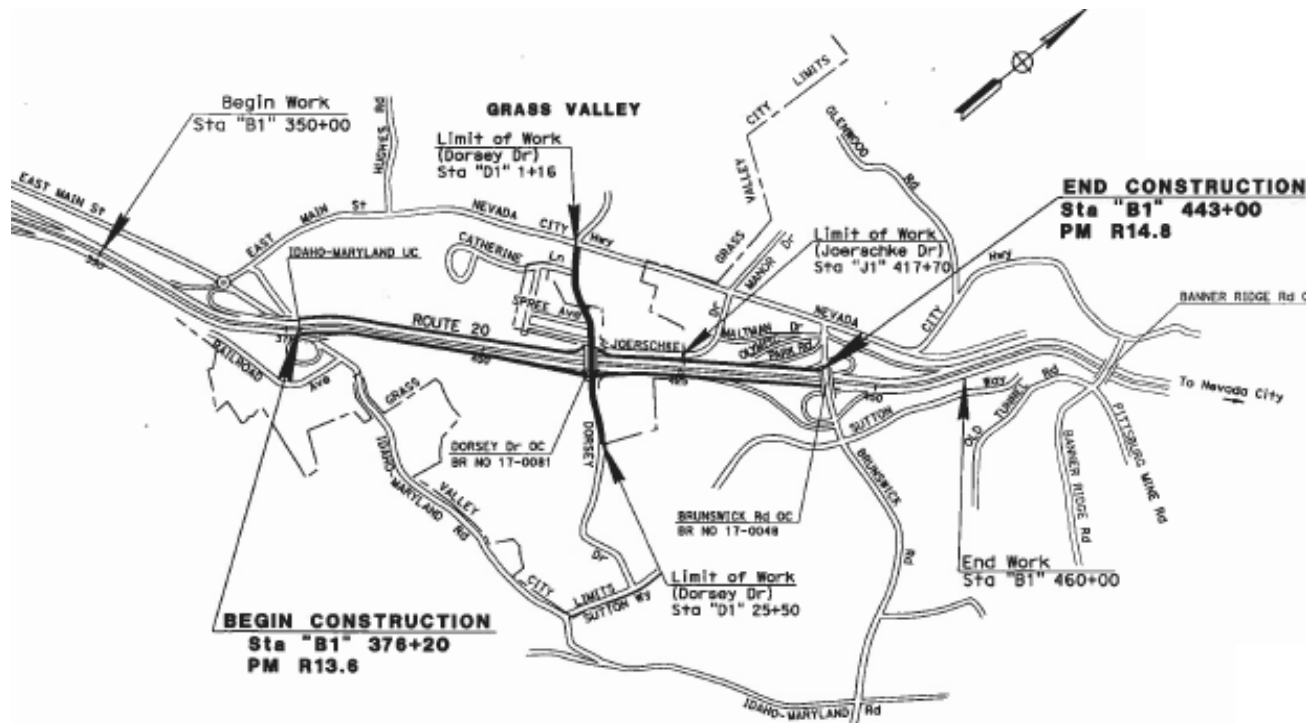


Demolition has begun on right-of-way for the La Barr Meadows Road project

Regional Projects Update - Continued

The Dorsey Drive Interchange Project – Design and right-of-way components are expected to be completed by fall of 2009. The project will convert the existing overcrossing of SR 20/49 to an interchange that allows access to the highway in Grass Valley. The purpose of the project is to provide improved access to high-use sites in the area, including the Nevada County Sierra College Campus and Sierra Nevada Memorial Hospital. The interchange will also improve traffic operations at adjacent interchanges and provide additional capacity on Dorsey Drive for future planned development, in accordance with the City of Grass Valley and Nevada County General Plans. Project components include: widening of the Dorsey Drive overcrossing structure to five lanes; construction of on-and off-ramps; addition of auxiliary lanes on the SR 20/49 Golden Center Freeway from Dorsey Drive south to the Idaho-Maryland Road exit and north to the Brunswick Road interchange; widening of Dorsey Drive to East Main Street and to Pampas Drive; and the realignment of Joerschke Drive.

The total estimated project cost is \$29.5 million, with construction equaling \$17.5 million, right-of-way costs at \$3 million, and project support costs of \$9 million. It is expected that the project will be ready to advertise by March 2010. The construction schedule will be set based on the availability of state, federal, and local funding. Currently funding is not available from all the sources needed to build the project. At the request of the NCTC, the California Transportation Commission (CTC) moved programmed funding for construction from 2009/10 to 2010/11 at their June 11th meeting.



Design taken from the cover page of the Project Plans for Construction of the Dorsey Drive Interchange



SR 49 passing lane proposed for extension just north of Wolf/Combie

SR 49 Passing Lane – Caltrans has received approval from the CTC to widen SR 49 and extend the northbound passing lane from the Wolf/Combie Road intersection to just south of Brewer Road in south Nevada County (post mile 2.4 to 3.0). The project will improve traffic operations and sight distance at an estimated cost of \$940,000. Funds are from Minor SHOPP (State Highway Operations and Protection Program) Funds in FY 2009/10. Design work has begun and construction is planned for the 2010 construction season, after completion of the I-80 detours.

The need for this proposed highway safety improvement was generated by the short sight distance as the northbound passing lane ends just past a crest vertical curve. Extending the passing lane will improve operations by allowing more passing maneuvers and improve safety by providing better sight distance where the traffic merges back to one lane on this two lane expressway.

There were eleven collisions at this location from October 1, 2002 to September 30, 2007. The extended passing lane will improve the sight distance, and thus reduce the potential for collisions. The 2007 Annual Average Daily Traffic at this location is 22,400 vehicles. The Peak Hour Volume is 1,950 vehicles. [NCTC](#)

New NCTC Commissioner



Larry Jostes was appointed in March as County Member-At-Large

Larry Jostes – Larry Jostes was born and raised in Denver, Colorado. He graduated from the University of Denver and then received a Master's degree in civil engineering from Carnegie Mellon University in Pittsburgh, Pennsylvania in 1968. Larry worked in the oil industry for 30 years and was involved in project and construction work in the U.S. and various countries around the world, including Sudan and Papua, New Guinea. He was also involved in corporate planning, budgeting, and cost control activities. His last assignment was as General Manager of Operations for a large oilfield complex offshore of Angola, Africa.

Larry and his wife Cathy moved to Nevada City from the Bay Area after retiring in 1999. For the past eight years Larry has been a member of the Nevada County Sheriff's Search and Rescue Organization and currently serves as its Training Coordinator. He has also volunteered with Music in the Mountains, Big Brothers Big Sisters, and the Nevada County Library's program to teach internet skills to seniors, as well as serving as president of his homeowners' association.

Larry enjoys travel, golf, hiking, bridge and book club. Larry and Cathy have one daughter and two grandchildren who live in Dallas, Texas.

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ARRA TE Funded Projects

The American Recovery and Reinvestment Act (ARRA) Transportation Enhancement (TE) funds will provide Nevada County with additional funds to stimulate the economy. Nevada County is slated to receive \$130,909 for eligible TE projects. State priorities for TE projects include projects employing community or state conservation corps, bicycle and pedestrian activities, and then all other TE eligible projects, such as acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs, landscaping and scenic beautification, historic preservation and rehabilitation. In order to be eligible for TE funding, a project must meet the following criteria:

1. The project must have at least one direct relationship to the intermodal transportation system. The relationship may be one of function, proximity, or impact.
2. Enhancement activities are over and above normal transportation projects. Typically a normal transportation project includes mitigations, standard landscaping, and provisions as negotiated as a condition of obtaining permits. If an enhancement proposal is part of a larger project, it must be an additional enhancement that is not included in the project description, it cannot be listed as a mitigation, and it cannot be a permit requirement. Further, maintenance activities are not eligible for TE funding.

It was thought if the Commission were to break down the \$130,909 into population-based bid targets it would yield amounts too small to fund a significant project. The Technical Advisory Committee (TAC) and the NCTC discussed if it would be wise to identify one TE project that would have community-wide benefit. At a June 17th NCTC Special Meeting, a decision was made to fund a portion of the **Truckee River Legacy Trail**. One of the main factors in selecting the trail project was that preliminary plans and environmental clearances are already completed for this project.



A view of the Truckee River from where the Legacy Trail will be built

Because planning is already underway, the project should be able to meet the March 2, 2010 federal funding deadline. The Truckee River Legacy Trail project plans to construct approximately three-fourths of a mile of paved path from the Truckee Sports Park to an historic overlook site along the Legacy Trail alignment. The west end of the trail would connect to an existing bicycle/pedestrian trail that connects to the Tahoe Regional Park and East River Street in downtown Truckee. The trail would include interpretive signage pertaining to the historic features adjacent to the trail.

To complete this project, the Town of Truckee proposes to use the \$130,909 of TE funds and an additional \$502,433 of federal ARRA funds, supplemented by \$166,658 from the Town's General Fund. In order to utilize TE funds, the project must be ready for construction next season. Construction will include grading, rock wall installation, and paving. The trail is part of a planned regional trail system, which would eventually connect to the Glenshire Subdivision, Reno, and Lake Tahoe.