



JUNE 2016

# CALIFORNIA STATE ROUTE 284 TRANSPORTATION CONCEPT REPORT

ROUTE LOCATION



District 2



SYSTEM  
PLANNING



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# State Route 284

## Transportation Concept Report

### June 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) 284 TCR is a collection of route information and data including current and projected operating characteristics of SR 284 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 284 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 284 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**

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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 can click on links that take them to websites such as **QuickMap, Maps and Traffic Cameras, Cycling in District 2** and **Highway Conditions & Planned Roadwork**. A travel conditions map appears on the homepage, as well as links for mobile device viewing. Visitors to the page can check current highway conditions by entering a highway number into a search field in the travel conditions section.

### 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 of locations of construction projects within District 2.

### 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.

### 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 – District 2 Facilities

**District 2 Facilities:** <http://www.dot.ca.gov/dist2/pdf/d2map.pdf>

The above link opens a map of vista points, rest areas, park & rides and maintenance stations in District 2.

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

### **Maps & Traffic Cameras:** <http://www.dot.ca.gov/dist2/maps.htm>

The Maps & Traffic Cameras page contains several links for web pages containing information such as rest areas, chain control, construction projects, Quick Map and One Stop Shop.

### **Cycling in District 2:** <http://www.dot.ca.gov/dist2/rideurbike.htm>

The District 2 Cycling Resource Page contains links for bicycle organizations at the county, state and national levels. There are also links for the Caltrans District 2 Cycling Guide, local bike plans and bicycle facility guidance.

### **Highway Conditions & Planned Roadwork:** <http://www.dot.ca.gov/dist2/roadinfo.htm>

This website provides links for current highway conditions, such as the Lane Closure System, current highway conditions, road conditions (in mobile device format), District 2 Highway Information Map and CHP traffic incident information. Also included is a listing of District 2 traffic alerts.

### **Winter Driving Info:** <http://www.dot.ca.gov/trafficops/permits/winter.html>

This website provides the Caltrans Highway Information Network hotline (800.427.7623) as well as links for the Caltrans Winter Driving Brochure and winter driving tips.

### **Rest Area Information:** <http://www.dot.ca.gov/hq/maint/ra/>

Links for a listing of statewide rest areas and RV sanitation stations are provided.

### **Points of Interest & Scenic Info:** <http://www.dot.ca.gov/dist2/scenic.htm>

Links for Scenic Highways information as well as points of interest by county in District 2 are provided on this website.

### **Local Bus/Train/Air Service:** <http://www.dot.ca.gov/dist2/localbta.htm>

Web links, addresses and other contact information are listed for buses, passenger rail service and the Redding Airport.

### **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>

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/>

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>

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	Map Format	Chain Requirements/ Weather-Related Road Closures	Incidents	CMS	CCTV	RWIS	Real-Time Traffic Conditions (speed, for example)	Weather	Construction/Planned Lane Closures
<b>One Stop Shop:</b> <a href="http://oss.weathershare.org/">http://oss.weathershare.org/</a>	•	•	•	•	•	•	•	•	•	•
<b>QuickMap:</b> <a href="http://quickmap.dot.ca.gov/">http://quickmap.dot.ca.gov/</a>	•	•	•	•	•	•		•		•
<b>Construction Projects:</b> <a href="http://www.dot.ca.gov/dist2/projects.htm">http://www.dot.ca.gov/dist2/projects.htm</a>		•								•
<b>Traffic Cameras &amp; Road Weather Information:</b> <a href="http://www.dot.ca.gov/dist2/travelmap.htm">http://www.dot.ca.gov/dist2/travelmap.htm</a>		•				•	•		•	
<b>National Weather Service:</b> <a href="http://www.wrh.noaa.gov/sto/brief/caltransbriefdist2.php">http://www.wrh.noaa.gov/sto/brief/caltransbriefdist2.php</a>	•	•							•	
<b>Planned Lane Closures:</b> <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>	•									•
<b>California Highway Information (800.427.7623):</b> <a href="http://www.dot.ca.gov/cgi-bin/roads.cgi">http://www.dot.ca.gov/cgi-bin/roads.cgi</a>	•									•
<b>CHP Traffic Incident Information:</b> <a href="http://cad.chp.ca.gov/">http://cad.chp.ca.gov/</a>	•			•						
<b>Highway Conditions Report:</b> <a href="http://www.dot.ca.gov/hq/roadinfo/Hourly">http://www.dot.ca.gov/hq/roadinfo/Hourly</a>	•									•
<b>District 2 Facilities:</b> <a href="http://www.dot.ca.gov/dist2/pdf/d2map.pdf">http://www.dot.ca.gov/dist2/pdf/d2map.pdf</a>		•								
<b>Highway Conditions &amp; Planned Roadwork:</b> <a href="http://www.dot.ca.gov/dist2/roadinfo.htm">http://www.dot.ca.gov/dist2/roadinfo.htm</a>										•

## Table of Contents

Executive Summary .....	1
Stakeholder Participation .....	3
Report Signature Sheets.....	4
Resolution of Concurrence.....	6
General Route Information.....	8
Route Description.....	8
Route Location.....	8
Legal Description .....	10
Route Purpose and Seasonal Use .....	10
Route Terrain.....	10
Route Connections .....	11
Route Designations .....	11
Community Characteristics and Land Use.....	12
Frenchman Lake .....	13
Route Overview.....	14
Vehicles and Trucks.....	14
Bicycles .....	14
Pedestrians.....	14
Transit.....	14
Freight .....	15
Environmental Considerations.....	15
Route Performance.....	19
Key Route Considerations .....	20
Route Concept.....	21
Potential Projects and Strategies .....	22
Route History.....	22
Relinquishment.....	22
Appendix A: County Information.....	23
Appendix B: Public Outreach Activities & Public Involvement.....	24
Summary of Comments – Portola Open House.....	29
Appendix C: Tribal Fact Sheets.....	32
Appendix D: Route Inventory .....	36
Appendix E: Resources.....	37

**Tables**

**Table 1: Potential Projects and Strategies ..... 2**  
**Table 2: Route Designations ..... 11**  
**Table 3: County, City and Census Designated Place Census Data ..... 12**  
**Table 4: Status of Species Known or Believed to Occur near Plumas County ..... 17**  
**Table 5: SR 284 Geometric Data ..... 19**  
**Table 6: Route Volume Information ..... 19**  
**Table 7: Potential Projects and Strategies ..... 22**  
**Table 8: Bridges ..... 36**

## EXECUTIVE SUMMARY

### Route Description

State Route (SR) 284 is a low-volume, south-to-north, 8-mile-long route in eastern Plumas County that begins at SR 70 in Chilcoot and ends at Frenchman Lake. AADT along the route ranges from 580 (southern end of route) to 320 (northern end of route) with trucks representing about three percent of total AADT. The route is primarily used for recreational travel to Frenchman Lake. SR 284 also provides access to residences along the southern three miles of the route.

### Key Route Considerations

Some of the key considerations are as follows:

- The most common issue cited by area residents along SR 284 is poor driver behavior. Community members have commented that drivers regularly violate the California Vehicle Code by exceeding the speed limit and texting while driving.
- Lane widths less than 12 feet and no shoulders.
- Parts of the route pass through moderate to very high fire hazard severity zones in State Responsibility Area.
- SR 284 just north of SR 70 can experience some flooding during seasons with extremely heavy precipitation. An initial review has indicated that this is related to a drainage system that is off the state highway. The natural water course runs roughly diagonally from northeast to southwest. Drainage ditches had been constructed in the past to direct water to two culverts under SR 284. It appears that the lack of maintenance of the drainage ditches over time has resulted in water not reaching the culverts. Plumas County and Caltrans should consider options for further studies to evaluate drainage in the area.
- Deer are sometimes present on the highway, especially near Plumas SR 284 post miles (PLU<sup>1</sup> 2.0-3.5) in the spring and fall. They cross between the mountains to the east and the stream to the west of SR 284. The route passes through the Doyle deer herd range.
- Sight distance at Dotta Guidici Road (PLU 3.0).
- Snow and ice may be present in the winter. Signs are posted in multiple locations along SR 284 notifying drivers that the road is not maintained in the winter north of PLU 3.1.
- Curvilinear alignment north of PLU 5.0.
- Potential rock fall areas north of PLU 6.6, triggered by storms.
- Part of the route is in open range. There is a cattle guard at PLU 8.0.

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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 284 passes through Plumas County, the post mile references appear using county abbreviation PLU.

**Route Concept**

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

**SR 284 Route Concept (20-Year)  
Two-Lane Conventional Highway**

**Potential Projects and Strategies**

The following potential projects and strategies to maintain and operate SR 284 should be considered if funding becomes available:

<b>Table 1: Potential Projects and Strategies</b>		
Location	Description	Source
PLU 0.0-8.0	Maintenance	Plumas RTP (2010)
PLU 0.1	Coordinate with Plumas County to improve drainage on SR 284 just north of SR 70	Caltrans and Plumas County
PLU 4.0-8.3	Scrub Seal	Caltrans
VAR	Manage vegetation	TCR Analysis
VAR 6.7-8.3	Rock fall management	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 SR 284 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 284 TCR as “in progress” on the District’s TCR website. An email link for the TCR lead person was included on the website.
- Local Transportation Commission meetings: the SR 284 TCR was presented.

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 284 Transportation Concept Report

PREPARED BY:

 TRINA BLANCHETTE, AICP Associate Transportation Planner Office of System Planning Caltrans, District 2	<u>6/9/16</u> Date
--	-----------------------

SUBMITTED FOR APPROVAL BY:

 SCOTT WHITE Chief Office of System Planning Caltrans, District 2	<u>6/9/16</u> Date
--	-----------------------

APPROVAL RECOMMENDED BY:

 DONALD ANDERSON Deputy District Director Office of Maintenance and Operations Caltrans, District 2	<u>6-13-16</u> Date
--	------------------------

 PHILLIP BAKER Deputy District Director Office of Program and Project Management Caltrans, District 2	<u>6/14/16</u> Date
--	------------------------

 LENA ASHLEY Acting Deputy District Director Office of Planning and Local Assistance Caltrans, District 2	<u>6/13/16</u> Date
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# REPORT SIGNATURE SHEETS

## State Route 284 Transportation Concept Report

APPROVED BY:

 _____ <b>DAVE MOORE</b> District Director Caltrans, District 2	<u>6-15-2016</u> Date
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CONCURRENCE BY:

 _____ <b>ROBERT PERREAULT, JR.</b> Interim Executive Director Plumas County Transportation Commission	<u>MAY 4, 2016</u> Date
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**PLUMAS COUNTY TRANSPORTATION COMMISSION  
RESOLUTION NO. 16 - 6**

**RESOLUTION OF THE PLUMAS COUNTY TRANSPORTATION COMMISSION  
CONCURRING WITH THE TRANSPORTATION CONCEPT REPORT  
FOR STATE ROUTE 284**

**WHEREAS**, the Plumas County Transportation Commission is the Regional Transportation Planning Agency for Plumas County and is responsible for regional transportation planning, which includes the functional relationship between the local road system and state highway system; and

**WHEREAS**, the California Department of Transportation (Caltrans), District 2, is responsible for planning, construction, and operation of the state highway system, which includes the functional relationship between the state highway system and local road system; and

**WHEREAS**, Caltrans, District 2, in cooperation with the Plumas County Transportation Commission has prepared a Transportation Concept Report for State Route 284 which sets forth a conceptual plan for the development and operation of the highway for the next twenty years; and

**WHEREAS**, preparation of the State Route 284 Transportation Concept Report also involved local elected officials, city and county staff, community organizations, state and federal agencies, tribal governments, the general public, and many other organizations; and

**WHEREAS**, the State Route 284 Transportation Concept Report identifies conceptual improvements that could be undertaken over the twenty year planning horizon; and

**WHEREAS**, the State Route 284 Transportation Concept Report also identifies improvements on or near the state highway system that may facilitate regional or local development, improve local circulation and enhance quality of life; and

**WHEREAS**, implementation of many of the improvements identified in the State Route 284 Transportation Concept Report will require funding and delivery partnerships between Caltrans, District 2, and its local and regional partners.

**NOW, THEREFORE, BE IT RESOLVED** by the Plumas County Transportation Commission, this 25<sup>th</sup> day of April, 2016, that:

1. The State Route 284 Transportation Concept Report presents a balanced and logical concept for the development and operation of State Route 284 over the next twenty years.
2. The State Route 284 Transportation Concept Report should be considered during preparation of the Regional Transportation Improvement Program, Interregional Transportation Improvement Program, and other plans and funding programs.
3. The Interim Executive Director is hereby authorized to sign the "Concurrence" block on

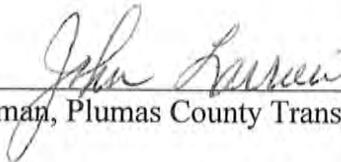
the signature sheet for the State Route 284 Transportation Concept Report.

PASSED AND ADOPTED by the Plumas County Transportation Commission for Plumas County, State of California, at a regular meeting of said Commission on April 25, 2016 by the following vote:

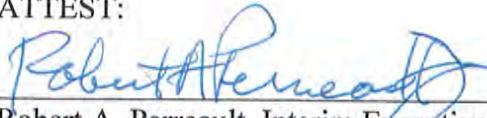
AYES: Commissioner: *Larriu, Scarlett, Powers, Small, Simpson*  
*Boss*

NOES: Commissioner: *None*

ABSENT: Commissioner: *None*

  
\_\_\_\_\_  
Chairman, Plumas County Transportation Commission

ATTEST:

  
\_\_\_\_\_  
Robert A. Perreault, Interim Executive Director

*APRIL 25, 2016*  
\_\_\_\_\_  
Date

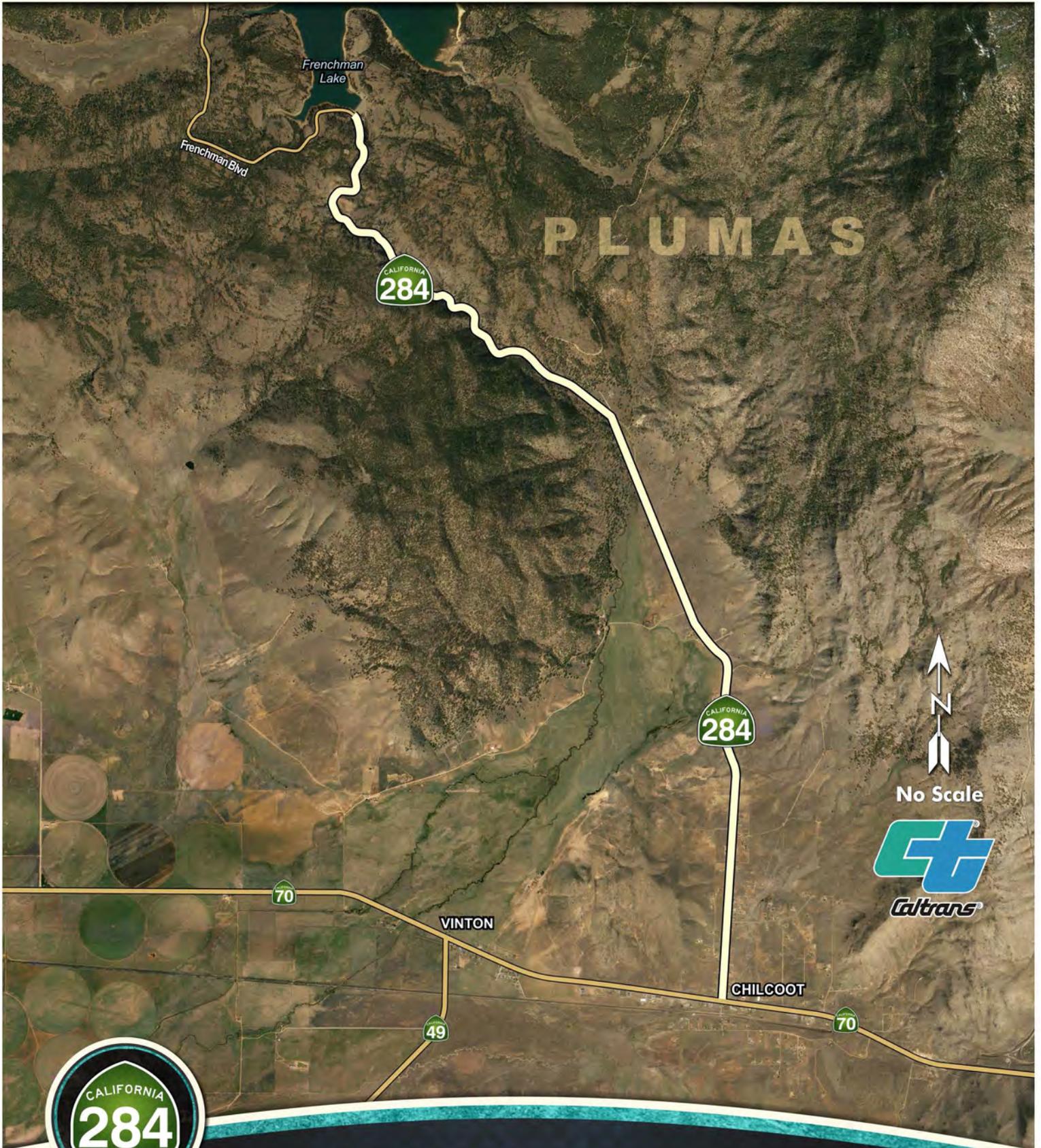
## **GENERAL ROUTE INFORMATION**

### **ROUTE DESCRIPTION**

State Route (SR) 284 is a rural, low-volume 8-mile-long spur route in eastern Plumas County that primarily serves recreational travel. SR 284 begins at SR 70 in Chilcoot and ends at Frenchman Dam. From Chilcoot, it proceeds north across rolling hills for approximately five miles to Plumas National Forest. Within the forest, the highway parallels the Little Last Chance Creek northward through a sparsely timbered, rocky canyon for about three miles to Frenchman Dam, where the route ends. At the route's end, other roads lead to campgrounds and a boat ramp.

### **Route Location**

SR 284 is a south-to-north route in northeastern California beginning at SR 70 and ending at Frenchman Lake. The location of SR 284 is shown on the map on the following page.



STATE ROUTE 284  
TRANSPORTATION CONCEPT REPORT

## 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 584) describes SR 284 as follows:

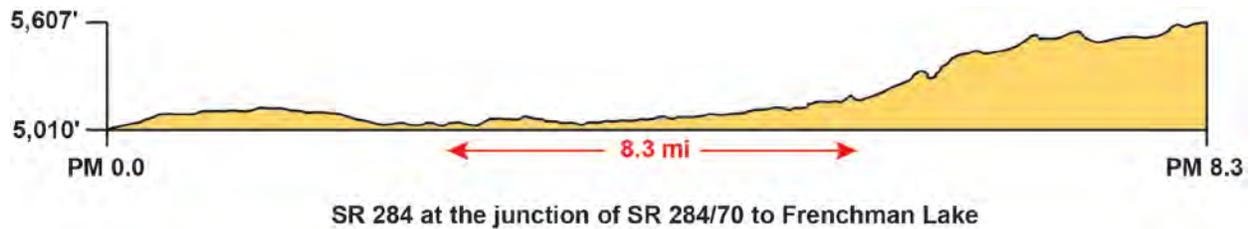
*Route 284 is from Route 70 at Chilcoot to Frenchman Reservoir.*

## Route Purpose and Seasonal Use

The primary purpose served by SR 284 is recreation and its secondary purpose is residential access. The peak season along SR 284 is summer time, when volumes are about 30 percent higher than the average AADT. The route is used to access Frenchman Lake, a recreational destination and reservoir for irrigating Sierra Valley agriculture. Travel along the route is limited during winter months, as snow is not removed from SR 284 north of PLU 3.0.

## Route Terrain

The route gains elevation from south to north with an elevation change from 5,000 feet to 5,600 feet. The steepest sections of the route are along the northern part with some grades greater than six percent.



**Figure 1: SR 284 Route Profile. Source: Caltrans District 2 Cycling Guide.**

The overall landscape consists of sage uplands and sparsely forested mountain ridges. The vegetation along the southern half of the route consists of open, broad streamside meadows, bordered with sagebrush. The northern half of the route is mostly conifer forest, generally consisting of Jeffrey and ponderosa pine with some white and Douglas fir. Along the northern section of the route, the narrow, curving, deciduous-lined canyon floor is shared with Little Last Chance Creek. In the fall, the trees display striking colors.



**Figure 2: Fall colors along SR 284**

## Route Connections

SR 70 (at the south end of SR 284) is a west-to-east highway that begins at SR 99 in Sutter County and ends at US 395 in southern 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 residents as well as visitors.

### *Other Route Connections*

Several unpaved local roads lead to residences and ranches located off the southernmost three miles of the route. Dotta Guidici Road is a low-volume unpaved rural connection that begins at SR 70 three miles east of the SR 70 and SR 284 junction and ends at PLU 3.0. Some forest service roads connect to SR 284 and lead into the Plumas National Forest.

## **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 2: 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>	No
<b>National Highway System</b>	No
<b>Strategic Highway Network</b>	No
<b>Federal Functional Classification</b>	Major Collector
<b>Truck Designation</b>	CA Legal Advisory Route <sup>2</sup>
<b>Scenic Designations</b>	None

<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> CA Legal trucks have access to the entire state highway system except where prohibited. SR 284 is a Legal Advisory Route along which travel is not advised if kingpin-to-rear-axle (KPRA) length is over 30 feet.

## **COMMUNITY CHARACTERISTICS AND LAND USE**

**Table 3** displays 2010 US Census data for Plumas County and for the Chilcoot-Vinton Census-Designated Place (CDP).

<b>Table 3: County, City and Census Designated Place Census Data</b>			
	<b>California State</b>	<b>Plumas County</b>	<b>Chilcoot-Vinton CDP</b>
<b>Total Population</b>	37,253,956	20,007	454
<b>65+</b>	4,246,514	4,154	67
<b>Male Population</b>	18,517,830	10,003	241
<b>Female Population</b>	18,736,126	10,004	213
<b>White</b>	21,453,934	17,797	418
<b>Black</b>	2,299,072	192	1
<b>American Indian</b>	362,801	539	4
<b>Asian</b>	4,861,007	134	1
<b>Native Hawaiian and Other Pacific Islander</b>	144,386	18	-
<b>Hispanic or Latino</b>	14,013,719	1,605	38
<b>Median Household Income</b>	\$61,094	\$45,358	\$48,024
<b>Median House Value</b>	\$366,400	\$251,200	\$275,000
<b>Percent Unemployed</b>	11.5%	17.2%	30.5%
<b>Population Projection, 2030</b>	44,085,600	20,526	466
<b>Population per Square Mile</b>	239.1	8	34
<b>Individuals Below Poverty Level</b>	15.9%	13.9%	6.1%

Ranching and timber production are important elements 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. Some residents who live near SR 284 commute to Reno for work.

Tourism and recreation are important to the county. Due to the county's mountains, lakes and high desert setting with little surrounding development, it is an attractive destination for tourists. The county is a popular choice for second homeownership or retirement.

Land use from SR 70 to Frenchman Lake begins as residential and transitions to open space and ranching. To the north, land adjacent to SR 284 is Forest Service and open range.

The residential uses are low-density single-family homes in residential zones. Residential density decreases with distance from SR 70 and the land use becomes more ranching-oriented with some open space and agricultural preserves. Cattle guards cross the highway in a few locations. Timberland production zones are located nearby off-route.

Parts of the route pass through Bureau of Land Management lands and the northern half of the route passes through USFS lands. Chilcoot Campground is located at PLU 5.5 and Frenchman Lake is located at the northern terminus of the route.

Over the course of the next 20 years, development will consist of some new single-family homes located along the southernmost three miles of SR 284. There could be some new commercial development close to the SR 70 junction.

## **FRENCHMAN LAKE**

In 1957, the California Legislature authorized the construction of three dams in the area, including Frenchman Dam. California voters narrowly approved the Burns-Porter Act in 1960, passing the State Water Project, the nation's largest state-built water and power development and conveyance system. Two-thirds of California's population receives water delivered through the project.

In 1962, as a part of the State Water Project, the California Department of Water dammed Little Last Chance Creek, which is located along the headwaters of the Feather River, creating Frenchman Lake.

With a 21-mile-long shoreline, Frenchman Lake is located at the northern terminus of SR 284, 38 miles northwest of Reno, Nevada and 26 miles northeast of Portola, California. A 129-foot-tall earthen dam, which rises to an elevation of 5,607 feet, is located at the southern end of the lake.

Frenchman Lake is used for irrigating farmland in the Sierra Valley. In addition to providing water to Sierra Valley farmlands, the lake is used for recreation. Recreational opportunities on and near the lake include camping, hiking, biking, picnicking, fishing, swimming, boating, water-skiing, jet skiing and hunting. Winter activities range from snowmobiling to ice fishing and cross-country skiing. In addition to the campground located at PLU 5.5, there are four campgrounds along the lake. The busiest season for recreation is the summer time, as the campgrounds are open from April to October.



**Figure 3: Marker at Frenchman Lake**

## **ROUTE OVERVIEW**

This section provides an overview of the various modal networks on the route. It covers vehicles, freight, bicycles, pedestrians and transit. It includes information about connectivity and continuity of these modes.

### **Vehicles and Trucks**

SR 284 is a two-lane conventional highway with passenger vehicles being the primary user group. The vehicle percentage of AADT is 97 percent along the entire route. The volume of vehicles at the southern end of the route is almost double the volume of vehicles at the northern end of the route. Vehicles travel for recreational purposes along the entire route, while those that travel to or from a residence are only along the southernmost few miles. Peak hour trips from the Chilcoot area typically are to or from Portola. The volume of recreational vehicles (RVs), campers and trailers increases in the summertime.

Trucks are only three percent of AADT along SR 284, most of which are RVs. Others include delivery, garbage, Forest Service engines and support and construction (dump or haul) trucks. The haul trucks carry gravel, sand and concrete.

### **Bicycles**

Bicyclists are allowed on the entire length of SR 284. Treated shoulder widths along the route are zero feet. The majority of the route is level with some steep climbs along the northernmost three miles.

Cyclists along the route tend to be recreational riders on day trips to Frenchman Lake. People camping at the campground at PLU 5.5 sometimes ride their bicycles along SR 284 to the lake. In addition to recreational cyclists, some cyclists run errands or commute from their residences along SR 284 to businesses along SR 70.

For more information regarding bicycle facilities in District 2, see the District 2 Cycling Guide: <http://www.dot.ca.gov/dist2/pdf/bikeguide.pdf>

### **Pedestrians**

Pedestrians are allowed along the entire length of SR 284. There are no sidewalks along SR 284. While pedestrian volume along SR 284 is low, the highest volumes of pedestrians are near SR 70, the campground (PLU 5.5) and Frenchman Lake. Sometimes vehicles pull over in order for occupants to observe the landscape from outside the vehicle.

### **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 transit or public railroad along or near SR 284. Major carrier commercial air service is not available near SR 284.

## **Freight**

A Union Pacific freight railroad line runs west-to-east parallel to and just south of SR 70

## **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 process and the 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 issues along SR 284 are:

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

Recreational lands near SR 284 include Plumas National Forest and Frenchman Lake. Part of the route along the northern section is within the Little Last Chance Canyon Special Interest Area. Special interest areas provide cultural, botanical, historical, or other special value to the public.

### **Farmland/Timberland**

There are Prime Farmlands, Farmlands of Local Importance and Grazing Lands adjacent to SR 284.

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

There is a higher percentage of people over the age of 65 in the Chilcoot-Vinton area than in the rest of Plumas County. The unemployment rates of Chilcoot/Vinton and Plumas County are higher than the statewide rate and the median household income is lower than the statewide rate.

### **Visual Aesthetics**

Little Last Chance Creek Canyon, Little Last Chance and Frenchman Lake are all designated as Scenic Areas in the 1984 Plumas County General Plan and are included as Scenic Resources in the new Draft General Plan.

The southern half of the route passes through open space with views of rolling ranchland and mountains in the distance. The northern half of the route climbs through a shaded canyon with unique and massive rock formations along both sides of the roadway. In the fall, tree leaves turn vivid colors, contrasting with the neutral dark gray tones of the canyon walls.

Visual aesthetics should be considered when new projects are planned along SR 284.

### **Cultural Resources**

SR 284 is considered sensitive for cultural resources. A cursory archaeological survey of the State Route 284 right of way was conducted approximately 15 years ago. At that time 11 prehistoric sites were noted, most along the southern third of the roadway. It is possible additional sites will be found when surveys are done for individual projects as windblown sands in this area can temporarily obscure or reveal artifacts on the ground surface. Although no historic sites were noted during the SR 284 survey, reconnaissance performed by the USFS on nearby lands noted

historic components to prehistoric sites. In addition, geoarchaeological studies done for District 2 show evidence that the highway corridor within Sections 3, 10 and 11 has a moderate to very high probability for both surface and buried cultural resources. This segment of SR 284 contains a corridor of flat land adjacent to a perennial water source, Little Last Chance Creek, protected by hills to the east and west. It would be considered a desirable habitation area and may contain both historic and prehistoric sites.

None of the three bridges along SR 284 are eligible for the National Register of Historic Places (NRHP).

### **Floodplain**

There are no mapped flood plains along SR 284. However, due to the proximity of Frenchman Lake at the northern end of SR 284, the highway is located in a potential dam failure inundation area, according to the 2035 Plumas County General Plan Update Draft EIR (2012).

SR 284 just north of SR 70 can experience some flooding during seasons with extremely heavy precipitation. An initial review has indicated that this is related to a drainage system that is off the state highway. The natural water course runs roughly diagonally from northeast to southwest. Drainage ditches had been constructed in the past to direct water to two culverts under SR 284. It appears that the lack of maintenance of the drainage ditches over time has resulted in water not reaching the culverts. Plumas County and Caltrans should consider options for further studies to evaluate drainage in the area.

### **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. There could also be a decrease in annual average precipitation.

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

SR 284 is not located in a landslide and liquefaction zone. Some Pre-Quaternary faults are near SR 284, including the Last Chance Fault. The rock types along the route include alluvium and fan deposits, Mesozoic Plutonic Granite and Miocene-Pliocene Volcanic Andesite Pyroclastics.

### **Hazardous Materials**

There are no leaking underground tank sites, solid waste disposal sites or other contaminated sites. There is one permitted underground storage tank facility near Chilcoat.

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

SR 284 is not located in an area likely to contain naturally occurring asbestos.

### **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>.

### **Noise**

There are no sensitive noise receptors (such as hospitals or schools) along the route and existing and future volumes are expected to remain low. Projects that generate significant levels of noise

may require evaluation for impact on adjoining areas. Areas that might require evaluation include the residential section along the southern portion of the route or impact to recreationists and wildlife within the Plumas National Forest along the northern portion of the route.

**Waters and Wetlands**

Wetlands are adjacent to or near SR 284 from PLU 1.7-2.6, PLU 3.5-4.5 and near PLU 7.4. Frenchman Lake is located at the northern end of the route and the Little Last Chance Creek flows southward from the Lake. The Little Last Chance Creek is adjacent to and crosses under SR 284 three times along the northernmost 2.7 miles of the route. South of PLU 5.6, the creek flows southwesterly, diverging away from SR 284.

**Wild and Scenic Rivers**

Little Last Chance Creek flows adjacent to portions of SR 284. It is a tributary to the Middle Fork of the Feather River, which is a nationally designated wild and scenic river.

**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 4: 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
<b>Amphibians</b>	Greene's tuctoria	SR	FE
	Sierra Nevada yellow-legged frog	ST	FPE
<b>Birds</b>	Greater sage-grouse		FPT
	Bald eagle	SE	
	Swainson's hawk	ST	
	Great gray owl	SE	
	Willow flycatcher	SE	
	Bank swallow	ST	
	Belding's savannah sparrow	SE	
<b>Mammals</b>	Townsend's big-eared bat	SC	
	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. However, the potential to impede fish passageways along Little Last Chance Creek should be considered during future projects.

**Habitat Connectivity**

SR 284 passes through an essential connectivity area. Essential connectivity areas are areas essential for ecological connectivity between 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.

## ROUTE PERFORMANCE

### GEOMETRIC DATA TABLE

The following table provides geometric data for SR 284.

<b>Table 5: SR 284 Geometric Data</b>	
<b>Route Length</b>	8.3 miles
<b>Number of Lanes</b>	2
<b>Lane Width</b>	11 feet
<b>Treated Shoulder Width</b>	0 feet

### ROUTE STATISTICS TABLE

The performance table below provides current and future volumes for SR 284.

<b>Table 6: Route Volume Information</b>		
	<b>Current Year 2013</b>	<b>Future Year 2033</b>
<b>AADT</b>	580-320	680-420
<b>Peak Hour (PH)</b>	130	152
<b>Total Trucks</b>	18-7	21-9
<b>5+ Axle Trucks</b>	7-0	8-0
<b>DVMT</b>	4,815-2,657	5,645-3,487
<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 highest at SR 70 and decrease to the north where they are lowest at Frenchman Lake. The first number of each range in the table above represents the volume at SR 70 and the second number represents the volume at Frenchman Lake. For example, AADT in 2013 was 580-320 where 580 is the AADT at SR 70 and 320 is the AADT at Frenchman Lake.

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

## KEY ROUTE CONSIDERATIONS

Because SR 284 is a relatively low volume route, the primary considerations are not capacity-related. The most common issue cited by area residents along SR 284 is poor driver behavior. Community members have commented that drivers regularly violate the California Vehicle Code by exceeding the speed limit and texting while driving.

Some additional considerations are as follows:

- Lane widths less than 12 feet and no shoulders.
- Parts of the route pass through moderate to very high fire hazard severity zones in State Responsibility Area.
- SR 284 just north of SR 70 can experience some flooding during seasons with extremely heavy precipitation. An initial review has indicated that this is related to a drainage system that is off the state highway. The natural water course runs roughly diagonally from northeast to southwest. Drainage ditches had been constructed in the past to direct water to two culverts under SR 284. It appears that the lack of maintenance of the drainage ditches over time has resulted in water not reaching the culverts. Plumas County and Caltrans should consider options for further studies to evaluate drainage in the area.
- Deer are sometimes present on the highway, especially near PLU 2.0-3.5 in the spring and fall. They cross between the mountains to the east and the stream to the west of SR 284. The route passes through the Doyle deer herd range.
- Sight distance at Dotta Guidici Road (PLU 3.0).
- Snow and ice may be present in the winter. Signs are posted in multiple locations along SR 284 notifying drivers that the road is not maintained in the winter north of PLU 3.1.
- Curvilinear alignment north of PLU 5.0.
- Potential rock fall areas north of PLU 6.6, triggered by storms.
- Part of the route is in open range. There is a cattle guard at PLU 8.0.

## 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 284.

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. Because the route has very low volumes and since the route purpose north of PLU 5.0 is almost entirely recreational access, there is not a foreseeable need for expansion of the paved surface. Further, the route does not provide interregional connectivity and therefore expansion of the paved surface is not a feasible concept.

<p><b>SR 284 Route Concept (20-Year)</b> Two-Lane Conventional Highway</p>
--

## POTENTIAL PROJECTS AND STRATEGIES

The following potential projects and strategies to maintain and operate SR 284 should be considered if funding becomes available:

Location	Description	Source
PLU 0.0-8.0	Maintenance	Plumas RTP (2010)
PLU 0.1	Coordinate with Plumas County to improve drainage on SR 284 just north of SR 70	Caltrans and Plumas County
PLU 4.0-8.3	Scrub Seal	Caltrans
VAR	Manage vegetation	TCR Analysis
VAR 6.7-8.3	Rock fall management	TCR Analysis

### ROUTE HISTORY

Frenchman Lake Road (now SR 284) was constructed by the State of California, Department of Water Resources, as an access road from SR 70 to Frenchman Reservoir. Plumas County accepted the first 4.6 miles in 1965 and the remaining 3.7 miles in 1970. Later that year, Route 284 was added to the State Highway System and in 1973, the state assumed maintenance responsibilities on Frenchman Lake Road from Plumas County.

### RELINQUISHMENT

The State Highway System classification was added to the California Streets and Highways Code in 1964. Code 300 states,

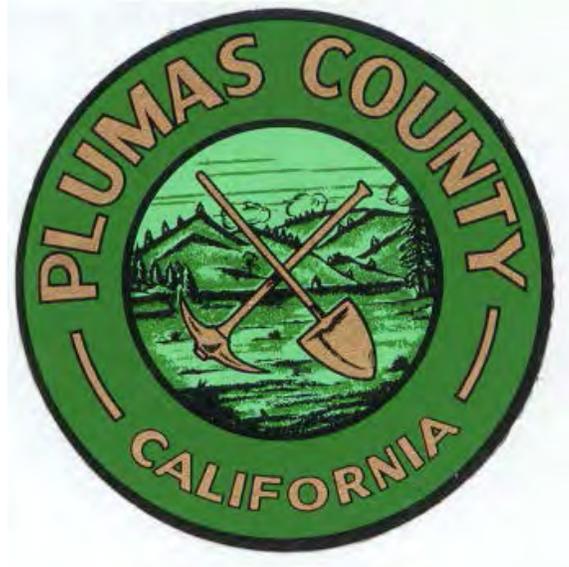
*“It is the intent of the Legislature, in enacting this article, that the routes of the state highway system serve the state's heavily traveled rural and urban corridors, that they connect the communities and regions of the state, and that they serve the state's economy by connecting centers of commerce, industry, agriculture, mineral wealth, and recreation.”*

Based on Code 300, SR 284 does not meet the primary mission and purpose of the state highway system, therefore it is appropriate to consider relinquishment. The agencies to which most other state highways are relinquished include local and county agencies. Although SR 284 is within Plumas County, the county has a long-standing position not to add miles to the county's road inventory. Further, the county at one time had SR 284 in its inventory and would be unlikely to assume ownership of the route again.

Relinquishing SR 284 to other agencies such as the United States Forest Service, the California Department of Water Resources, the California Department of Fish and Wildlife and the California Department of Parks and Recreation should be considered. The state and federal agencies mentioned above might have an interest in SR 284 in order to advance their respective department's goals, such as to improve recreation access and manage natural resources.

If any entity were to express interest in adopting SR 284, the district would be open to discussion.

## APPENDIX A: COUNTY INFORMATION



### Plumas County

Plumas County is located near the northeast corner of California, 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 2,613 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 County 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 County Transportation Commission (PCTC)	Kick-off conference call with staff
4/15/15	City of Portola	Coordination to plan an open house
4/17/15	Sierra County Department of Transportation	Email communication to announce the beginning of the SR 284 TCR development process
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 4th public open house in Portola
6/4/15	Public open house: Portola	See Summary of Comments on page 29
3/21/16	Plumas County Transportation Commission	Presentation of Draft SR 284 TCR
4/25/16	Plumas County Transportation Commission	Resolution of Concurrence by PCTC
<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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### 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  
Redding, CA 96001

Phone: (530) 225-3478  
Email: trina\_blanchette@dot.ca.gov  
Betty Hamden  
California Department of Transportation  
District 2  
1657 Riverside Drive, MS 3  
Redding, CA 96001

Phone: (530) 225-3297  
Email: betty\_hamden@dot.ca.gov

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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# Plumas County News



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Click for more information

## 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 284 Transportation Concept Report

*The following is a summary of comments received at the open house. Guidance pertaining to some of the meeting comments is provided in italics.*

#### Dotta Guidici Road at SR 284

- When approaching SR 284 from Dotta Guidici Road (county), line of sight to the south is affected by a crest vertical curve.
- As a result of maintenance activities on Dotta Guidici Road, dirt mounds have been piled along both sides of Dotta Guidici Road near SR 284, further impacting line of sight.

#### Deer

- Mostly during fall and spring.
- Deer cross back and forth across SR 284 between the mountains to the east and the stream and grasses to the west.
- Homemade deer warning signs have been placed along the road.
- *Guidance: “The Deer Crossing (W11-3) sign should be used only after confirmation from a Department of Fish and Game warden having jurisdiction in the area that a substantial problem exists.” (California MUTCD 2014 Edition)*

#### Cattle

- Open range starts about one mile south of Dotta Guidici Road.
- Sometimes cattle get onto highway along closed-range section.
- *Guidance: California Vehicle Code 21365*

*“The Department of Transportation, with respect to state highways in open range country, and the board of supervisors of each county, with respect to county highways under its jurisdiction, may place and maintain appropriate signs indicating that the territory traversed is open livestock range and warning against the danger of livestock on the highway.”*

#### Bicycles

- Cyclists ride along SR 284 to Frenchman Lake.

## Users of SR 284

*Participants at the open house have made the following observations about users of SR 284:*

- There is a high proportion of vehicles with Nevada license plates.
- Many drivers are on cell phones.
  - Sometimes they use their phones while driving.
  - Sometimes they pull over onto private property or only partially pull off of the travel lane to use their phones.
- Vehicles travel at high speeds on SR 284.
- There are many RVs on SR 284.

## 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 Information:** <http://www.dot.ca.gov/d2/contactus.html> 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/news.htm#newsrelease>

Information for How Caltrans Builds Projects:

[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. See the following websites for additional information:

<http://www.dot.ca.gov/hq/traffops/engineering/mutcd/pdf/california-manual-for-setting-speed-limits.pdf>

<http://www.dot.ca.gov/hq/traffops/engineering/mutcd/pdf/faqs-ca-manual-on-setting-speed-limits.pdf>

## APPENDIX C: TRIBAL FACT SHEETS

This section identifies Native American communities located within the county that State Route (SR) 284 passes through. These include federally recognized and non-federally recognized tribes. This section also provides information about tribes that have identified tribal/ancestral land(s) near the SR 284 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."

### Federally Recognized Tribes

The following Federally Recognized Tribes are located within the vicinity that SR 284 passes through:

Greenville Rancheria  
Washoe Tribe of Nevada and California

### 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 284 passes through:

Plumas County Indians  
Maidu Summit Consortium  
United Maidu Nation

## **GREENVILLE RANCHERIA**

### **INFORMATION AND COMMUNITY FACT SHEET**

#### **STATUS: Federally Recognized**

Due to the California Rancheria Act of 1958, the original Greenville Rancheria (275 acres) and Tribal members were terminated from Federal Recognition. In 1983, a U.S. District Court for the Northern District of California (*Tillie Hardwick v. United States of America.*) ruled that the failure of the BIA to comply with its obligations under the California Rancheria Act invalidated the Act. As a result, the Greenville Rancheria and 17 other California tribes were restored as federally recognized Indian tribes. The Greenville's Rancheria Tribal affiliation is Maidu, Wintu, Pit River and Washoe Indian.

#### **LAND BASE**

Land Status: The Tribe has no land in Trust with the Federal Government. At the original Rancheria site, the old church is still standing but is in non-native ownership. In addition, the Tribe also holds 11.5 acres of land in fee status in the city of Greenville where residential/commercial/tribal offices and clinics are located, and 15 acres in Red Bluff that is used for economic development/clinics. Currently Greenville Rancheria has three fee-to-trust applications pending.

In addition to a Tribal fee land, the Tribe claims ancestral territories in Tehama, Plumas, Sierra and parts of Butte, Yuba, Glenn and Shasta counties, the territories represent the areas that were once inhabited by the Tribes to camp, hunt, and fish, as well as gathering of vegetation for food consumption and basketry material, sacred ceremonial and burial sites.

#### **TRIBAL GOVERNMENT**

The Tribe falls under the Indian Reorganization Act of 1934. The Tribal Council/Business Council meets every Wednesday of the month, the elected Council is made up of a Tribal Chairperson, Vice Chair, Secretary, Treasurer, and Members at large. The membership meetings are on the 2<sup>nd</sup> Saturday of the month, meetings are limited to members of the Tribe. There are 150 +/- enrolled Tribal members.

**Services-** The Tribe runs a medical and dental facility in Greenville, and Red Bluff, to serve tribal and non-tribal members.

## WASHOE TRIBE OF NEVADA & CALIFORNIA INFORMATION AND COMMUNITY FACT SHEET

### **STATUS: Federally Recognized**

In 1917, a few small parcels of land with inadequate facilities were set aside at Reno, Carson City, and Dresslerville primarily for Washoe use. Schools for Indian children were segregated, their language and traditional customs were discouraged, and discriminatory policies restricted social interaction. Citizenship was not granted until 1924. Some improvement in conditions began to take place after the Indian (Federally recognized) Reorganization Act of 1934 when the Washoe became a legally constituted tribe with a written constitution and official tribal council. Major change, however, did not occur until after 1970 when the Washoe won a compensation of \$5 million (of a \$43 million claim filed in 1948) before the Indian Claims Commission. Through effective investment of 70 percent of the funds and issuing per capita payments were made to enrolled members at the time of settlement, considerable advancement has been made in tribal organization and services

### **LAND BASE**

The Tribe has **four communities**, three in Nevada (Stewart, Carson, and Dresslerville), and one in California (Woodfords). There is also a Washoe community located within the Reno-Sparks Indian Colony. The Tribe has jurisdiction over trust allotments in both Nevada and California, with additional Tribal Trust parcels located in Alpine, Placer, Sierra, Douglas, Carson, and Washoe Counties. Some of those parcels are in fee status and waiting for Trust Status designation

Tribal history extends an estimated 9,000 years in the Lake Tahoe Basin and adjacent east and west slopes and valleys of the Sierra Nevada Mountain Range. The present day Washoe Tribe has deep roots in the past, radiating from Lake Tahoe, a spiritual and cultural center, and encompassing an area that stretches from Honey Lake to Mono Lake.

(See attached map)

### **TRIBAL GOVERNMENT**

The Washoe Tribe is governed by the Tribal Council and a Chairman; Tribal Council consists of 12 representatives from the Washoe Tribal Community Councils including Off-reservation representation. Each community council sends two permanent representatives to foster their voices in the governmental process. The number of enrolled Tribal members is 1500 +/- with half the population residing off reservation

**The Chairmanship** is responsible for the daily operations of the Tribe. He/she represents the Tribe's interests in State and National politics and works with other state and federal agencies to achieve progress for the Tribe as a whole.

**Tribal Council** meets once a month and more if needed to discuss issues, vote on resolutions, and hear the Washoe people during sessions.

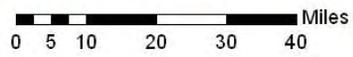
**Tribal Programs-** a Head Start program and Native Temporary Assistance to Needy Families (T.A.N.F.) promote healthy and thoughtful development of children and families in the Washoe communities. Washoe Utility Management Authority, Resources Policy Program, Information Technology, Planning, Language Department, Maintenance, Education, Cultural Resources, Senior Center, Washoe Development Group, and the Woodfords Indian Education Center. Washoe Tribal Health Center, Washoe Housing Authority, Washoe Tribal Police Department, Environmental Protection, Social Services, Tribal Court, with citizen based program advisory/oversight committees.

# Washoe Territory: Past & Present



**Washoe Tribal Lands**

- ★ Current Territory
- Traditional Nuclear Territory
- Traditional Peripheral Territory



Washoe Tribe of Nevada & California  
Environmental Protection Department  
GIS: Noel Haycock  
August 12, 2004



## APPENDIX D: ROUTE INVENTORY

Table 8: Bridges								
Post Mile	Bridge Number	Structure Name	Structure Type	Bridge Length	Width	Num Spans	Min VC over Rdway	Year Built
5.60	09 0070	Little Last Chance Creek	106	50.0	10.7	2	0	2000
7.01	09 0071	Little Last Chance Creek	502	30.0	10.7	1	0	2000
7.31	09 0072	Little Last Chance Creek	502	27.0	10.7	1	0	2000

Posted speed limit is 55 mph (PLU 0.0-8.3).  
Cattle guard at PLU 8.0.

### HISTORICAL MARKERS NEAR SR 284

#### California Historical Landmark

**NO. 336 BECKWOURTH PASS** - Beckwourth Pass, at an elevation of 5,221 feet, the lowest pass in the Sierra Nevada, was discovered in 1851 by James P. Beckwourth. The monument is dedicated to the discoverer and to the pioneers who passed along this trail.

**Location:** Roadside rest area, Beckwourth's Pass, State Hwy 70 (P.M. 95.8), 1.5 mi E of Chilcoat.

## APPENDIX E: RESOURCES

- The Calflora Database (2014). *Calflora: Information on California Plants for Education, Research and Conservation*. <http://www.calflora.org/>
- California Air Resources Board (2013). *Area Designations Maps/State and National*. <http://arbis.arb.ca.gov/desig/adm/adm.htm>
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- California Department of Transportation (2008). *Caltrans District 2 Cycling Guide for State Highways of Northern California*. <http://www.dot.ca.gov/dist2/pdf/bikeguide.pdf>
- California Department of Transportation (2011). *Truck Networks on California State Highways: District 2*. <http://www.dot.ca.gov/hq/traffops/engineering/trucks/truckmap/truckmap-d02.pdf>
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