

SPRING VALLEY RANCH

Initial Study / Mitigated Negative Declaration

Prepared for
Plumas County
Department of Planning and Building
Services

June 2021



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ENVIRONMENTAL CHECKLIST

Initial Study

1. **Project Title:** Spring Valley Ranch Special Use Permit
(File Number U 8-20/21-07)
2. **Lead Agency Name and Address:** Plumas County
Department of Planning and Building Services
555 Main Street
Quincy, California 95971
3. **Contact Person and Phone Number:** Rebecca Herrin
Assistant Planning Director
(530) 283-6213
4. **Project Location:** 9900 Carmen Valley Trail & 9340 Carmen
Valley Trail; Beckwourth, unincorporated
Plumas County, California
Assessor's Parcel Numbers 025-230-016-000
and 025-230-017-000; T22N/R14E, Secs.21,
28, 33 MDM
5. **Project Sponsor's Name and Address:** Plan C Holdings, LLC
10100 Santa Monica Boulevard. #2200
Los Angeles, California 90067
6. **General Plan Designation(s):** Rural Residential, Agricultural Preserve,
Agriculture and Grazing
7. **Zoning:** R-10 (Rural), AP (Agricultural Preserve), GA
(General Agriculture), MH (Manufactured
Home), FP (Flood Plain)

8. Description of Project:

The proposed project would develop the property with a private retreat that includes the following uses permitted with a Special Use Permit:

1. Bed and Breakfast Inn;
2. Places of Assembly; and
3. Recreation Facilities.

The above uses would be clustered in three development footprints or "Villages", identified as Village 1 and Village 2, and a separate grouping identified as the Support Village. The proposed

project would use existing structures and develop new structures. A future Village 3, with features and function similar to those of Villages 1 and 2, may be proposed for development in the future, but full details of a potential Village 3 are not known at this time and Village 3 is not proposed as part of the current entitlement application. Proposed Special Uses will be used by privately invited overnight guests and staff, and will not be open to the public. The Places of Assembly and Recreation Facilities will be used only by guests and staff of the Bed and Breakfast Inn. The Special Uses would use both existing structures and new construction.

(See detailed project description below)

9. Surrounding Land Uses and Setting.

Surrounding land uses include large rural residential properties, located in forested areas. Mention of surrounding lands owned by USFS, including one parcel in the middle of the Ranch?

10. Other public agencies whose approval is required

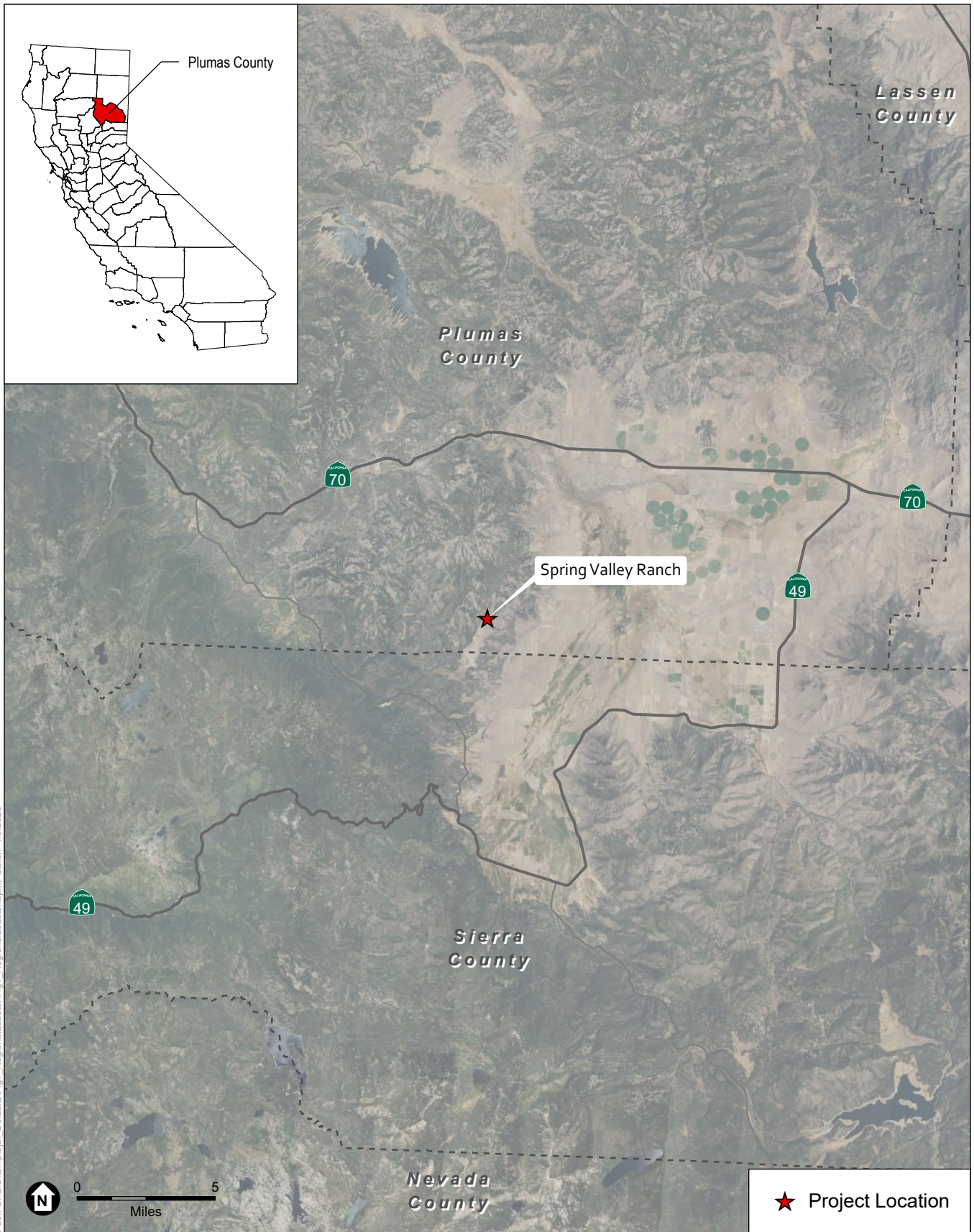
Plumas County Department of Public Works, Plumas County Environmental Health, Sierra Valley Groundwater Management District, Plumas County Planning and Building Services (building permits, sign permits), Plumas County Engineering Department (Access driveways and review of roads as per SRA FireSafe regulations enacted by Plumas County Code, California Department of Forestry and Fire Protection (Cal Fire) for any exceptions to SRA FireSafe Regulations, including State Minimum Fire Safe Regulations 2020), and Cal Fire for a timber harvest permit.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

No California Native American tribes affiliated with the project area have requested consultation pursuant to Public Resources Code section 21080.3.1.

Project Site

The Spring Valley Ranch property is located in southern Plumas County approximately 5 miles south of the town of Beckwourth (see **Figure 1**). The property consists of an approximately 1,120-acre parcel referred to as Spring Valley Ranch (see **Figure 2**). The property contains two assessor parcels (“APNs”), 025-230-016 and 025-230-017, herein referred to as the northern and southern APNs, respectively. The northern APN is approximately 640 acres and is described as the S1/2 of the SE1/4 of Section 21 and the N1/2, the SW1/4 and the N1/2 of the SE1/4 of Section 28, Township 22 North, Range 14 East. The southern APN is 480 acres generally described as the SE1/4 of the SE1/4 of Section 28 and the N1/2, the N1/2 of the SW1/4 and the NW1/4 of the SE1/4 of Section 30, Township 22 North, Range 14 East.). Embedded in the middle of the property is an approximately 40-acre parcel (SW1/4 of the SE1/4 of Section 28) that is owned by the United States Forest Service (“USFS”). An existing road extends through the USFS property, which is designated as “open to all vehicles” on the USFS Motor Vehicle Use Map

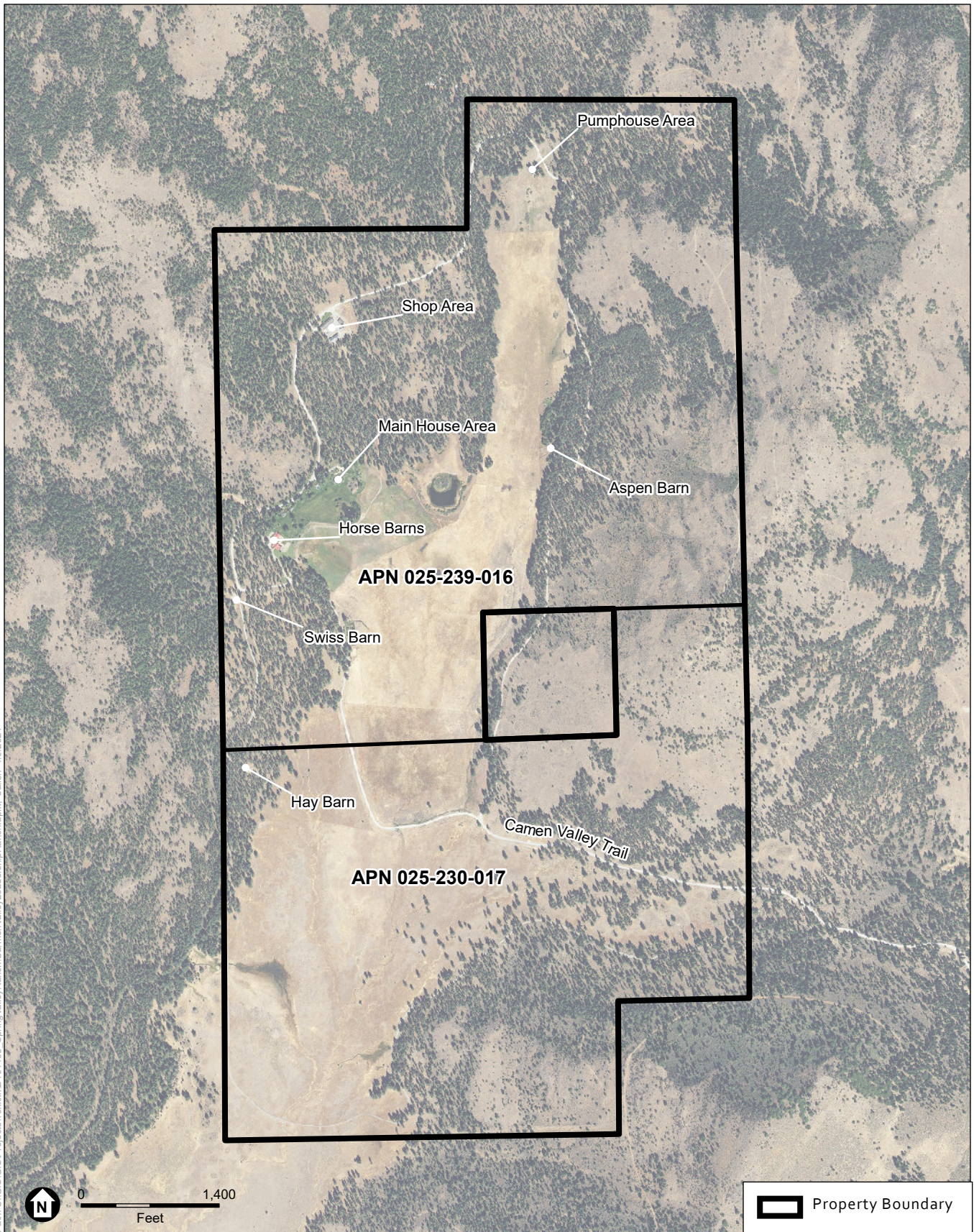


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SOURCE: NAIP, 2016; ESRI, 2012; ESA, 2019

Spring Valley Ranch

Figure 1
Regional Location



SOURCE: USDA, 2018; RCH Studios, 2020; ESA. 2020

Spring Valley Ranch

Figure 2
Spring Valley Ranch Site



(USFS, 2020).¹ Although the USFS parcel is not included as part of the Spring Valley Ranch Property, the project proposes to continue to utilize the existing road that extends through the USFS property. The project proposes development of three specified areas within the Spring Valley Ranch property, known as Village 1, Village 2 and the Support Village, which are shown in **Figures 3, 4, 5, and 6** respectively. A fourth development area, Village 3, may be proposed for future development in the location specified in Figure 3 but is not part of the current entitlement proposal. However, the term “project” as used in this Initial Study, includes the potential future Village 3 as described herein, unless otherwise noted.

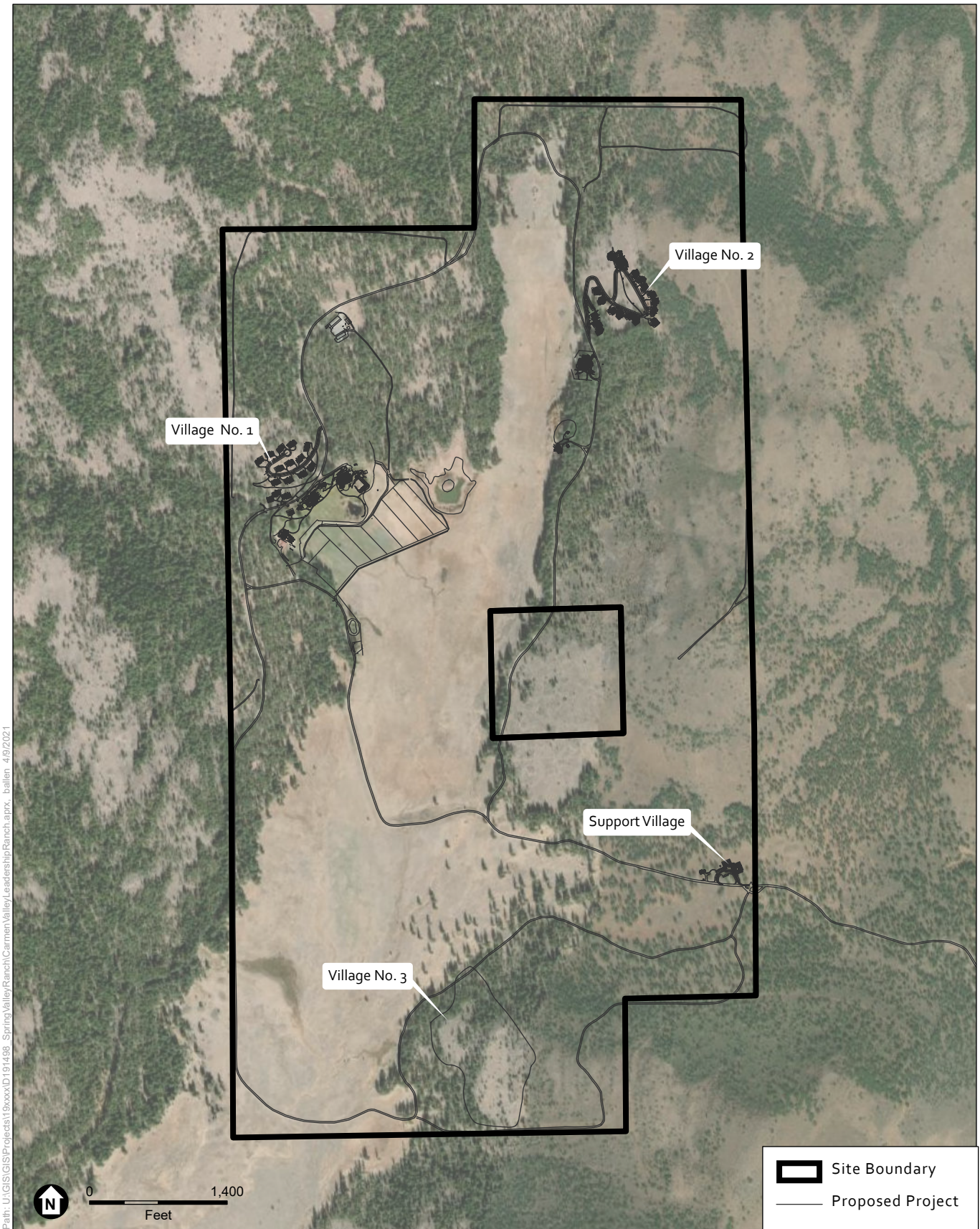
Spring Valley Ranch currently serves as a primary residence as well as a functioning ranch. Livestock grazing is the main ranching activity on-site, and is operated with private stock and through grazing leases. The property is predominantly rural undeveloped grazing land, forest, and grassland, with several residential structures, barns, outbuildings and other structures. The northern APN includes two dwelling units plus one guest house, associated out buildings, maintenance buildings, a pool, and a stable with associated structures. The northern APN also contains two ponds, a large manicured lawn/yard and irrigated fields, six groundwater wells that

provide domestic water and irrigation water, and septic tanks and associated leach fields to treat and dispose of domestic wastewater. The southern APN is undeveloped, with the exception of one hay storage barn. The project site is designated as Rural Residential, Agricultural Preserve, and Agriculture and Grazing under the Plumas County 2035 General Plan Land Use Element (December 17, 2013), and is zoned as Rural 10-Acres (R-10), Agricultural Preserve (AP), and General Agriculture (GA), as shown in **Figure 7**. The area zoned as AP in APN 025-230-017 is also combined with the Manufactured Home Combining Zone (MH), which is intended to provide for the installation of manufactured homes and commercial coaches on support systems.

Proposed Project

The proposed project would develop the property with a private retreat facility, inclusive of a working ranch, which would include Bed and Breakfast Inn Guest Rooms, Places of Assembly, and Recreational Facilities, spread across two groupings of structures identified as Village 1 and Village 2, and a separate grouping identified as the Support Village. The proposed project would use existing structures and develop new structures. A future Village 3, with features and function similar to those of Villages 1 and 2, may be proposed for future development in the location shown on Figure 3, but full details of a potential Village 3 are not known at this time and Village 3 is not proposed as part of the current entitlement application. Any future development of Village 3 would be the subject of a separate entitlement application and considered by the County through a future discretionary decision-making process. However, a potential future Village 3, as described below, is included as part of the project studied in this Initial Study, unless otherwise noted.

¹ United States Forest Services (USFS), 2020. Motor Vehicle Use Map; Tahoe National Forest; Sierraville Ranger District. Route 0640-050-20. Available at <https://usfs-public.app.box.com/v/tnf-mvum-sierraville>. Accessed April 29, 2021.



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SOURCE: USDA, 2018; RCH Studios, 2020; ESA, 2020

Spring Valley Ranch

Figure 3
Proposed Project Layout





SOURCE: USDA, 2018; RCH Studios, 2020; ESA. 2020

Spring Valley Ranch

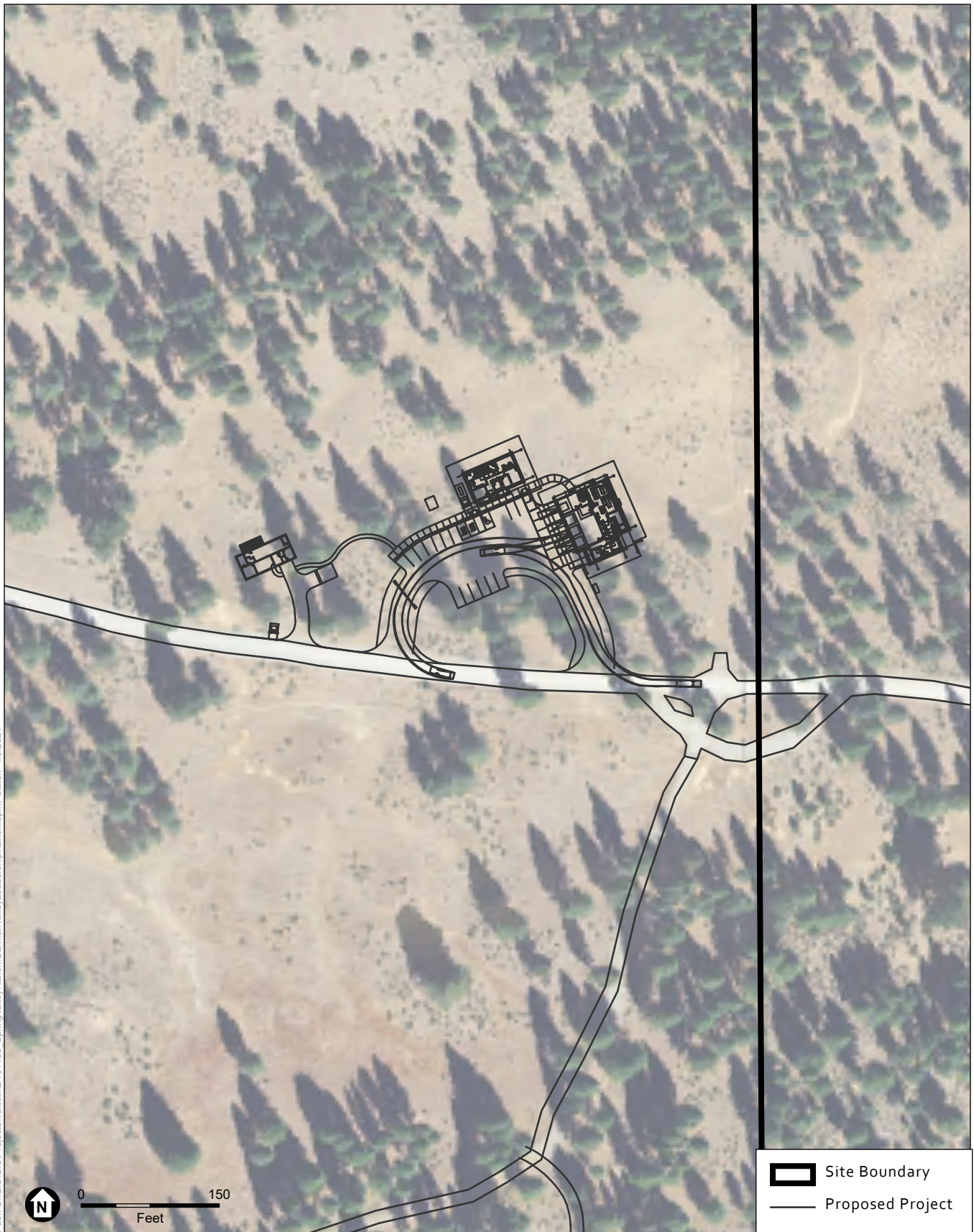
Figure 4
Proposed Project Layout
Village No. 1



SOURCE: USDA, 2018; RCH Studios, 2020; ESA. 2020

Spring Valley Ranch

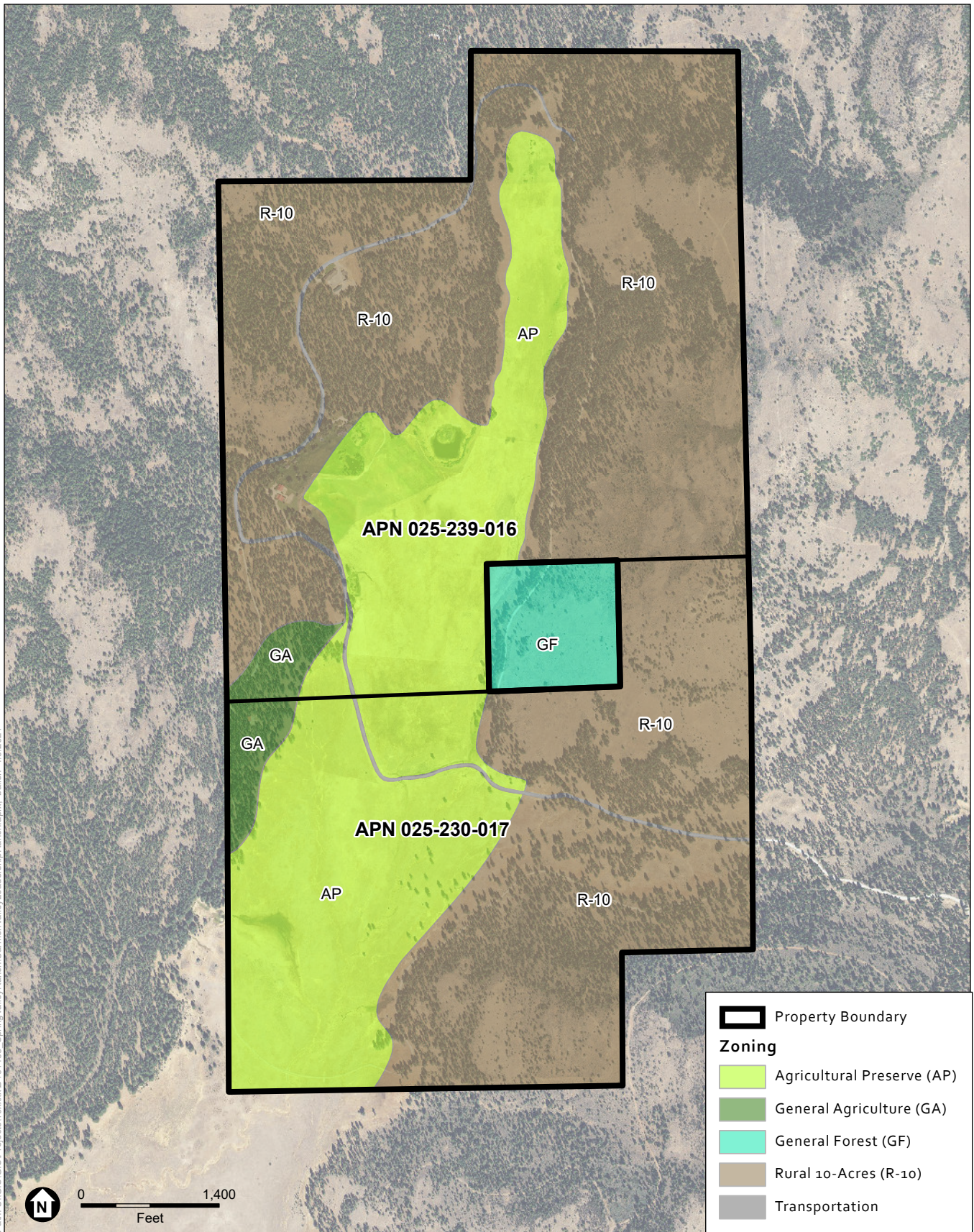
Figure 5
Proposed Project Layout
Village No. 2



SOURCE: USDA, 2018; RCH Studios, 2020; ESA. 2020

Spring Valley Ranch

Figure 6
Proposed Project Layout
Support Village



SOURCE: USDA, 2018; RCH Studios, 2020; ESA, 2020

Spring Valley Ranch

Figure 7
Zoning

Proposed Development

Village 1

The Village 1 component of the proposed project would be located on the west side of the valley, along the existing driveway adjacent to the existing residence and other structures. Village 1 would include the existing structures in this location and would add approximately 20,000-square-feet of new development in 17 new structures. A cluster of 15 new lodging buildings with a total of 29 guest rooms would be constructed on the hillside to the northwest of the existing residential structures and the existing driveway (see Figure 4). A new classroom/seminar structure (which would include support spaces for congregation, restrooms, personal rooms, and a food and beverage station) and a gym would be constructed within the cluster of new structures. A new driveway would extend north from the existing driveway, through the cluster of new lodging buildings to a vehicle turnaround on the northeast side of Village 1. All structures would be connected by a network of foot paths and driveway extensions.

Village 1 would also use and repurpose the existing structures on the east side of the existing driveway. These existing structures include the group of residential structures (identified as the Main House Area). As part of the proposed project, one of the existing residential facilities would be reconfigured and repurposed for dining, gathering, and/or staging uses to support the proposed private retreat use. The main house would be repurposed to be a central Place of Assembly and Recreational Facility building. Existing structures to the east of the main house would be used for storage. The

existing cluster of structures to the southwest of the Main House Area, currently designated as a horse barn area, would be used as barns and storage to support the agricultural uses which would continue in the agricultural preserve area of the project site. All existing structures planned to be repurposed would be evaluated for code compliance, prior to repurposing actions. All repurposed structures would comply with any applicable building code requirements.

Village 2

Village 2 would be constructed on a hillside, close to the meadow's edge on the east side of the valley. Similar to Village 1, Village 2 would be a cluster of 18 structures including 15 buildings with a total of 29 guest rooms, a staff library/lounge, a seminar structure, and a clubhouse/lounge structure. The Village 2 buildings would consist of approximately 27,000-square-feet of development. Village 2 structures would be linked by a series of pedestrian paths and would connect to the existing driveway that runs along the east side of the valley by a driveway loop.

Support Village

The proposed project includes a Support Village with approximately 6,000-square-feet of buildings, located on the north side of Carmen Valley Trail near the eastern property boundary. The Support Village would include a commercial kitchen, staff office space and bathrooms, and a central laundry facility. The support village would also include an approximately 2,000 square foot residence for the on-site manager.

Potential Future Village 3

The applicant's development proposal and entitlement application for the Spring Valley Ranch project does not include the development of a Village 3 site. However, because the applicant has indicated that it may propose Village 3 through a subsequent entitlement process in the future, this Initial Study includes development of a potential future Village 3 as part of the project evaluated herein.

Although all details of a potential future Village 3 have not been confirmed, the applicant anticipates that Village 3 would be located in the southeastern area of the project site, on the hillside to the southwest of the proposed Support Village. A potential future Village 3 would expand capacity for the private retreat facility with 17 additional guest rooms and may include up to one dwelling unit and a guest house, in approximately 40,000-square-feet of new development.

Site Transportation Infrastructure

Vehicular access to the project site is provided by a gated entry to the existing Carmen Valley Trail driveway from Westside Road/Beckwourth-Calpine Road (County Road A23), approximately 6.5 miles south of the Community of Beckwourth. The Carmen Valley Trail driveway provides access to an existing network of paved and unpaved driveways that provide access to each area where new construction is proposed.

The ranch's internal circulation includes an existing large loop driveway, a portion of which extends through the USFS inholding in the middle of the ranch property. The existing loop driveway, including the portion that extends through the USFS property, has been used for decades to provide internal circulation within the ranch, and the applicant proposes to continue to utilize the existing loop driveway for internal circulation for the proposed project. While the portion of the driveway on the USFS property facilitates circulation on the ranch property, and the applicant proposes to continue its use, this portion is not necessary for internal circulation. In the event the portion of the driveway on the USFS property were not utilized, the ranch's internal circulation would consist of the existing driveways on the ranch property, as shown on Figure 2.

The applicant does not propose any substantial improvements to the existing driveways to serve the proposed use. However, the driveways are subject to review by the County, and in the event that improvements are necessary to meet applicable requirements, such improvements would be included as part of the project. The project will improve the entry turnpocket to the existing Carmen Valley Trail driveway from Westside Road/Beckwourth-Calpine Road (County Road A23) to the commercial driveway standard as required by the County Department of Public Works, which will consist of a paved roadway approach from the right-of-way line to the edge of pavement. Driveway improvements that would take place within the County right-of-way would be subject to an Encroachment Permit from the County Department of Public Works. The proposed project would add driveways to each of the proposed villages and parking areas as additions to or extensions of existing facilities, which would be connected to the existing driveway network through the project site. These driveways would be evaluated by the County for compliance with appropriate standards during building permit review for the various structures.

Primary emergency access to the site is provided by the existing Carmen Valley Trail driveway which connects to County Road A23. Alternate emergency access is also currently available by way of the network of timber harvest and fire access roads in the areas surrounding the project site, including but not limited to USFS roads shown on the USFS Motor Vehicle Use Map (USFS, 2020). In addition, the project identifies a secondary emergency access through a network of existing unpaved private roads extending north from the project site. The project applicant will make limited modifications to these existing roadways, to realign the portion immediately adjacent to the project site and make minor improvements in certain areas to enhance roadway stabilization or ensure clear passage. No improvements to stream, waterway, or drainage crossings are proposed. **Figure 8** shows the location and proposed alignment of the secondary emergency route, which would also be used as a path for a new subterranean utility line, serving the project site, as described below.

Utilities

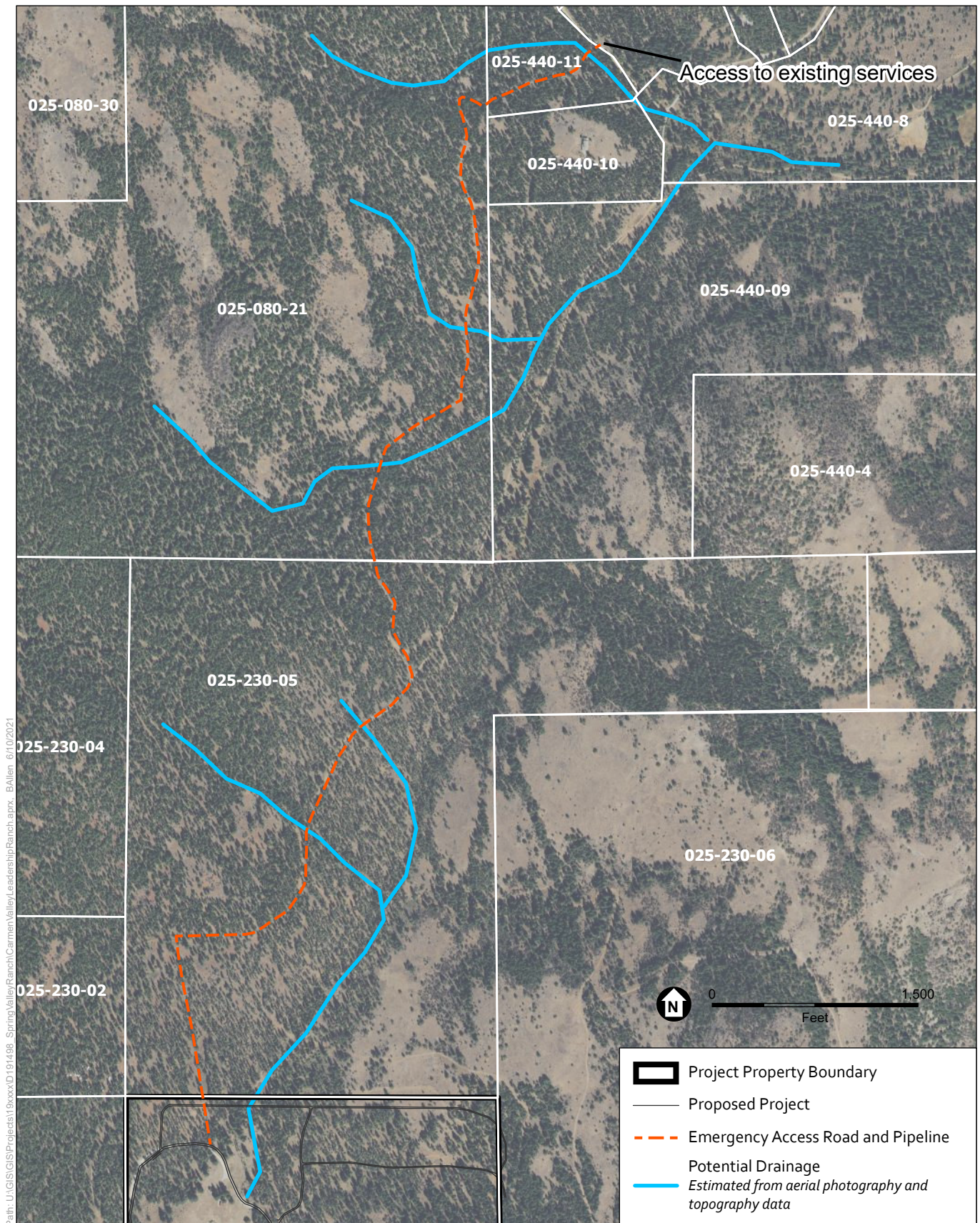
Water Supply

The proposed project would use existing wells within the Spring Valley Ranch property to provide water to the proposed facility. The project applicant has applied for approval of a new public water system, which would be a Transient Non-Community Water System (TNCWS) providing water to 25 or more people for at least 60 days per year, but not to the same people and not on a regular basis (not 25 or more of the same people for 180 days or more per year). There are six existing wells on the project site, which provide water supply for the on-site domestic and agricultural land uses (see **Figure 9**). Well 3 will be used to serve the proposed public water system. Well 3 would pump water to an elevated storage tank via delivery/supply HDPE or PVC water mains, which will also connect each of the Villages. The proposed project would use this existing system of wells to serve Village 1 and Village 2 developments, extending service links from the existing wells to the proposed villages. Figure 5 shows the existing water supply utilities available to the proposed project and the infrastructure to be constructed as part of the proposed project. The proposed Support Village is not located near the existing network of wells and would likely require the construction of a new service well.

The anticipated site for a potential future Village 3 is not located near an existing well. Village 3 may be able to utilize the new service well that may be constructed for the Support Village. The driveway to access the prospective future Village 3 site extends south from the intersection of driveways at the proposed Support Village location and would be the likely route used for the extension of utility services. However, it is possible that a second new service well may be required in order to provide service to the future Village 3 site.

Wastewater

Based on the estimated level of use, a total of three septic systems would be needed to accommodate the onsite wastewater treatment demand for Villages 1 and 2 and the Support Village (see **Figure 10**). The proposed septic systems for Villages 1 and 2 would each have a capacity for up to 3,760 gallons per day (gpd). To accommodate the Support Village, a septic system would be constructed with a capacity of up to 5,750 gpd. A fourth septic system would be added in the event Village 3 were developed. For the purpose of this analysis, it is assumed that a Village 3 septic system would be sized similarly to the system intended to serve Village 2.

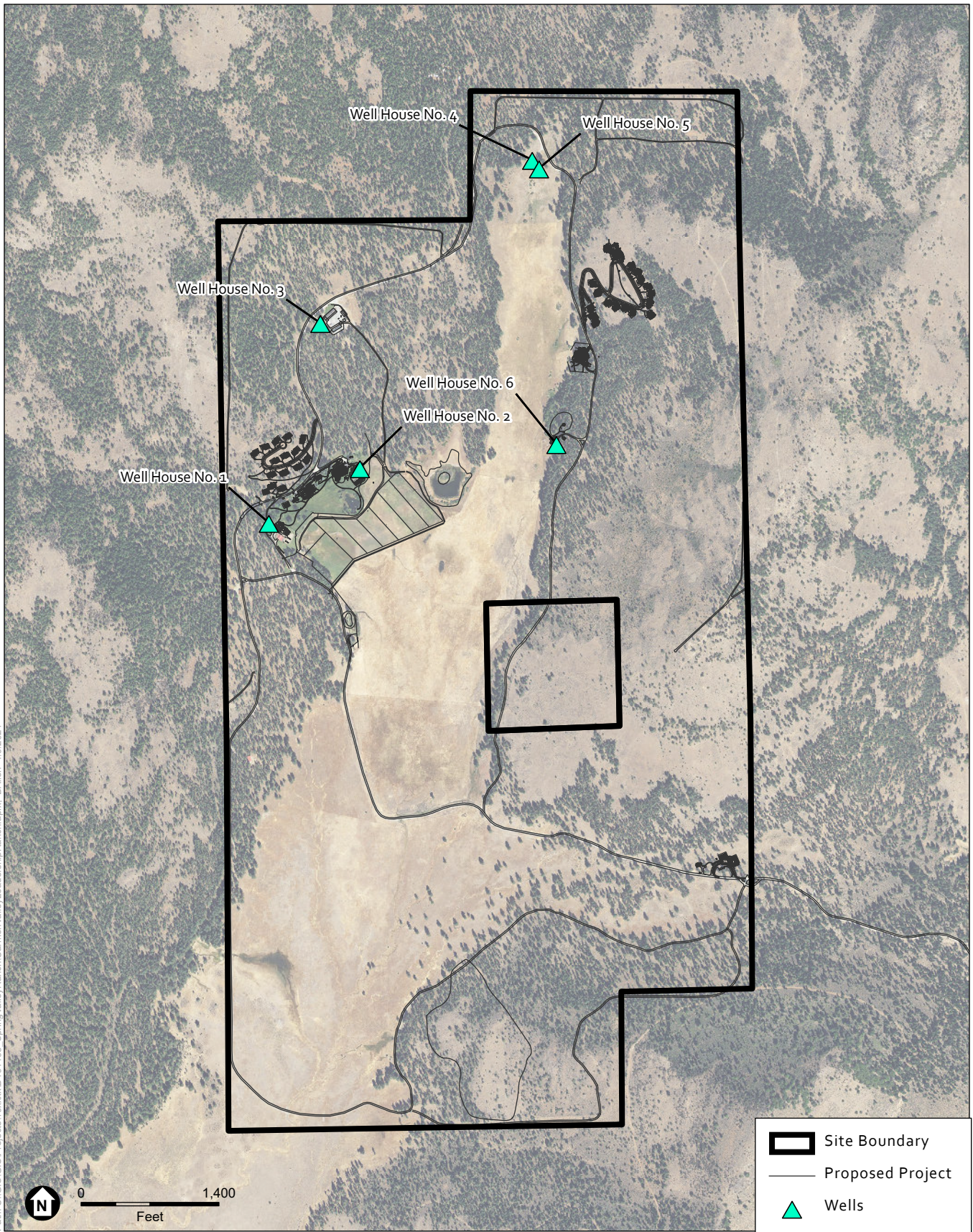


SOURCE: USDA, 2018; RCH Studios, 2020; ESA. 2020

Spring Valley Ranch

Figure 8
 Secondary Emergency Access Road
 and Utility Pipeline





SOURCE: USDA, 2018; RCH Studios, 2020; ESA. 2020

Spring Valley Ranch

Figure 9
Water Supply



SOURCE: USDA, 2018; RCH Studios, 2020; ESA. 2020

Spring Valley Ranch

Figure 10
Septic System Placement Considerations

All proposed septic systems would be required to comply with applicable Plumas County standards. Each of the proposed septic systems would include adequate drainage (leach fields) and would be set back at an appropriate distance from existing wells, waterlines, and other existing and proposed site features (as applicable), as required by Plumas County Code Title 6 Chapter 6, *Sewage Disposal*. The specific locations for each septic system would be identified based on the results of a geotechnical report that will be prepared for the proposed project pursuant to existing regulations. To assist the applicant in ensuring that septic system placement complies with Plumas County Code Title 6, Chapter 6, *Sewage Disposal*, Figure 10 identifies the required setbacks (i.e., areas where septic systems may not be placed).

Electrical Supply

The proposed project would require expansion of the existing on-site single-phase electrical system serving the project site. The project would upgrade the existing electrical system to a 3-phase system, to accommodate the proposed use, and to bring the main power line up to the standards of Plumas-Sierra Rural Electric Co-Op (PSREC).

Proposed electrical system upgrades would include the construction of a new underground service line that would allow for existing onsite electrical equipment on the project site to be used, augmented with new electrical equipment. While planning and design efforts with PSREC are still in process, it is currently anticipated that the new underground service line would extend along a network of existing unpaved roads, which extend through public property and along existing easements through private property to the north of the Spring Valley Ranch, utilizing the same alignment as the designated secondary emergency access, as shown in Figure 8.

The proposed electrical improvements necessary to serve the proposed use would include the extension of electric utilities to each Village. Village 1 would be anticipated to tie into the existing electrical infrastructure that serves the existing structures to the east of the existing driveway, augmented with new electrical equipment. Both Village 2 and the potential Village 3 would not be located near existing structures, and would be served by new electrical equipment.

Communications

Communications infrastructure would be included on-site and in the new utility conduit shown in Figure 8, parallel to the new electrical infrastructure.

Landscaping

The proposed project would retain the existing natural settings and surroundings where practical. The project applicant will remove a substantial portion of the large existing lawn and non-native vegetation, located adjacent to the existing structures outside of the area zoned for Agricultural Preserve, in order to lower maintenance and watering requirements for the site, replacing it with mixed meadow lawn and native plants. Elimination of substantial portions of the existing lawn and non-native vegetation would not be anticipated to impact ongoing agricultural activities at the project site, as the ornamental lawn is not used for such purposes. Elimination of these portions of the existing lawn would also meet the requirements of Plumas County Code Chapter 2, Article 42, which pertains to Water Efficient Landscape.

Project Operations

The proposed project would operate as a private retreat facility and working ranch. The retreat would provide attendees with guest rooms, meeting and instructional activities, recreational activities, and use of site amenities. The retreat facilities would not be open to the public and would not be used to host separate public events or offer facility rentals. The project would provide a residence in the Support Village for the live-in manager(s). The project applicant anticipates up to 15 day-staff, who would conduct agricultural support, maintenance, food and beverage, and housekeeping activities. The day staff would live off-site and would commute to the facility from surrounding areas. The 15 day-staff and resident manager will be the only full time on-site employees (including management). Villages 1 and 2 would provide a combined capacity for up to 58 guest rooms for overnight accommodations of guests. The project would use approximately 15 day-staff,

It is assumed that a future Village 3 would include up to 17 guest rooms, up to one dwelling unit and a guest house, and a configuration, site amenities, and operations similar to Villages 1 and 2. Thus, if Village 3 is constructed in the future, the maximum total bed & breakfast inn guestroom capacity for all three Villages would be 75 guest rooms and two dwelling units plus one guest house.

Retreat programs would likely run five days a week (e.g., Monday through Friday), on a weekly basis, each session lasting 5 days and 4 four nights with periodic occupancy on weekends. Facility operations would be anticipated to include 220 occupied days and 176 occupied nights on an annual basis. Retreats would not operate on most holiday weeks.

Villages 1 and 2 would each include a clubhouse where food and drinks would be served and retreat attendees and facilitators would use the gym and classroom/seminar space. Most food would be prepared in the proposed industrial kitchen in the Support Village. However, it is anticipated that restaurant support facilities could be included in the clubhouse amenities in the Villages 1 and 2. Village 3 is anticipated to have similar food and drink operations, if constructed.

Retreat overnight guests would be transported to and from the facility from the Reno Tahoe Airport by way of shuttle bus, minimizing the use of individual vehicles by retreat attendees.

The proposed project would allow for continued agricultural and ranching operations in the Agricultural Preserve-zoned area within the project site, including ongoing use of existing agricultural support structures. This work would be conducted by the day-staff described above.

Construction

Villages 1 and 2, and the Support Village would likely be constructed in a single phase, with actual construction anticipated to last up to 16 months. Site preparation for construction of new structures included in the proposed project would include site grading and tree and rock removal. The proposed project would retain existing trees where viable. If constructed, Village 3 would be built at a later time, following approval of entitlements for Village 3, with actual construction

anticipated to last up to 16 months. Construction of Village 3 is not anticipated to overlap with construction of Villages 1 and 2 or the Support Village.

Entitlements and Approvals

Plumas County

Construction and operation of the proposed project would require the granting of a Special Use Permit by Plumas County Planning and Building Services for the operation of a Bed and breakfast inn (Plumas County Code Section 9-2.213.5), Place of assembly (Plumas County Code Section 9-2.268), and Recreational facility (Plumas County Code Section 9-2.278) per Plumas County Code Section 9-2.1702(b)(1).

Existing and proposed structures would be subject to review by Plumas County Planning and Building Services to ensure compliance with applicable California Building Code Standards. Any alterations to electrical service panels and service to structures will also require building permits.

Any alterations or new construction of public water systems, wells, and onsite sewage disposal systems would require permits from Plumas County Environmental Health. Electric service and pumps associated with this infrastructure will require building permits. In addition, proposed food service and food service facilities would require applicable permits and inspections. New wells would require approval from the Sierra Valley Groundwater Management District.

Construction of the required improvements to the existing Carmen Valley Trail turnpocket at County Road A23 (Westside Road) would require Plumas County Department of Public Works approval of an Encroachment Permit for work within the County right-of-way.

As-built improvement plans for onsite access roads and driveways will be reviewed for compliance with Plumas County Codes that implement State Responsibility Area FireSafe Regulations, including any adopted amendments to those regulations, by Plumas County Engineering Department. New driveways associated with new structures will require permits at the time of submittal of applications for building permits. Construction of secondary access roads would require submission of improvement plans.

US Forest Service

The USFS road is designated as “open to all vehicles” on the USFS Motor Vehicle Use Map (2020), and use of this road to facilitate internal circulation on the ranch property in connection with the project is not expected to require additional approval from the USFS. The project would seek authorization or approval from the USFS in the event it were necessary.

Other Agency Approvals

Construction of the proposed project would require the preparation and implementation of a Storm Water Pollution Prevention Plan, as approved by the Regional Water Quality Control Board (RWQCB).

A Dust Control Plan would be required to be submitted to and approved by the Northern Sierra Air Quality Management District. Any operation of emission-generating equipment such as an on-site generator would require issuance of permits to construct and operate.

Construction of segments of the proposed new electrical/communications service line beneath drainage/stream crossings may require approval of a Lake and Streambed Alteration Agreement by the California Department of Fish and Wildlife (CDFW), subsequent to the County's completion of the CEQA process.

Application for exceptions from SRA regulations would require review and consultation with the California Department of Forestry and Fire Protection (Cal Fire). Timber harvesting would require permit issued by the California Department of Forestry and Fire Protection.

Environmental Factors Potentially Affected

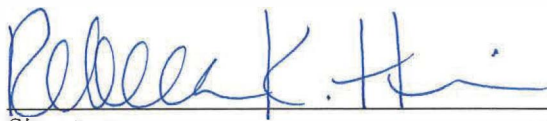
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

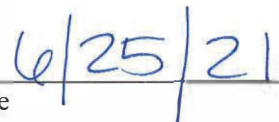
DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



 Signature



 Date

 Signature

 Date

Environmental Checklist

Aesthetics

<u>Issues (and Supporting Information Sources):</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
I. AESTHETICS — Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) The proposed project would not be visible from publicly-accessible vantage points. The Conservation & Open Space Element of the Plumas County General Plan (at page 157) provides a list of designated Scenic Areas throughout the County, and does not include the Spring Valley project site. Plumas County policies and standard measures related to the protection of scenic resources and views are focused on designated Scenic Areas or publicly accessible viewsheds. The proposed project is not included in either of those categories, and would have less-than-significant impacts on scenic views or vistas.
- b) Construction of each proposed Village would require the removal of some trees. However, the anticipated level of tree removal necessary for construction of the proposed would not substantially alter the appearance of existing tree stands within the project site. The project would not make any other changes that would substantially damage scenic resources. Therefore, the proposed project would result in a less than significant impact to scenic resources.
- c) The proposed project is located in a non-urbanized area, on private property, within a valley that is not accessible to the public and does not provide views to vantage points that can be accessed by the public. Construction of each proposed Village would require the removal of some trees. However, the anticipated level of tree removal necessary for construction of the proposed project would not substantially alter the appearance of existing tree stands within the project site. The proposed project utilizes existing structures and clusters new development in small footprints within the approximately 1,120-acre site. New construction is designed to integrate with existing improvements

and natural features. Therefore, the proposed project would have less-than-significant impacts on the existing visual character or quality of public views.

- d) The proposed project would create new sources of light and glare. However, the proposed project would not be visible to the public. In addition, the proposed project is designed to minimize incidental spillover of light onto adjacent habitat or open space. Luminaries would be designed to cast low-angle illumination, with no fixtures intended or designed to cast light upward or horizontally. Therefore, the proposed project would not adversely affect daytime or nighttime views and would result in a less than significant impact with respect to new sources of light or glare.

References

No References.

Agriculture and Forestry Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
II. AGRICULTURE AND FORESTRY RESOURCES —				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) Portions of the subject property are designated as Prime Farmland, Farmland of Local Importance, and Grazing Land, according to the Farmland Mapping and Monitoring Program (FMMP, 2018). Within the subject property, the land that would be developed as part of the proposed project would be within areas designated as Grazing Land. Grazing Land is not considered to be Important Farmland, but land identified in the FMMP as containing vegetation that is suited for the grazing of livestock. The FMMP map identifies three small areas of designated Prime Farmland, on the subject property, in the meadow in the center of the project site, within an area zoned as Agricultural Preserve. This land is currently used for grazing activity, which uses some existing onsite structures; the proposed project would continue to support grazing and agricultural activity in this area. The proposed project does not include construction in this area, and would not hinder ongoing use of the Agricultural Preserve zoned areas (within which the Prime Farmland is located) for agricultural purposes—including without limitation the sections identified as Prime Farmland. While the subject property contains the Prime Farmland described above, no construction is proposed for the Prime Farmland areas, and the proposed development areas, where project construction would occur, do not contain any land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide

- Importance. Therefore, the proposed project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, and no impact would occur.
- b) There are no existing Williamson Act contracts within the proposed project site (DOC, 2008). The project site has General Plan land use designations of Rural Residential, Agricultural Preserve, and Agriculture-and-Grazing, and corresponding zoning of Rural 10-Acres (R-10), Agricultural Preserve (AP), and General Agriculture (GA) and the project's proposed uses are consistent with these designations and zones. Therefore, the proposed project would not conflict with a Williamson Act contract and no impact would occur.
- c) As mentioned above in b), the proposed project site has General Plan land use designations of Rural Residential, Agricultural Preserve, and Agriculture and Grazing, and corresponding zoning of Rural 10-Acres (R-10), Agricultural Preserve (AP), and General Agriculture (GA). No part of the proposed project site is zoned as General Forest (GF) or Timber Production (TPZ) and no part of the project site is within the General Plan Timber Resource Land land use designation. Additionally, the proposed project site is not available for and capable of the production of commercial timber and; therefore, would not be considered timberland as defined by PRC Section 4526. Moreover, the proposed project would not conflict with applicable zoning of the project site or cause a re-zoning. Therefore, the proposed project would result in no impacts related to conflicts with forest land or timber lands.
- d) As previously discussed in b) and c), the proposed project site is not zoned as forest land, although areas within the project site are forested. PRC Section 12220(g) defines "forest land" as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." The project site does currently support approximately 10 percent native tree cover and allows for the management of forest resources. The proposed project is designed to site the majority of proposed development in existing clearings, and to minimize the level of tree removal necessary for construction of the proposed structures and supporting infrastructure. Some of the areas for proposed development (e.g., Village 2), would be located in areas interspersed with trees. However, project improvements avoid heavily forested areas (see Figure 5). Tree removal is minimal, resulting in removal of approximately 300 trees across all proposed development areas in the approximately 1,120-acre site. Given the limited scope of development in forested areas within the project site and the minimal areas where tree removal would occur, there would not be loss of forest land or conversion of forest land to non-forest use and impacts would be less than significant. In addition, any timber will be removed under timber harvesting permits in compliance with applicable State law.
- e) As mentioned above in b) through d), there is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance present in the development footprint of the proposed

project (i.e., the areas identified for Village 1, Village 2, Village 3 and Support Village). The subject property is mostly designated as Grazing Land with three small areas designated as Prime Farmland, located within the meadow/central valley, which is zoned as Agricultural Preserve and is currently used for cattle grazing. Grazing operations would continue under the proposed project and no development is planned for any areas designated as Prime Farmland or Agricultural Preserve. While the project would result in changes to existing conditions, existing grazing operations would continue. As a result, the proposed project would not result in the conversion of farmland to a non-agricultural use or conversion of forest land to a non-forest use and no impact would occur.

References

Department of Conservation (DOC), 2008. Plumas County Williamson Act Lands 2008. January 1, 2008.

Department of Conservation (DOC); Farmland Mapping and Monitoring Program (FMMP), 2018. Sierra Valley Important Farmland 2018. February 2020.

Air Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
III. AIR QUALITY —				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) The Northern Sierra Air Quality Management District (NSAQMD) is responsible for the preparation of plans for the attainment and maintenance of Ambient Air Quality Standards (AAQS), adoption and enforcement of rules and regulations for sources of air pollution, and issuance of permits for stationary sources of air pollution. The NSAQMD enforces the *Rules and Regulations of Northern Sierra Air Quality Management District* (Rules and Regulations). The clean air strategy of the NSAQMD includes developing and implementing air quality plans that identify the amount of pollution in the air, its source(s), and ways to control pollution. Further, The NSAQMD conducts preliminary review of proposed projects in Plumas County, to identify potential concerns regarding project effects on air quality.

Based on preliminary review of the project application by the NSAQMD and review of the Rules and Regulations, the proposed project would not have emissions that would meet the threshold for consideration as a major project. The proposed project would be a permitted use with approval of a Special Use Permit, under the Plumas County General Plan land use designation and zoning designation for the project site, and would not introduce a land use that would substantially differ from other developments with similar intended uses in the County. In addition, the proposed project would not include substantial sources of pollutants, such as additional wood-burning devices or other stationary sources, which would be of substantial concern to the NSAQMD, or have the potential to conflict with the NSAQMD Rules and Regulations. Because project design does not include wood-fired devices in proposed new facilities, the project would be anticipated to result in lower particulate emissions relative to similar developments or existing uses, that use such devices. Any future stationary emissions sources that may be added to the proposed use would be subject to NSAQMD requirements, and would require that the applicant obtain permits to construct and operate, as defined by NSAQMD Regulation IV (Authority to Construct) and Regulation V (Permit to Operate).

Further, proposed operation of the project includes substantial minimization of mobile source emissions and vehicle miles traveled (VMT) by providing high-occupancy vehicle transportation between the project site and the Reno airport for retreat guests during the programmed arrival and departure days. For these reasons, the proposed project would not be anticipated to conflict with NSAQMD Rules and Regulations,

The 2035 Plumas County General Plan includes policies designed to address air quality issues. The proposed project would comply with NSAQMD requirements and conditions which would satisfy the County's goal of coordinating with relevant agencies for the improvement of air quality (Policy COS-7.9.1). The project would not develop structures that would add additional wood-burning fireplaces to the project site, which are covered under Policy COS 7.9-6. The project would transport retreat attendees to and from the project site via high-occupancy vehicle shuttles in place of individual attendees driving to the project site, which coincides with policies intended to encourage reduction of air emissions, use of transit, and reduction in VMT

Based on the above, the proposed project is not anticipated to conflict with or obstruct the implementation of an applicable air quality plan. For this reason, impacts would be less than significant.

- b) The proposed project would be subject to the air quality analysis requirements of the NSAQMD Guidelines for Assessing and Mitigating Air Quality Impacts of Land Use Projects (Guidelines), which are applicable for the analysis of impacts from projects within the NSAQMD. The NSAQMD is located within the Mountain Counties Air Basin (MCAB), which is federally unclassified or in attainment for ozone, PM_{10} , and $PM_{2.5}$ – with the exception of the greater Portola area, for which the California Air Resources Board (CARB) has created the Portola Fine Particulate Matter ($PM_{2.5}$) (also designated as the Plumas County $PM_{2.5}$ Federal Nonattainment area). Under state standards, Plumas County is unclassified or in attainment for ozone, $PM_{2.5}$, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), sulfates, hydrogen sulfide, lead, and visibility reducing particles. Plumas County is in state nonattainment area for PM_{10} .

Operation of the proposed project would result in additional PM_{10} emissions through vehicle emissions and stationary emissions, such as use of the existing wood-burning devices in existing structures which are proposed to remain. However, existing wood-burning devices would be anticipated to be used less frequently, relative to prior use, based on the proposed use of existing structures for retreat operations. Further, the proposed project would not be considered a major project under NSAQMD rules. Based on preliminary NSAQMD feedback on the project development application, the project is not anticipated to result in emissions that substantially differ from projects of a similar or larger scale within the air district. Further, conformity with applicable regulations including NSAQMD Rules and Regulations and Plumas County General Plan policies, and project design features (as described below) would limit PM_{10} - emissions for the proposed project.

To limit operational PM₁₀ emissions, the proposed project would not include additional wood-fired heating devices in guestrooms and does not propose new stationary emission sources. In addition, the proposed project would utilize a shuttle system to transport guests from Reno to the project site, which would reduce vehicle emissions relative to guests driving individually to the project site. Based on these design and operational features, the proposed project operations would not result in a cumulatively considerable net increase of any criteria pollutant and impacts would be less than significant.

Project construction would result in PM₁₀ emissions through construction vehicle emissions and dust from ground disturbance. The project would be subject to statewide regulations regarding diesel equipment and vehicles, intended to reduce diesel emissions from construction equipment. Conformance with statewide regulations regarding construction equipment would minimize this type of emissions. Further, during project construction, the project applicant would be required to implement a dust control plan, pursuant to NSAQMD Rule 226, which would be reviewed and approved by the NSAQMD, prior to the commencement of ground disturbing activities. Plumas County would also require the implementation of a dust control plan. As part of project implementation, the County would verify that the project applicant has obtained NSAQMD approval of a dust control plan for the project, prior to the commencement of construction activities. With implementation of an approved dust control plan the proposed project construction would not result in a cumulatively considerable net increase of any criteria pollutant and impacts would be less than significant.

- c) Emissions from the proposed project would include construction emissions associated with the operation of construction equipment and the potential for particulate matter emissions. However, these impacts would be temporary and short-term. Construction of Villages 1 and 2 and the Support Village would not overlap with construction of Village 3. The proposed project would be subject to and comply with the Air District Regulations and Rules related to construction sites, which include the use of best available control technology (BACT) and best management practices (BMPs) for dust abatement and minimization of emissions from construction vehicles. In addition to the implementation of BACT and BMPs, the project is subject to NSAQMD Rule 226, which would require the project applicant to take all reasonable precautions to prevent dust emissions. The rule identifies such precautions to include cessation of operations, cleanup, sweeping, sprinkling, compacting, enclosure, chemical or asphalt sealing, use of wind screens or snow fences, and other similar measures. Conformance with Rule 226 may include the preparation and implementation of a dust control plan, analysis of soils data, and implementation of dust-control measures during construction. The County would ensure that ground disturbing construction activities would not commence without the implementation of dust control plan, as approved by the NSAQMD.

In addition to the above the project applicant and its contractors would be subject to and comply with all statewide regulations regarding diesel equipment and vehicles, which control for construction vehicle emissions. Given the scope of project construction, conformance with NSAQMD requirements and statewide requirements for diesel

equipment and vehicles would be anticipated to be sufficient to limit short-term air quality impacts from project construction on sensitive receptors to less-than-significant levels.

Carbon Monoxide

The project site is located in a remote rural location and would involve only a small number of daily traffic trips, and thus would not be subject to or contribute to traffic congestion that could result in carbon monoxide (CO) hotspots. There are no intersections near the project site that would have the potential for CO hotspot conditions to occur. For this reason, the project would have less-than-significant impacts related to CO hotspots.

Asbestos Hazards

Plumas County is an area within which naturally-occurring asbestos may occur. The current buildings and structures on the site post-date the 1970s, when lead-based paint and asbestos were banned for use. The proposed project would not include the demolition of existing structures. If naturally-occurring asbestos is determined to be present on the project site, Plumas County would require the project applicant to prepare and implement an Asbestos Hazard Dust Mitigation Plan, that meets the standards of CARB's asbestos airborne toxic control measure (ACTM) (Title 17, CCR §93105 and 93106). Therefore, impacts related to asbestos or lead-based paint would be less than significant.

- d) The proposed project would not result in any emissions that would lead to odors or other adverse effects on a substantial number of people. The project would not involve uses that are known sources of objectionable odor. The project may result in temporary odors related to construction activity. However, the project site is located in a rural area and there are no sensitive receptors located in the vicinity of the proposed project that would be affected by any such odors. Therefore, impacts would be less-than-significant.

References

No References.

Biological Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
IV. BIOLOGICAL RESOURCES — Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The information and analysis presented in this section is focused on special-status species,² wildlife habitats, vegetation communities, and potentially jurisdictional waters of the United States (U.S.) and of the state that may occur or have the potential to occur within the Spring Valley Ranch property and areas where project construction would occur along the proposed emergency/utility route, collectively referred to as the Biological Study Area. The results of the assessment presented in this section are based upon literature review, database queries, topographic data, and aerial photography interpretation, as well as two reconnaissance-level surveys conducted within areas proposed for development on the Spring Valley Ranch property, referred to in this discussion as Biological Study Subarea 1. Biological Study Subarea 1 does not include the full area of the two parcels that comprise the approximately 1,120-acre project site, but is limited to areas near and encompassing proposed development where direct or indirect impacts to biological resources could be anticipated to occur. A second study area was delineated to identify potential impacts related to the proposed emergency/utility route, referred to in this

² Species that are protected pursuant to Federal or State endangered species laws, or have been designated as Species of Special Concern by the CDFW, or species that are not included on any agency listing but meet the definition of rare, endangered or threatened species of the CEQA Guidelines section 15380(b), are collectively referred to as “special-status species.”

analysis as Biological Study Subarea 2. The survey area for the reconnaissance-level surveys did not include Biological Study Subarea 2. Biological resources in Biological Study Subarea 2 were identified through aerial photography interpretation, online databases, and topographic data. The sources of reference data reviewed for this evaluation included the following:

- Calpine, CA, and Portola, CA U.S. Geological Survey (USGS) 7.5-minute topographic quadrangles;
- Google Earth aerial photographs of the Spring Valley Ranch property (Google Earth, 2021);
- Federal Endangered and Threatened Species that may occur in the Spring Valley Ranch property area, and/or may be affected by the proposed project (USFWS, 2021a);
- CNDDDB list of special-status species occurrences within the Calpine, CA, and Portola, CA and ten surrounding USGS 7.5-minute topographic quadrangles (Grizzly Valley, Crocker Mountain, Dixie Mountain, Blairsden, Reconnaissance Peak, Antelope Valley, Sierraville, Sattley, Haypress Valley, Clio) (CDFW, 2021a);
- CNPS Inventory of Rare and Endangered Plants (v8-03) known to occur within the Calpine, CA, and Portola, CA and ten surrounding USGS 7.5-minute topographic quadrangles (CNPS, 2021);
- USFWS Critical Habitat for Threatened and Endangered Species (online mapping program) (USFWS, 2021b);
- National Wetlands Inventory (USFWS, 2021c);
- Special Vascular Plants, Bryophytes, and Lichens List (CDFW, 2021b);
- Special Animals List (CDFW, 2021c);
- Plumas County 2035 General Plan (Plumas County, 2013); and
- *The Eagle Springs Ranch Agricultural Land Easement Plan* (Dale-Cesmat and Hardy, 2017).

Regulatory background information consulted in preparing this analysis, and referenced in the following discussion, is included in **Attachment 1, Biological Resources**.

Environmental Setting

Biological resources within areas proposed for development in the Spring Valley Ranch property were identified through field reconnaissance and habitat assessment surveys conducted on February 4, March 6, and April 21, 2020. Environmental Science Associates (ESA) biologist Joshua Boldt conducted the surveys. Prior to conducting field surveys, available information regarding biological resources in the Spring Valley Ranch property area was reviewed, including information on special-status plant and wildlife species with the potential to occur in the vicinity of the property. Queries of the CNDDDB, CNPS, and USFWS IPaC databases were conducted on February 4, 2020 prior to the surveys and again for Biological Study Subarea 2 on March 24, 2021. Lists of special-status plant and wildlife species with the potential to occur in the Biological Study Area were developed based on the review of existing information, as identified above.

These lists were used to focus the area of study on the special-status species and associated habitats with the potential to be present in the areas affected by the proposed project.

The surveys were conducted for Biological Study Subarea 1 by walking the areas proposed for development, including the prospective Village 3 site, on foot, and recording existing habitat types, plants, and wildlife species within and adjacent to these areas. Plant communities and wildlife habitats were identified and mapped using aerial photo interpretation and field reconnaissance. Prior to the field surveys, special-status species characteristics and habitat requirements were reviewed to aid in field recognition of suitable habitats. During the surveys, habitats were evaluated for their potential to support special-status species and the presence of any other biologically sensitive resources such as wetlands, riparian habitat, or drainages. While a formal aquatic resources delineation was not conducted, potential wetlands and other waters of the U.S. and state were mapped within the Spring Valley Ranch property based on field observations and aerial photography interpretation.

Regional Setting

The Spring Valley Ranch property consists of approximately 1,120 acres located in southern Plumas County, within the Northern High Sierra Nevada floristic district of the California Floristic Province (Baldwin et al., 2012). Regional natural plant communities in the Biological Study Area include those that are common to the mid-elevations of the Sierra Nevada Mountains, such as ponderosa pine forest, sierra mixed conifer forest, eastside pine forest, juniper woodland, sagebrush scrub, mixed montane chaparral, montane riparian, and meadow. The proposed emergency/utility route extends approximately 1.5 miles to the north, but is within the same natural plant communities as are discussed for the Spring Valley Ranch property. Elevation for the Spring Valley Ranch property ranges from approximately 4,960 feet to 5,400 feet above mean sea level (msl). Topography is dominated by gentle-to steep-sloping hillsides that drain toward a large meadow complex in the center of the property. The climate is typically temperate to cold and humid to sub-humid. Data from the Western Regional Climate Center for the Portola, California weather station indicates that average annual precipitation is 20.48 inches and average annual snowfall is 60.7 inches. The average maximum annual temperature is 63.1 degrees (F) and average minimum annual temperature is 28.4 degrees (F) (Western Regional Climate Center, 2020).

The dominant hydrological features in the Spring Valley Ranch property are stream channels. The property is located within the Carmen Creek watershed, a sub-watershed to Turner Creek, which flows to the Middle Fork Feather River in Sierra Valley. The site includes a few low-gradient intermittent stream channels and numerous moderate to high gradient ephemeral channels. There are no perennial streams on the project site. A few of the streams terminate into overland “sheet flow” areas in the lower elevation, more gently sloping floodplain terraces, as opposed to steeper areas upstream where there is a discernible bed and bank.

Wildlife Habitats and Vegetation Types

Wildlife habitats are generally described in terms of vegetation types along with landform, disturbance regime, and other unique environmental characteristics. Vegetation types are assemblages of plant species that occur together in the same area, are repeated across landscapes, and are defined by species composition and relative abundance. The habitat types described in

this Initial Study were classified using the California Department of Fish and Wildlife (CDFW) *A Guide to Wildlife Habitats of California*, a habitat classification scheme that was developed to support the CDFW's California Wildlife Habitat Relationship (CWHR) System (Mayer and Laudenslayer, 1988). The CWHR System is a wildlife information system and predictive model for California's regularly-occurring wildlife species. Habitats present within the Spring Valley Ranch property include wet meadow, dry meadow, pasture, freshwater emergent wetland, sagebrush scrub, eastside pine forest, juniper woodland, montane chaparral, montane riparian, aspen, lacustrine, and intermittent and ephemeral creeks. The property also contains multiple springs and rock outcroppings, which are considered special habitat elements within the CWHR system. Disturbed and developed areas are found throughout the property in the form of dirt roads, parking areas, residences, maintenance structures, barns, sheep paddocks and night pens, corrals, and assorted outbuildings and other associated infrastructure. **Figure 11** shows the habitat types found within the areas proposed for development that were surveyed during the February 4, March 6, and April 21, 2020 surveys.

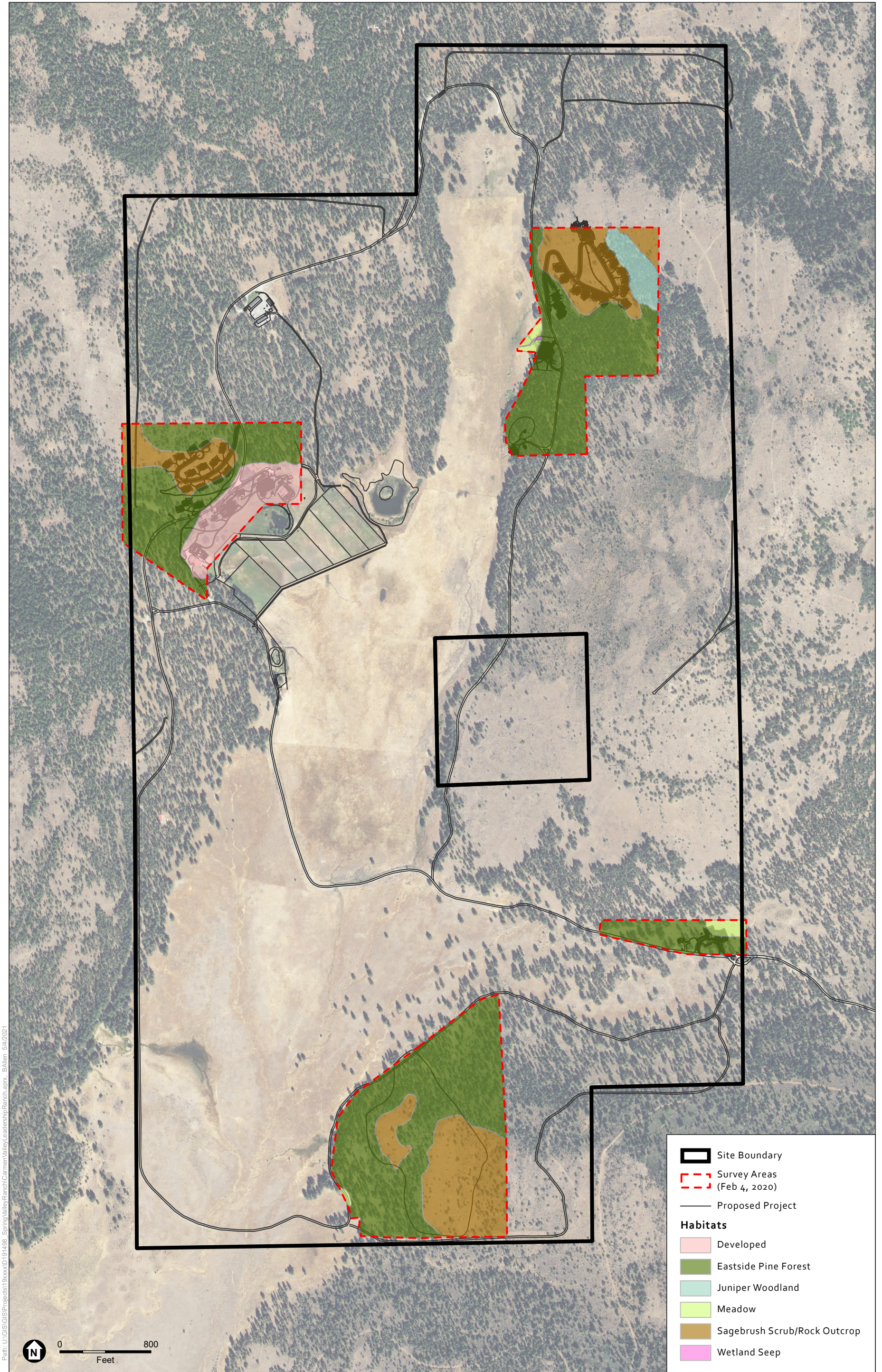
State and Federal Protected Wetlands and Waters

A formal delineation of aquatic resources was not conducted for the Spring Valley Ranch property; however, based on the reconnaissance surveys and the desktop analysis of Biological Study Subarea 2, potentially jurisdictional aquatic resources may exist within the property. Potentially jurisdictional aquatic resources include wetland habitats such as freshwater emergent wetlands and wet meadow, and other aquatic resources such as the pond and ephemeral and intermittent channels. In the areas proposed for development (which were surveyed on February 4, March 6, and April 21, 2020), a number of ephemeral and intermittent creek channels and a wetland seep habitat were noted (see **Figures 12A and 12B**). Drainage channels were also noted in Biological Study Subarea 2. These areas may meet the Clean Water Act (CWA) criteria of a wetland or other waters of the United States, depending on site-specific vegetation, soils, and hydrologic conditions, and may be subject to regulation under the CWA. These features may also be protected under state regulations, including the Porter-Cologne Act and California Fish and Game code.

Special-Status Species

Special-status species are legally protected under the state and federal Endangered Species Acts or other regulations, or are species that are considered sufficiently rare by the scientific community to qualify for such listing. These species are in the following categories:

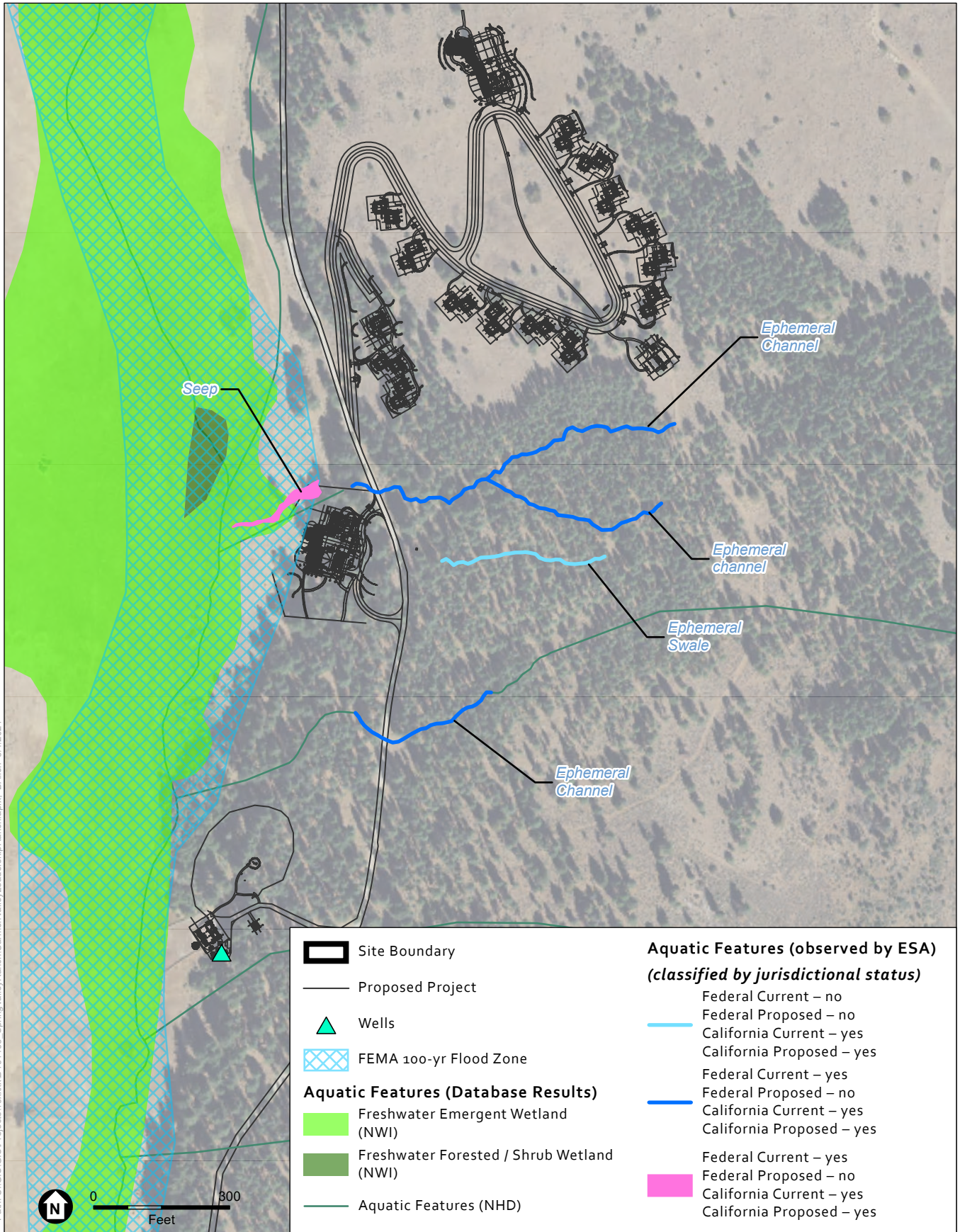
1. Species listed or proposed for listing as threatened or endangered under the federal Endangered Species Act (FESA) (50 Code of Federal regulations [CFR] 17.12 [listed plants], 17.11 [listed animals] and various notices in the Federal Register [FR] [proposed species]);
2. Species that are candidates for possible future listing as threatened or endangered under FESA (61 FR 40, February 28, 1996);
3. Species listed or proposed for listing by the State of California as threatened or endangered under the California Endangered Species Act (CESA) (14 California Code of Regulations [CCR] 670.5);



SOURCE: USDA, 2018; RCH Studios, 2020; ESA, 2020.

Spring Valley Ranch

Figure 11
Habitats in Areas Proposed for Development

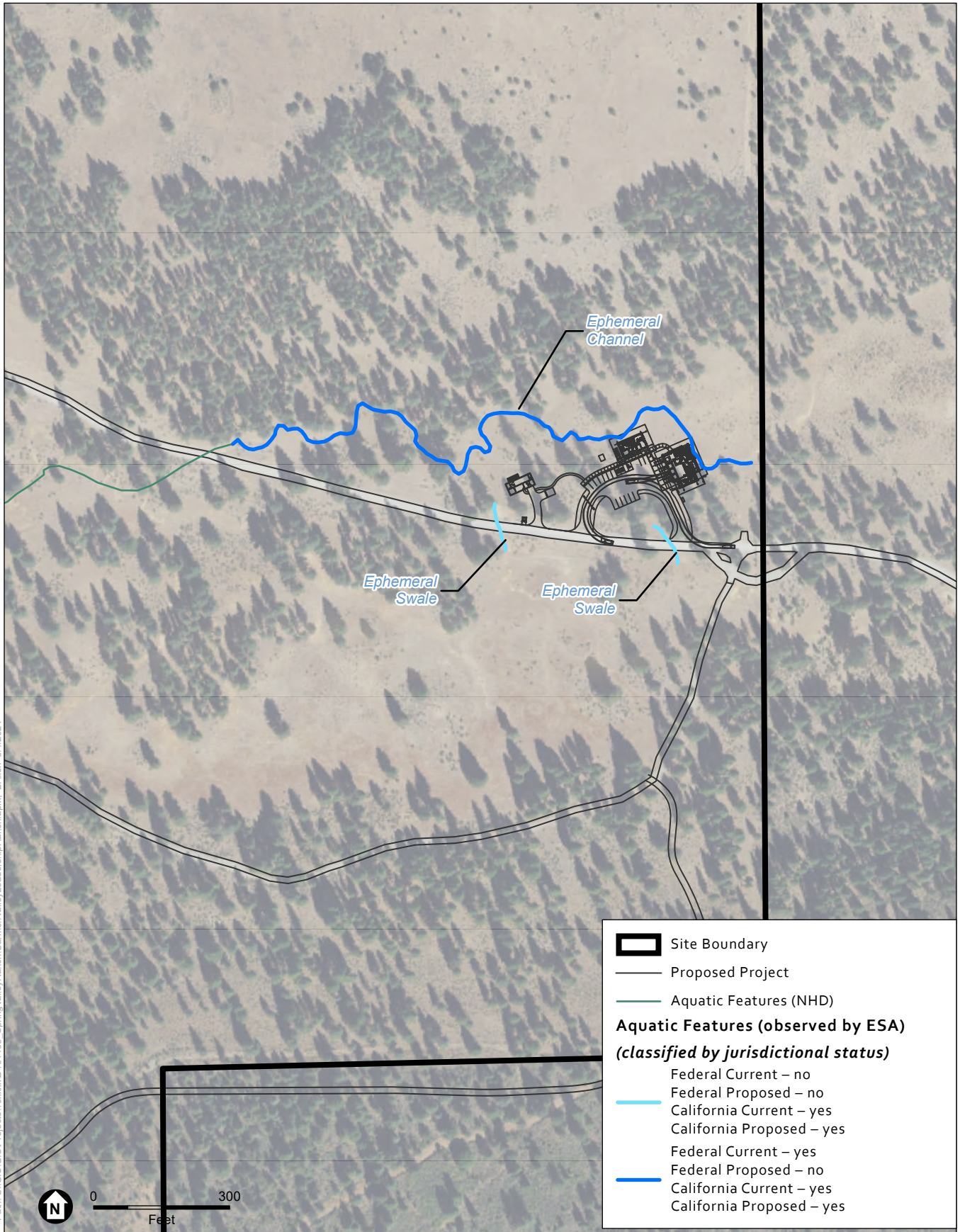


SOURCE: USDA, 2018; FEMA, 2005; NWI, 2019; NHD, 2019; RCH Studios, 2020; ESA, 2020

Spring Valley Ranch



Figure 12A
Aquatic Resource Constraints
Village 2



SOURCE: USDA, 2018; NHD, 2019; RCH Studios, 2020; ESA. 2020

Spring Valley Ranch



Figure 12B
Aquatic Resource Constraints
Support Village

4. Plants listed as rare or endangered under the California Native Plant Protection Act (NPPA) (California Fish and Game Code, Section 1900 et seq.);
5. Animal species of special concern to CDFW;
6. Animals fully protected under Fish and Game Code (California Fish and Game Code, Sections 3511 [birds], 4700 [mammals], and 5050 [reptiles and amphibians]);
7. Species that meet the definitions of rare and endangered under CEQA. CEQA Section 15380 provides that a plant or animal species may be treated as “rare or endangered” even if not on one of the official lists (state CEQA Guidelines, Section 15380); and
8. Plants considered under the CDFW and CNPS to be “rare, threatened or endangered in California” (California Rare Plant Rank [CRPR] 1A, 1B, and 2) as well as CRPR Rank 3 and 4³ plant species.

A list of special-status species that have the potential to occur in the vicinity of the Spring Valley Ranch property was compiled based on data in the CNDDDB (CDFW, 2021a); the USFWS Information for Planning and Consultation Resource List (USFWS, 2021a); and the CNPS Inventory of Rare and Endangered Plants (CNPS, 2021) (see Attachment 1). A list of special-status species, their general habitat requirements, and an assessment of their potential to occur within the Spring Valley Ranch property is also provided in Attachment 1. The following discussion addresses special-status species with potential to occur in the project site.

Common Raptor Species

Common raptor species, such as the red-tailed hawk (*Buteo jamaicensis*), are not considered special-status species because they are not rare or protected under the federal or state Endangered Species Acts. However, nests of these species are protected under the Migratory Bird Treaty Act (MBTA) and Section 3503.5 of the California Fish and Game Code. Common raptor species may nest in habitats in areas proposed for development.

Common Migratory Birds

A large number of common bird species are migratory and are afforded protection under the MBTA. Occupied nests of all migratory birds are protected under the MBTA, which makes it illegal to intentionally take these species or destroy their eggs. In addition, under Section 3503 of the California Fish and Game Code, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this Code or any regulation made pursuant thereto. Section 3503.5 of the Code prohibits take, possession, or destruction of any birds in the orders Falconiformes (hawks) or Strigiformes (owls), or of their nests and eggs. Migratory non-game birds are protected under Section 3800, while other specified birds are protected under Section 3505.

³ CRPR 3 and 4 plants may be analyzed under CEQA §15380 if sufficient information is available to assess potential impacts to such plants. Factors such as regional rarity vs. statewide rarity should be considered in determining whether cumulative impacts to a CRPR 3 or 4 plant are significant even if individual project impacts are not. CRPR 3 and 4 plants may be considered regionally significant if, for example, the occurrence is located at the periphery of the species’ range, or exhibits unusual morphology, or occurs in an unusual habitat/substrate. For these reasons, CRPR 3 and 4 plants should be included in the special-status species analysis. CRPR 3 and 4 plants are also included in the California Natural Diversity Database Special Plants, Bryophytes, and Lichens List. [Refer to the current published list available at: <http://www.dfg.ca.gov/biogeodata>.]

Wildlife Movement Corridors

Wildlife movement corridors link together areas of suitable wildlife habitat that are otherwise separated by rugged terrain, changes in vegetation, or by areas of human disturbance or urban development. Topography and other natural factors in combination with urbanization can fragment or separate areas of suitable habitat. The fragmentation of natural habitat can create isolated “islands” of vegetation and habitat that may not provide sufficient area to accommodate sustainable populations and can adversely impact genetic and species diversity. The conservation and management of wildlife movement corridors ameliorates the effects of such fragmentation by allowing animals to move between remaining habitats, which in turn allows depleted populations to be replenished. Such movement may also promote genetic exchange between separated populations.

The Spring Valley Ranch property is located in an area of “limited connectivity opportunity” according to the CDFW’s Essential Habitat Connectivity natural landscape blocks (CDFW, 2020c). This category includes areas where land use may limit options for providing connectivity or no connectivity importance has been identified. The project site currently provides a large area of natural habitat where connectivity to surrounding habitat types is generally intact. Apart from fencing on the property, there is currently little to no restrictions to wildlife movement though the area. Wildlife expected to use the Spring Valley Ranch property, including areas proposed for development, while moving throughout the project region include: black bear (*Ursus americanus*), bobcat (*Lynx rufus*), coyote (*Canis latrans*), mule deer (*Odocoileus hemionus*), gray fox (*Urocyon cinereoargenteus*), ringtail cat (*Bassariscus astutus*), mountain lion (*Puma concolor*) and other medium to large mammals.

Critical Habitat for Listed Species

The USFWS defines the term critical habitat in the federal Endangered Species Act as a specific geographic area(s) that contains features essential for the conservation of a threatened or endangered species and that may require special management and protection. There are no areas identified as designated critical habitat for any listed species located within the project site.

Discussion

- a) The following sub-sections provide a discussion of effects to special-status plant and animal species.

Special-Status Plants

Special-status plant species with the potential to occur within the Biological Study Area include lens-pod milk-vetch, Pulsifer’s milk-vetch, Nevada daisy, Sierra Valley ivesia, Plumas ivesia, Susanville beardtongue, Modoc County knotweed, and sticky pyrrocoma. Construction activities proposed within suitable habitat for special-status plant species could result in the removal or construction-related disturbance to special-status plant species. The implementation of mitigation measure BIO-1, as described below, would provide for the identification of any special-status plants within the vegetated areas proposed for development, prior to construction, and, if warranted, the transplant and ongoing verification of transplantation-success of such species, or compliance with any other applicable requirements, if identified. Implementation of this measure would

mitigate for any potential adverse effect to special-status plant species and would reduce potential project impacts to special-status plant species to less than significant.

Common and Special-Status Birds

Portions of the Spring Valley Ranch property and the proposed emergency/utility path, including areas proposed for development, may support nesting birds, including, but not limited to, special-status species such as golden eagle, ferruginous hawk, and olive-sided flycatcher, as well as more common migratory birds and raptors. Construction of new development under the proposed project would result in the removal of mature trees and other vegetation which may serve as perching or nesting sites for special-status species and migratory birds, including raptors. Vegetation removal may result in the loss of potential nest sites. Additionally, human disturbances and noise from construction activities have the potential to cause nest abandonment and death of young or loss of reproductive success at active nests where they are located near project activities. Nesting birds and raptors are protected under California Fish and Game Code Section 2080 (i.e., killing of a listed species), Sections 3503, 3503.5, and 3800 (i.e., take, possession, or destruction of birds, their nests or eggs), and Section 3513 of the MBTA (16 USC, Section 703 Supp. I 1989).

Potential impacts to birds would be limited to the timing of the construction activities. During the non-breeding season, it is anticipated that any migratory birds or raptors using mature trees as perching sites for foraging would vacate the site upon the initiation of construction activities. During the breeding season, it would be expected that significant increases in noise and activity levels could disturb breeding behavior, which would be potentially significant. The implementation of BIO-2a, as described below, would schedule construction outside of the primary bird nesting season, which would avoid impacts to nesting birds. If construction occurs during the nesting season, pre-construction surveys, as identified in Mitigation Measure BIO-2b, would identify the presence of nesting birds near the project site or verify that no nesting birds are present. If activities are expected to occur during the primary bird nesting season, approximately February 15 to August 31, protection measures would be necessary to avoid potential impacts to active bird nests. If pre-construction surveys establish that nesting birds are present, the implementation of species protection measures, as included in Mitigation Measure BIO-2c would minimize potential impacts to nesting activity. With implementation of Mitigation Measure BIO-2, potential adverse effects to bird nesting and potential project impacts to common and special status birds would be reduced to less than significant.

- b, c) The following sub-section provides a discussion of effects to riparian habitat or other sensitive natural communities and effects to protected wetlands as defined by Section 404 of the Clean Water Act.

Based on the results of the field reconnaissance and habitat assessment surveys conducted on February 4, March 6, and April 21, 2020 the proposed project development areas are sited to avoid potential impacts on sensitive biological and aquatic resources. The

proposed footprint of Village 1 would not be located near an observed aquatic resource. The layouts of Village 2 and the Support Village, and the prospective footprint of Village 3 have been designed to avoid direct impacts to potentially jurisdictional wetlands and other waters of the U.S. and/or state. Village 2 would be located approximately 32 feet from the nearest aquatic feature. As shown in Figure 12, the Support Village would be located approximately 20 feet from the aquatic feature. The prospective footprint of Village 3 is located on a slope and would not be located near aquatic features.

Wetlands and Waters

A formal delineation of potentially jurisdictional wetlands and other waters of the U.S. and/or state within the Biological Study Area has not been conducted. However, potentially jurisdictional aquatic resources occur within the Biological Study Area in the form of ephemeral channels and wet meadow. Section 404 of the CWA requires that a permit be obtained from the USACE prior to the discharge of dredged or fill materials into any “waters of the United States,” which includes wetlands and intermittent channels. Section 404 permits generally require mitigation to offset any losses of these habitat types, in accordance with Executive Order 11990, which is intended to result in no net loss of wetland values or acres. Waters of the state are defined as any surface or subsurface water and are protected by the Porter-Cologne Act. Work in, above, or near the channels could require a Streambed Alteration Agreement with CDFW pursuant to Section 1600 of California Fish and Game Code.

CDFW has regulatory authority over streams and lakes and the wetland resources associated with these aquatic systems under California Fish and Game Code Sections 1600 et seq. through administration of lake or streambed alteration agreements. Such an agreement is not a permit, but rather a mutual accord between CDFW and a project proponent. Under Sections 1600 et seq. of the California Fish and Game Code, CDFW has the authority to regulate work that will “substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river lake or stream.” CDFW has interpreted this to include any work above or below the streambed, including tunneling of utility lines.

As designed, the project will not result in direct impacts to potentially jurisdictional wetlands and other waters of the U.S. and/or state. The proposed project does not propose development in areas that would impact aquatic resources. More specifically, the Village 1 area would not be located near an observed aquatic resource, and the Village 2, Support Village, and the prospective Village 3 development areas are sited away from aquatic resources, as is reflected in Figure 11. Although direct impacts to aquatic resources are not anticipated, indirect impacts could result from construction activities in close proximity to these features. In general, indirect impacts can include fragmentation of habitat, altered hydrology, and increased erosion and turbidity through soil disturbance. The proposed project is subject to compliance with water quality requirements, that include the preparation and implementation of a SWPPP and

incorporation of construction BMPs to minimize any potential erosion impacts to aquatic features during construction. These requirements include implementation of measures that would minimize potential secondary impacts to potentially jurisdictional wetlands.

The proposed new utility line to the project site is expected to require tunneling below drainage channels that occur along portions of the proposed route, which may require a lake or streambed alteration agreement with CDFW. Pursuant to the California Fish and Game Code, a project proponent must submit a notification of lake or streambed alteration to CDFW before construction, and establish a Lake and Streambed Alteration Agreement (LSAA) with CDFW. The notification requires an application fee for a lake or streambed alteration agreement, with a specific fee schedule, and conditions of approval to be determined by CDFW and the project applicant. Because no direct impacts to wetlands or waters are expected, CDFW is not anticipated to require compensatory mitigation. The project will be required to implement BMPs during construction to address potential erosion and associated water quality impacts, conformance with which would mitigate the potential for any adverse effects to waters of the state.

Because the project's development footprint has been sited to avoid direct impacts to aquatic features, and the project will comply with relevant water quality regulatory requirements designed to avoid indirect impacts to aquatic features, the proposed project would have a less than significant impact to potentially jurisdictional wetlands or other waters of the U.S. and/or state, and riparian habitat or other sensitive natural communities.

- d) The proposed project would not impact the central meadow complex, which represents the most likely area for wildlife movement/access. In addition, the entire site would still be available for wildlife movement due to the location and low degree of overall impacts at the landscape level. Therefore, impacts to wildlife movement corridors would be less than significant, and no mitigation is recommended.
- e) The proposed project does not conflict with local policies or ordinances protecting biological resources. Implementation of the proposed project would have no impact relative to this issue.
- f) Plumas County does not have an applicable habitat conservation plan or natural community conservation plan. Implementation of the proposed project would have no impact relative to this issue.

Mitigation

Mitigation Measure BIO-1: Pre-Construction Survey and Transplantation and Monitoring Plan.

A qualified biologist shall conduct a pre-construction survey in the appropriate season(s) for the special-status plant species identified as having a medium to high potential to occur within the construction disturbance area (see Attachment 1). Surveys will be conducted following the *Protocols for Surveying and Evaluating Impacts to Special*

Status Native Plant Populations and Natural Communities (CDFW, 2018). If special-status plant species are found, then the project proponent shall inform the County and consult with the County and CDFW regarding the treatment of special-status plant species encountered during pre-construction surveys, prior to the start of construction, to ensure that the project applicant complies with all applicable requirements and County direction.

Mitigation Measure BIO-2a: Construction Outside of Nesting Season.

Conduct vegetation-clearing operations, including initial grading and tree removal, outside of the nesting season that encompasses all birds (September 1 through February 14) to the extent practicable.

Mitigation Measure BIO-2b: Pre-Construction Surveys.

If vegetation removal is planned to occur during the nesting season (February 15 to August 31), a qualified biologist shall conduct a preconstruction survey for active nests in suitable nesting habitat within 500 feet of the construction area for nesting raptors and migratory birds. The preconstruction survey shall be implemented by the project proponent and shall be conducted within five (5) days prior to commencement of ground-disturbing activities. If the preconstruction survey shows that there is no evidence of active nests, then no additional measures are required. If active nests are located during the pre-construction surveys, additional species protection measures (as described below) would be required. If construction does not commence within five days of the preconstruction survey, or halts for more than five days, an additional preconstruction survey is required.

If activities are expected to occur during the primary bird nesting season, approximately February 15 to August 31, protection measures would be necessary to avoid potential impacts to active bird nests. If pre-construction surveys establish that nesting birds are present, the implementation of species protection measures (required by BIO-2c) would minimize potential impacts to nesting activity.

Mitigation Measure BIO-2c: Species Protection Measures.

If active nests are found during the survey, the project proponent shall implement mitigation measures to ensure that the species will not be adversely affected, which will include establishing a no-work buffer zone around the active nest.

Nest protection measures may include, without limitation:

- For trees with active nests, the project proponent shall conduct tree removal activities required for project construction outside of the migratory bird breeding season (February 15 through August 31) if feasible.
- The project proponent shall maintain a 500-foot buffer around each active raptor nest and a 250-foot buffer for around each active migratory bird nests. No construction activities shall be permitted within this buffer. This no-work buffer may be reduced depending on species and site-specific conditions as determined in consultation with CDFW (see below).

- Depending on conditions specific to each nest, and the relative location and rate of construction activities, it may be feasible for construction to occur as planned within the buffer without impacting the breeding effort. In this case (to be determined on a case-by-case basis), the nest(s) shall be monitored by a qualified biologist during construction within the buffer. If, in the professional opinion of the monitor, the project would impact the success of the nest, the biologist shall immediately inform the construction manager. The construction manager shall stop construction activities within the buffer until it is deemed by the monitor that the young have fledged from the nest or the nest is otherwise inactive.

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Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
V. CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The following analysis of project impacts to cultural resources is based on research at the Northeast Information Center of the California Historical Resources Information System, and a cultural resources survey report, prepared by Environmental Science Associates (ESA), in accordance with CEQA (ESA, 2021). The report identifies cultural resources in the proposed development area, evaluates these identified cultural resources according to the criteria set forth by the California Register of Historical Resources (California Register), and determines whether there would be an impact on these cultural resources, including significant archaeological resources.

Environmental Setting

Prehistoric Context

Categorizing the prehistoric period into cultural stages allows researchers to describe a range of archaeological resources with similar cultural patterns and components during a given time frame, creating a regional chronology. Elston et al. (1977) provide a framework for the interpretation of the Tahoe Sierra region archaeological record, based in part on Heizer and Elsasser's (1953) Martis/King's Beach model. Research suggests occupation in the region at least as early as 11,000 years ago at the beginning of the Holocene. The most intensive period of occupation began sometime around 4,000 years ago, during the Middle Archaic Period (5550 B.C. to A.D. 550), when basalt was an important resource in the region with a well-developed and vast trade network. A series of severe droughts over much of the west during the Late Archaic (A.D. 550 to 1100) may have depleted many food sources, and caused migration and unrest, as well as technological advances such as the bow and arrow. Economic and technological types, socio-politics, trade networks, population density, and variations of artifact types may reflect the arrival of Numic speakers along the eastern Sierra front around A.D. 1600.

Ethnographic Setting

During the time of European exploration in the late 18th century, the vicinity of the project area was within Northern Washoe ethnographic territory (Nevers, 1976:345). The ethnographic record suggests that during the mild season, small groups traveled through the mountain valleys collecting edible and medicinal roots, seeds, and marsh plants. In the higher elevations, men

hunted large game (mountain sheep, deer) and trapped smaller mammals. Fish were a critical resource everywhere in the region. While groups did move from lower to higher elevations during the mild seasons, most groups circulated in the vicinity of their traditional communities and did not cover large expanses of land as other groups in the Great Basin region. The plentiful environment provided some isolation and independence from neighboring peoples and may account for the Washoe's extended occupation in the area during the early historic period. Intolerance, disease, and exclusion severely disrupted the Washoe native lifeways.

Under the Indian Reorganization Act of 1934, the Washoe began to form a tribal government and called themselves the Washoe Tribe of Nevada and California. In 1937, the tribe adopted a constitution and laws, and were recognized as a formally organized tribe. The tribe has a Tribal Historic Preservation Officer (THPO) and Cultural Resources Office, which are the tribal equivalents to the State Historic Preservation Officer and the Office of Historic Preservation. The THPO has jurisdiction over all Washoe-owned lands and, for lands that are not Washoe-owned, is involved with federal, state, and local agencies in the protection of over 10,000 square miles of ancestral territory in California and Nevada, including nine counties, six national forests, and four Bureau of Land Management districts.

Historic-era Background

The discovery of gold in 1848 brought thousands of prospectors to California, including to the area of Plumas County where Thomas Stoddard claimed to have discovered a lake lined with gold nuggets while lost in the wilderness. Miners searched and did not find the lake of gold, but did have some success on the streams and rivers in the area, and towns were established around the successful mining areas (Hoover et al., 2002:439).

In 1850, African-American frontiersman James Beckwourth discovered the lowest pass through the Sierra Nevada Mountains, which became known as Beckwourth Pass. Using this route, he established a trail that began in western Nevada, went through much of Plumas County, and ended in the Sacramento Valley. Though the Beckwourth Pass was longer than the original emigrant trail, the lower elevations extended its seasonal use when the higher trail was snowbound and impassable.

In 1852, the earliest Euroamerican ranch in the Carmen Valley area was established by four men (i.e., Finneman, Hedges, Davidson and Craycroft) near Craycroft Neck east of Beckwourth Peak. Plumas County was formed in 1854, carved from the eastern portion of Butte County. Quincy was chosen as the county seat. In 1864, the state legislature took a large portion of Plumas County to organize Lassen County. Shortly afterward, Plumas County annexed part of Sierra County.

Over the next decades, industries directed the growth of various settlements including continued mining, farming, cattle ranching, and logging. When the Western Pacific Railroad was constructed in 1910, Plumas County was able to export lumber beyond the local area, and the timber industry became dominant in the County's economy. The railroad was also used by the area's first tourists and sightseers.

Discussion

- a) Background research and a field survey indicate that there are no designated historic resources and no historic-age architectural or structural resources in the proposed development areas (ESA, 2021). As such, there are no architectural or structural resources in the proposed development areas that qualify as historical resources, as defined in CEQA Guidelines Section 15064.5. Therefore, there would be no impact to historical resources.
- b) The results of the background research conducted for the project (ESA, 2021), including records search at the Northeast Information Center (NEIC) of the California Historical Resources Information System (CHRIS) at California State University (January 30, 2020, File No. W20-15) identified that one archaeological resource (P-32-001161/H) has been recorded within a small portion of the proposed Village 1 area, where limited ground disturbing activity is expected to occur. One resource (P-32-001166) has been recorded outside of, but adjacent to, portions of the proposed Village 3 area. One recorded resource archaeological site (P-32-000352) is located within the USFS inholding, which is not part of the Project site, and one previously recorded archaeological resource (P-32-001067) adjacent to, but outside of, the proposed emergency/utility pathway (Banchio 2009; ESA, 2021).

Pedestrian survey and auger testing in the proposed Village 1 area did not result in the identification of cultural materials associated with P-32-001161/H within the area of proposed disturbance (see Figure 4) for the construction of Village 1. Pedestrian survey of the proposed Village 1 and Village 2 areas identified isolated flaked stone artifacts, but no artifact concentrations or archaeological features of sufficient density to warrant recordation as a site. No cultural resources were found within the proposed Support Village or Village 3 locations. Based on the results of background research and survey results, the proposed areas for Village 1, Village 2, Support Village, and Village 3 do not have any known archaeological resources that would be impacted by the project. However, there are areas within the boundaries of P-32-001161/H at Village 1, and areas outside of but near the Villages 2 and 3 areas that have a heightened sensitivity for archaeological materials. Ground disturbing construction in these areas may have the potential to disturb any previously unknown archaeological resources, which would be a potentially significant impact. This potential impact would be reduced to less than significant with mitigation incorporated by implementing Mitigation Measure CUL-1, which would implement cultural resources and tribal cultural resources sensitivity and awareness training for all personnel involved in project construction, implement archaeological monitoring in areas of heightened archaeological sensitivity, and direct the treatment of previously unknown significant archaeological resources encountered during construction activities. With implementation of Mitigation Measure CUL-1, impacts to archaeological resources from development of Villages 1, 2 and 3 and the Support Village would be reduced to less than significant.

Background research was conducted to evaluate the site for the proposed emergency/utility pathway. A previous cultural resources study included an intensive surface survey

of the entire alignment (Banchio 2009). Potential impacts to archaeological resources along this alignment would occur if construction were to impact a known archaeological resource, or impact previously unknown archaeological resources or human remains, during project construction. The detailed site record for P-32-001067, provides defined site boundaries, which are west of and do not include the unpaved road proposed for use (with minor improvements) as the emergency travel route and installation of the utility line (Hamusek and Stine, 1991). However, given the proximity of a known archaeological resource, construction of a portion of the utility line near P-32-001067 would take place in an area of heightened archaeological sensitivity. As with other areas identified as archaeologically sensitive, ground disturbing construction in this area may have the potential to disturb previously unknown archaeological resources, which would be a potentially significant impact. This potential impact would be reduced to less than significant with mitigation incorporated by implementing Mitigation Measure CUL-1, which would implement cultural resources and tribal cultural resources sensitivity and awareness training for all personnel involved in utility line construction in the area of heightened sensitivity, implement archaeological monitoring in the area of heightened archaeological sensitivity, and direct the treatment of any previously unknown significant archaeological resources encountered during construction activities. With implementation of the Mitigation Measure CUL-1, impacts to archaeological resources from the emergency/utility corridor would be reduced to less than significant. Thus, the project would not cause a substantial adverse change in the significance of an archeological resource and impacts would be less than significant.

- c) Based on the records search and survey results, no human remains are known to exist within the project area. Therefore, the proposed project is not anticipated to impact human remains, including those interred outside of dedicated cemeteries. However, in the unlikely event that previously unknown human remains are encountered during ground disturbing activities, any potentially significant impacts would be reduced to a less than significant level by implementing Mitigation Measure CUL-2, which implements existing policies and regulations ensuring that appropriate and legal protocol would be followed including contacting the Plumas County Coroner and, if the remains are determined to be Native American in origin, the Native American Heritage Commission (NAHC). Therefore, compliance with existing regulations would reduce impacts to human remains to a less-than-significant level.

Mitigation

Mitigation Measure CUL-1a: Conduct Cultural Resources and Tribal Cultural Resources Sensitivity and Awareness Training Program Prior to Ground-Disturbing Activities.

The County shall require the applicant/contractor to provide a cultural resources and tribal cultural resources sensitivity and awareness training program (Worker Environmental Awareness Program [WEAP]) for all personnel involved in project construction, including field consultants and construction workers. The WEAP will be developed in coordination with an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology. The WEAP shall be conducted

before any project-related construction activities begin at the project area. The WEAP will include relevant information regarding sensitive cultural resources and tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The WEAP will also describe appropriate avoidance and impact minimization measures for cultural resources and tribal cultural resources, and will outline what to do and who to contact if any potential cultural resources or tribal cultural resources are encountered. The WEAP will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance to Native Americans and will discuss appropriate behaviors and responsive actions.

In areas of heightened sensitivity for containing archaeological materials, the project would provide for archaeological monitoring as appropriate during ground-disturbing activity, to identify and prevent significant impacts to any previously unidentified archaeological resources that may be unearthed during project construction.

Mitigation Measure CUL-1b: Conduct Archaeological Monitoring in Areas of Heightened Sensitivity for Archaeological Resources.

Prior to ground-disturbing activity associated with the project, the applicant shall contract with an archeologist meeting the *Secretary of the Interior's Professional Qualifications Standards for Archeology* to conduct any monitoring as may be required during ground-disturbing construction activity in areas of heightened archaeological sensitivity. The archaeologist shall determine the need for and frequency of monitoring based on the cultural resources inventory and evaluation report prepared for the proposed project. The archaeologist shall prepare an archaeological monitoring plan that will include specific locations for monitoring, standards for archaeological monitors, preparation of appropriate fencing to protect known resources (if and as warranted), and protocol for preparation of monitoring logs and a final report.

If archaeological materials are encountered, all soil disturbing activities within 100 feet in all directions of the find shall cease until the resource is evaluated. The applicant and the archaeological monitor shall immediately notify the County of the encountered archaeological resource. The monitor shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological resource, present the findings of this assessment to the County.

Mitigation Measure CUL-1c: Treatment of Significant Archaeological Resources.

If the County determines, based on recommendations from a qualified archaeologist, that a discovered cultural resource may qualify as a historical resource or unique archaeological resource (as defined in CEQA Guidelines Section 15064.5) or a tribal cultural resource (as defined in PRC Section 21080.3; see below for further discussion), the County shall determine whether treatment measures are necessary to avoid, minimize, or mitigate any potential impacts to the resource pursuant to PRC Section 21083.2, and CEQA Guidelines Section 15126.4. Treatment measures may include, without limitation, documentation of the resource, data recovery (according to PRC Section 21083.2), if deemed appropriate, or other actions such as treating the resource with culturally appropriate dignity and protecting the cultural character and integrity of the resource (according to PRC Section 21084.3).

Mitigation Measure CUL-2: Implement Procedures in the Event of the Inadvertent Discovery of Human Remains.

If an inadvertent discovery of human remains is made at any time during project-related construction activities, the following performance standards shall be met prior to implementing or continuing actions such as construction, which may result in damage to or destruction of human remains. In accordance with the California Health and Safety Code (HSC), if human remains are encountered during ground disturbing activities, the applicant shall immediately halt potentially damaging excavation in the area of the remains and notify the Plumas County Coroner and a qualified archaeologist to determine the nature of the remains. The Coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or State lands (HSC Section 7050.5[b]).

If the human remains are of historic age and are determined to be not of Native American origin, the County will follow the provisions of the HSC Section 7000 (et seq.) regarding the disinterment and removal of non-Native American human remains.

If the Coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (HSC Section 7050[c]). After the Coroner's findings have been made, the archaeologist and the NAHC-designated Most Likely Descendant (MLD), in consultation with the landowner, shall determine the ultimate treatment and disposition of the remains. The responsibilities of the County for acting upon notification of a discovery of Native American human remains are identified in PRC Section 5097.9 et seq.

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Energy

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VI. ENERGY — Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) Electricity is provided to the project site by the Plumas Sierra Rural Electric Co-Op (PSREC), which provides power to areas of eastern Plumas County and northern Sierra County. Among other aspects of its energy portfolio, PSREC shares percentages of the Geysler Geo Plans 1 and 2 (Geothermal) and the North Fork Stanislaus River Hydroelectric Development Project.

The proposed project would include new development that would add energy demand to the PSREC service area. However, the proposed project would be developed in accordance with 2019 California Building Code standards which include design standards intended to limit wasteful, inefficient, or unnecessary use of energy resources. Therefore, impacts would be less-than-significant.

- b) As discussed above in a), the proposed project would be developed in accordance with 2019 California Building Code standards. In addition, the proposed project would have energy needs consistent with the type and intensity of land uses permitted on the project site with a special use permit, and the project would not be a substantial new energy use or be dissimilar to other uses within the PSREC service area. Therefore, impacts would be less-than-significant.

References

No References.



Geology and Soils

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VII. GEOLOGY AND SOILS — Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a.i-a.ii) The project site is located in an area defined by the County as having low seismic hazard potential. Plumas County is not located within or near an Alquist-Priolo Fault Zone. While several potentially-active faults exist within or near the County, hazard potential for seismic activity remains relatively low. In addition to this low seismic hazard potential, all buildings and other improvements would adhere to applicable design and construction requirements of the California Building Code, which include design considerations for seismic hazards. Therefore, the proposed project would have less-than-significant impacts related to seismic hazards.
- a.iii) In general, soils located within Plumas County are considered to have low potential for liquefaction. Proximity to waterways, including rivers, creeks, and drainages increases the likelihood of liquefaction impacts. The proposed project would be constructed in upland areas, where liquefaction would not be a typical topic of concern. As much of the proposed project would be constructed on sloping terrain, the proposed project would

- prepare and implement the recommendations of a geotechnical study. In the event that the geotechnical study identifies potential risk for liquefaction, the study would also provide recommendations for mitigation of any potential risks associated with site-specific conditions, which would be incorporated into the project. Therefore, impacts to liquefaction hazards would be less than significant.
- a.iv) The project site is not located in an area subject to landslides. The proposed construction activities would have minimal effect on the potential for landslides to occur. Therefore, this impact would be less than significant.
- b) Construction activities associated with the proposed project include grading, excavation, and activities that would expose soils to the potential for erosion, which could have the potential to affect water quality in the Carmen Valley watershed. Existing regulations would require the proposed project to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP), which would include measures that would reduce impacts on soil runoff that could enter drainages or nearby bodies of water. Therefore, the proposed project would less than significant impacts on soil erosion.
- c) As previously discussed in a.i) through a.iv), the proposed project area is located on upland areas in Plumas County which are not known to be prone to landslides. The project area is also characterized to have a low potential for liquefaction. The implementation of recommendations of the geotechnical study would improve management of runoff and erosion and would further lessen the potential for liquefaction. Therefore, impacts would be less than significant.
- d) Preparation of the geotechnical study would also identify the presence of expansive soils that may have an effect on the proposed project. The geotechnical study would identify the presence of and potential hazards associated with any expansive soils, and provide design recommendations to mitigate for the presence of any expansive soils. The proposed project would implement the design recommendations of the geotechnical study and impacts related to expansive soils would be less than significant.
- e) The proposed project would include the construction of additional septic systems to serve project demand. The additional septic systems would be required to comply with Plumas County Code, Title 6, Chapter 6, *Sewage Disposal*, which establishes requirements permitting conditions for Onsite Wastewater Treatment Systems. The additional septic systems would be required to comply with the setback requirements identified by the ordinance which would limit impacts related to septic tanks, sewer lines, and water features. The proposed project design places septic systems at appropriate setback distances as identified in the ordinance.

The septic systems would also be subject to applicable health department regulations, California state building codes, and Plumas County standards. The septic systems would also be required to comply with state-level water quality standards for onsite wastewater treatment systems. Additionally, the septic systems would be required to be designed and sited in order to avoid potential impacts to biological, cultural, and aquatic resources.

This would include analysis of soils to determine capability of adequately supporting the use of septic tanks. For these reasons, the environmental effects resulting from construction and operation of the proposed wastewater treatments systems would be less than significant.

- f) The proposed project site is located in an area of low concern for the potential occurrence of paleontological resources and the probability of encountering paleontological resources within the project site is minimal. Furthermore, project approval, if granted, would be subject to standardized conditions of approval to address the inadvertent discovery of paleontological resource during project site preparation, as required by the County, and this impact would be less than significant.

References

No Resources.

Greenhouse Gas Emissions

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VIII. GREENHOUSE GAS EMISSIONS —				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a-b) In general, vehicle emissions are the primary component of greenhouse gases (GHGs) emitted by new development projects. The proposed project is not anticipated to result in substantial change in VMT for Plumas County or population growth. The project would have a small number of year-round resident caretakers, approximately 15 day-staff, and retreat attendees are proposed to be transported to and from the project site via high-occupancy vehicles (shuttles), minimizing the VMT effects from the proposed use. The remaining sources of VMT would be trips to and from the project site by the small number of non-resident staff, who would be anticipated to travel to the site from nearby areas, resulting in minimal VMT. The proposed project would create employment opportunities in southern Plumas County, reducing the need for those individuals to commute out of the area for employment. Thus, the project would not contribute to a substantial increase in traffic during the operational phase of the project, that could result in a significant increase in GHG, because the project would consist of limited vehicle traffic. The project would not include other sources that might result in a significant increase in GHG.

The proposed project would also result in temporary GHG emissions related to project construction. As described in the discussion of Air Quality, above, the project would be subject to statewide regulations regarding diesel equipment and vehicles, intended to reduce diesel emissions from construction equipment. Conformance with statewide regulations regarding construction equipment would minimize this type of emissions.

Additionally, the proposed project would be subject to and comply with any applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHG. The NSAQMD provides no regulatory requirements regarding GHG emissions. The Conservation and Open Space, Circulation, Economics, and Land Use elements of the 2035 Plumas County General Plan Update includes mitigating policies intended to minimize GHG contributions to global climate change associated with new development under the 2035 General Plan Update. As previously described, the proposed project would be consistent with General Plan land use and zoning designations for the project site. Further, the proposed project would comply with all County policies and requirements related to the reduction of GHG emissions, and includes project features

intended to produce minimal vehicle emissions relative to potential emissions from similar uses. For these reasons, the proposed project would not conflict with applicable plans, policies or regulations adopted for the purpose of reducing the emissions of GHGs, and this impact would be less than significant.

References

No References.

Hazards and Hazardous Materials

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
IX. HAZARDS AND HAZARDOUS MATERIALS — Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) Construction of the proposed project would require the temporary transportation, use, and/or disposal of hazardous materials, common to construction-related uses. The transportation and management of such materials is subject to heavy regulation at the local, state, and federal levels, the effects of which are the control and mitigation of impacts from potential releases of such materials. Any project facilities that would use or store hazardous materials would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases. Therefore, the proposed project would result in less-than-significant impacts related to the routine transportation, use, and/or disposal of hazardous materials.
- b) A Phase I Environmental Site Assessment was prepared for the project site to identify any Recognized Environmental Conditions (RECs), Historical Recognized Environmental Conditions (HRECs), or Controlled Recognized Environmental Conditions (CRECs) at the project site (see **Attachment 2**). The analysis included a search of federal, state, and local regulatory agency lists for listings of the two subject assessor parcels and properties within the appropriate ASTM 1527 standard search

- distance. There were no listings of any kind for either of the two assessor parcels or nearby properties within the ASTM-search distance. Further, no RECs, other HRECs, or CRECs were identified during the site inspection. The site survey did identify a waste oil storage area, within which a store of methanol was observed, that requires appropriate disposal. Based on this analysis, the proposed project is not anticipated to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. This impact would be less than significant.
- c) The project site is not located within one-quarter mile of an existing or proposed school. Therefore, there would be no impact related to the handling of hazardous materials substances, or waste within one-quarter mile of an existing or proposed school.
 - d) The project site is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, there would be no impact.
 - e) The project site is not located within an airport land use compatibility plan (ALUCP). A private airstrip may have previously existing on the property; however, no airstrip has existed on the property since at least the 1990s and the proposed project is not in the vicinity of a private airstrip. Therefore, there would be no impact.
 - f) The proposed project would result in no impact to adopted emergency response plans or emergency evacuation plans. The project site is already equipped with access for firefighting equipment and personnel. The proposed project would also designate a secondary emergency access, providing an additional option for emergency evacuation and access to emergency services. Therefore, the project would have no impact related to conflict with an existing emergency response plan or evacuation plan.
 - g) The project site is located in a State Responsibility Area (SRA) for wildland fire protection, in an area designated by Cal Fire as High to Very High for fire hazard severity. The State's requirements for building construction and vegetation management within the SRA are applicable to the proposed project. Wildland Fire protection is provided by the U.S. Forest Service through contract from Cal Fire. The proposed project would construct a facility that would provide a total of up to 75 guest rooms (including Village 3), a small number of residential staff, and an estimated 15 full-time day employees. The proposed structure would be constructed in proximity to existing trees. However, the project would comply with the recommendations of applicable fire authorities as they relate to defensible space and use project design that would not impede wildfire response. The project will comply with applicable fire protection standards for ingress and egress. The applicant has designed site ingress and egress and project driveways, which would be subject to permit approval by the County in consultation with Cal Fire. This includes a secondary access through private property (controlled by applicant via ownership or existing easements) north of the project site, connecting to public access roads, as identified in Figure 8. As per current County standards and

proposed State Minimum Fire Safe Regulations 2020, the proposed secondary access would be required to meet minimum standards, or be improved to meet minimum standards, under permit approval by the County in consultation with Cal Fire. These features would provide adequate access for wildfire response and also would enable an efficient exit of employees and guests in the event of an evacuation. Therefore, the proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. This impact would be less than significant.

References

No References.

Hydrology and Water Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
X. HYDROLOGY AND WATER QUALITY —				
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) Project construction would include activities that could temporarily increase runoff, erosion, and sedimentation, or result in soil compaction and wind erosion effects that could adversely affect soils. These types of impacts are heavily regulated by state regulations, which include processes for permitting and the implementation of Best Management Practices (BMPs). As previously described, the proposed project would be required to prepare and implement a SWPPP, the implementation of which would control storm water quality degradation with the use of stormwater BMPs. While Construction General Permit Coverage is not required, development of small construction rainfall erosivity waiver SWPPP provides the discharger with site-specific BMPs, and a process to periodically inspect and properly maintain the project area until final stabilization criteria is met.

Water quality could be compromised if a project were to place septic systems in close proximity to water features. Plumas County-Environmental Health Department will apply applicable criteria for community sewage disposal systems that serve multiple structures—such as the proposed development of the Villages and facilities—and provide

guidance regarding septic system placement and design during its review of the proposed project. The proposed development footprints are located in areas where they would avoid potential impacts to water quality. The proposed project would site septic systems outside of the minimum required separation distances between septic systems and water facilities/features, as identified in Plumas County Code Title 6, Chapter 6; therefore, the proposed septic systems would not be anticipated to compromise water quality. General site evaluations such as topographic survey, soil/geotechnical assessment, and a hydrology report would be required as part of the final site plan and design review process.

To comply with applicable federal, state, and local regulations related to water quality, the proposed project would include and implement SWPPP, which will be developed by a qualified engineer or erosion control specialist in accordance with the NPDES General Construction Permit requirements. The SWPPP includes BMPs for ensuring water quality during construction. The SWPPP will be implemented prior to the issuance of any grading permit before construction, is required to be kept on site during construction activity, and is required to be made available upon request to representatives of the RWQCB.

The project is also required to implement measures to maintain water quality after construction. The project implementing agencies will implement source and treatment control measures. General site design control measures are required to minimize the volume and rate of stormwater runoff discharge from the project site. General site design control measures incorporated into the project design can include:

- conserving natural areas;
- protecting slopes and channels;
- minimizing impervious areas;
- storm drain identification, and appropriate messaging and signing; and
- minimizing effective imperviousness through the use of turf buffers and/or grass-lined channels, if feasible.

Conformance to the permit requirements described above and adherence to Plumas County guidance regarding design, would limit project impacts to water quality to the extent that the proposed project would not be anticipated to violate any water quality standards or waste discharge requirements. Therefore, this impact would be less than significant.

- b) The project site is within the Sierra Valley Groundwater Basin, a medium-priority basin that will be part of a pending groundwater sustainability plan, required under SGMA. The project site is located in a rural area with no municipal water supply. Consistent with existing conditions, groundwater sourced from on-site wells would continue to serve as both drinking water supply and for the purpose of septic inflow (under a development scenario). Robinson Engineering Company (Robinson Engineering) prepared an evaluation

of existing water supplies on the property and estimated future water demands for the proposed project. Table 1 shows the estimated water demand for the proposed project.

As shown in **Table 1**, the estimated water demand for Villages 1 and 2 and the Support Village is approximately 7.49 acre-feet per year of domestic use and approximately 21.50 acre-feet per year of irrigation and livestock use, for a total of 28.99 acre-feet per year. Water demand for livestock use would be similar to the existing water demand for those uses on the project site. However, water demand for irrigation, which accounts for the majority of water use in the subject property would be reduced by approximately 50% from existing use. For this reason, the anticipated change in water demand from the Villages 1 and 2 and the Support Village would be the result of increased domestic use and a substantial decrease in irrigation use, resulting in a net decrease of 14.01 acre-feet per year, relative to existing uses.

A future Village 3 would result in additional groundwater use, similar to anticipated demand from Village 1 or Village 2. Village 3 would have fewer guest rooms than Villages 1 or 2, and is anticipated to have a water demand that would be less than 2.47 acre-feet per year. Thus, with the inclusion of Village 3, the project would continue to result in an overall net reduction in water demand for the project site, relative to existing uses.

TABLE 1
ESTIMATED PROJECT WATER DEMAND

Area	Water Demands ¹			
	Daily Water Demand	Annual Water Demand		
	(gal/day)	Months/Year	(gal/year)	(AF/year)
Existing Use				
Residential	3,000	12	1,095,000	3.36
Livestock (100 head)	3,000	12	1,095,000	3.36
Irrigation	48,581	8	11,821,377	36.28
Total Existing Use	54,581		14,011,377	43.00
Proposed Use				
Village 1	2,643	10	803,913	2.47
Village 2	2,643	10	803,913	2.47
Support Village	2,282	12	832,930	2.56
Total Domestic Use	7,568		2,440,755	7.49
Livestock (100 head)	3,000	12	1,095,000	3.36
Irrigation (50% reduced)	23,291	8	5,910,810	18.14
Total Proposed Use	34,859		9,446,565	28.99
Net Change			-4,564,812	-14.01

NOTE:

¹ Water demand calculations do not include future proposed Village 3 water demand, as Village 3 is not included in the existing entitlement application.

Source: Robison Engineering Company, Inc., 2020; ESA 2020.

Robison Engineering reviewed records of water depth for existing wells on the project site and nearby weather stations, noting that the water table has remained consistent based on well records. The nearby Portola, CA weather station indicates an annual total precipitation of 20.5 inches, of which 50% or more would be anticipated to percolate into deep groundwater, over a long time period. Robison Engineering determined that approximately 917 acre-feet per year over the 1074-acre property is a first-order estimate of the sustainable perennial groundwater yield. Therefore, the locally-available groundwater supply would be sufficient to serve the proposed project.

The static water levels relative to well depths and testing suggest that water supply would be sufficient to serve the reduced water demand resulting from development of the proposed project. For this reason, the proposed project would not substantially decrease groundwater supplies. Further, the proposed project would not construct a substantial amount of impervious surfaces in the project site, thereby interfering with groundwater recharge in the basin. Therefore, the proposed project would have a less-than-significant effect on groundwater.

- c) While the proposed project would construct structures and other types of impervious surfaces that could channel and direct site drainage within the project site, the addition of impervious surfaces to the project area would not result in a substantial focused diversion of stormwater drainage. The project would not generate or redirect runoff that would result in flooding, or that would exceed the capacity of existing or planned stormwater drainage systems in the project site. Further, the project would comply with applicable Plumas County policies regarding drainage and erosion prevention. Therefore, the proposed project would have a less-than-significant impact related to drainage impacts.
- d) The proposed project would be located in the areas given FEMA flood zone designation of Zone X, as is shown in FEMA FIRMs maps for proposed development areas (see **Attachment 3**). Based on that designation, all project elements would be outside of the 200-year floodplain.

Therefore, the proposed project would not expose humans or property to flood hazard, tsunami, or seiche. Further, the project would comply with applicable Plumas County policies regarding drainage and erosion prevention. Impacts would be less than significant.

- e) The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. As stated in the 2035 Plumas County General Plan Update Environmental Impact Report, groundwater basins in Plumas County, with the exception of the Sierra Valley, have no known groundwater management plans, groundwater ordinances, or basin adjudications (Plumas County, 2013). These basins have also not experienced significant declines in water levels (Plumas County, 2013). The Sierra Valley Groundwater Management District (SVGMD) is the agency charged with oversight and management of the ground water in the Sierra Valley, and is currently in the process of preparing Sierra Valley Subbasin Groundwater

Sustainability Plan. Prior to finalization and implementation of the SVGMD's Sierra Valley Subbasin Groundwater Sustainability Plan, the SVGMD continues to manage groundwater quality and supply through a number of management activities including review of development proposals. The SVGMD stated in a letter to the County, dated October 21, 2020, that the SVGMD Board of Directors has no concerns about the quantity of groundwater available relative to the plans laid out in the proposed project, including operation of Village 1, Village 2, and the Support Village. For this reason, the proposed project would not be anticipated to conflict with the goals or policies of the SVGMD and, thus, would not conflict with implementation of a sustainable groundwater management plan.

Surface water quality control plans relevant to the proposed project are limited to the 2035 Plumas County General Plan, which provides a range of policies intended to protect surface water quality during project construction and operations. As described above, the proposed project would implement construction best-management practices and prepare and implement a construction SWPPP. The proposed project is designed comply with all water quality and runoff standards, as enforced by the County. For these reasons, the proposed project would not be in conflict with a relevant water quality control plan, and this impact would be less than significant.

References

- Plumas County, 2013. 2035 Plumas County General Plan Update Environmental Impact Report (State Clearinghouse Number 2012012016. Certified July 18, 2013. Page 4.6-22.
- Robison Engineering Company, 2020. Groundwater Demand Statement for the Spring Valley Ranch Retreat. August 5, 2020.

Land Use and Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XI. LAND USE AND PLANNING — Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a-b) The proposed project would be constructed in a rural location that would not physically divide an established community. Further, the proposed project is consistent with the General Plan land use designation and applicable policies and with the zoning for the project site and would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No impact would occur.

References

No References.

Mineral Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XII. MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a-b) The proposed project site is not located in an area where active mineral resource extraction is under way or is known to have taken place. As with other areas in Plumas County, the project site may contain mineral resources. However, construction of the proposed project would not cause changes resulting in conversion of any mining operations into a different use. Construction of the proposed project would not result in the loss of availability of any such resources and would not preclude the extraction of such resources from the project site at a later time. Therefore, this impact would be less than significant.

References

No References.

Noise

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XIII. NOISE — Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a-b) The proposed project is located in a rural location, within a small valley that does not include nearby sensitive receptors. The nearest sensitive receptors to the project site is residence located 0.8-mile southeast of the nearest proposed construction within the project site, along Westside Road. However, that residence would be obscured from construction or operational noise and vibration impacts by site topography, as the residence and the project site are separated by a hill. Project construction and operations would also be subject to Plumas County regulations regarding construction and operational noise, the implementation of which would further lessen any potential for noise impacts to the nearest receptors from implementation of the proposed project. Therefore, impacts would be less than significant.
- c) The proposed project site is not located in the vicinity of a private airstrip or within two miles of a public airport or public use airport. Thus the proposed project would not expose people residing or working in the project area to excessive noise levels. No impact would occur.

References

No References.

Population and Housing

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XIV. POPULATION AND HOUSING — Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a-b) The proposed project would not induce substantial unplanned population growth in the project area. Project operations would include a small number of staff (approximately 3) that may reside on the site year-round and 15 day-staff, who are anticipated to be existing residents in the region. Further, the proposed project would not displace a substantial number of people or housing as the project site is currently a private ranch/residence and does not contain multi-family housing. Therefore, impacts to population and housing would be less than significant.

References

No References.

Public Services

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XV. PUBLIC SERVICES —				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a.i) The project site is located in a state responsibility area (SRA) for fire protection, for which the California Department of Fire (Cal Fire) contracts with the U.S. Forest Services for the provision of fire protection services. The Beckwourth Fire Protection District would also respond to fire emergencies at the project site. Distribution of wildland fire protection resources is managed by the U.S. Forest Services throughout Plumas County. Development of the proposed project would not require expansion of existing facilities, as U.S. Forest Service facilities and resources are currently configured to provide fire protection to the project site. No impact would occur.
- a.ii) Police protection services are provided to the project site by the Plumas County Sheriff, which is based in Quincy, California. Primary services would be provided from the Plumas County Sheriff Substation located in Delleker, in eastern Plumas County, approximately seventeen miles from the project site. Public services demands, including those placed on the Plumas County Sheriff’s Department for police protection, would generally be within growth assumptions contained in the Plumas County General Plan, as they relate to police protection, and the proposed project use is consistent with the General Plan. For this reason, the proposed project would not require expansion of Plumas County Sheriff’s Department facilities, as existing facilities already accommodate coverage of the project site within their service area. No impact would occur.
- a.iii) The proposed project would not result in the need for the provision of new or physically altered school facilities. A small number of staff members (approximately 3) would live at the site full time. It is not anticipated that year-round residents would include school-aged children, and day staff are anticipated to be existing residents of the surrounding area. Moreover, because the project will have a small number of employees (approximately 18), the number of school-aged children of on-site employees would be

minimal and would not require the provision of new or physically-altered school facilities. No impact would occur.

- a.iv) The proposed project would not create new demand for local parks and open space areas. The proposed facility would contain on-site amenities that would be used by retreat attendees and staff, with minimal use of offsite park and open space facilities anticipated. Therefore, there would be no impact related to construction of new park facilities or expansion of existing park facilities would occur.
- a.v) No other public facilities exist in the vicinity that would be affected by project implementation. No impact would occur.

References

No References.

Recreation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVI. RECREATION —				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) The proposed project would include on-site recreational amenities that would be used by facility guests and staff members. The retreat attendees may hike within the National Forest parcel, nested within the project site and in the adjacent USFS area. The proposed project would not result in a substantial increase in demand for off-site recreational resources. The proposed project would not contribute to the use of existing neighborhood and regional parks or recreational facilities, or contribute to the accelerated deterioration of such facilities as a result of high demand, and this impact would be less than significant.
- b) The proposed project would include the construction of onsite recreational amenities, however the development of those uses would not result in an adverse physical effect on the environment. No impact would occur.

References

No References.

Transportation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVII. TRANSPORTATION — Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The information on Environmental Setting and Impacts, presented below, is derived from a transportation impact analysis (TIA) of the proposed Spring Valley Ranch Project, prepared by K.D. Anderson and Associates. The analysis report is summarized below and is presented in its entirety in **Attachment 4**.

Environmental Setting

Roadways

The state highway system provides the key inter-community roadway links within Plumas County. East-west access across Plumas County is provided by State Route (SR) 36 in the northern portion of the county and by SR 70 in the central/southern portions of the county, while SR 89 provides north-south access across the county. SR 147 serves the east side of Lake Almanor, while SR 49 and SR 284 provide access south towards Loyalton and north to Frenchman Reservoir in the far eastern portion of the county. The General Plan notes that in total, there are 1,823 miles of public roadway in Plumas County, including 935 miles of US Forest Service Roads, 674 miles of county roadways and 182 miles of state highways.

State Route 89

State Route 89 (SR 89) originates at an intersection on US 395 in Mono County and continues northerly to its eventual terminus on Interstate 5 in Siskiyou County. To the south SR 89 links the project site with Interstate 80 in the Truckee area of Placer County. To the north SR 89 provides access to Quincy. SR 89 lies in Sierra County directly south of the project, and in this area the facility is a two-lane conventional highway. The most recent data published by the California Department of Transportation indicates that in 2018 SR 89 carried Annual Average Daily Traffic (AADT) volumes that ranged from 830 vehicles per day at the Sierra County / Plumas County line to 1,400 vpd north of Sierraville. Trucks comprise 14% of the daily traffic at the Sierra County/Plumas County line.

State Route 70

State Route 70 (SR 70) originates on SR 99 in Sutter County and continues northeasterly across Butte and Plumas Counties to an intersection on US 395 in Lassen County. In the area of the project SR 70 is a two-lane conventional highway. In 2018 SR 70 carried 4,550 AADT at the Plumas County/Lassen County line, and trucks comprise 4% of the daily traffic near the Beckwourth – Calpine Road intersection.

Beckwourth – Calpine Road (County Road A23)

In combination with Westside Road in Sierra County, Beckwourth - Calpine Road links SR 89 and SR 70. County Road A23 is designated a Major Road in the Plumas County General Plan and in the area of the project is a two-lane roadway with limited shoulders. The posted speed limit is 65 mph, and the roadway alignment is generally straight and level. New daily traffic counts collected over two days starting on November 11, 2020 indicated that at the Sierra County line near the project County Road A23 carried an average of 643 vpd and that trucks comprised 8.5% of that volume. Traffic volume counts collected in August 2018 and July 2020 by Plumas County are also available, and that data indicated daily traffic volumes in peak summer season of 998 (2018) and 1,075 (2020) vpd south of SR 70 and 809 (2018) and 834 (2020) vpd at the Sierra County line.

Westside Road

Westside Road extends north from an intersection on SR 89 for about 13 miles to its connection to County Road A23 in Plumas County. Westside Road is designated a Collector in the Sierra County General Plan Circulation Element. In the area of the project Westside Road is a two-lane roadway with very limited shoulders. The speed limit on Westside Road is posted at 35 mph for ½ mile immediately north of SR 89, and a prima facie 55 mph limit applies from that point north.

Calpine Road

Calpine Road extends for about 1¼ to link SR 89 and Westside Road in Sierra County south of the proposed project. Calpine Road is designed a Collector in the Sierra County General Plan, and the roadway has two travel lanes and very limited shoulders. A prima facie 55 mph limit applies on Calpine Road.

Carmen Valley Trail

Carmen Valley Trail is an existing private rural road that extends west from County Road A23 to the project site. Today the road has a graveled surface and is 12-16 feet wide.

Discussion

- a) Daily vehicle trips would include commute traffic to and from the facility by staff members, who would commute to the site from nearby areas. Additional vehicle trips would be related to supply deliveries and periodic trips to surrounding areas and businesses by resident staff. Based on the nature of vehicle trips during project operations, it is not anticipated that the proposed project would contribute to substantial traffic conditions on area roadways, or have an adverse impact on the operation of other area transportation facilities. Thus, the proposed project would not be anticipated to conflict with a program, ordinance or policy addressing the circulation systems, including

- transit, roadway, bicycle, and pedestrian facilities. This impact would be less than significant.
- b) The proposed project incorporates measures to reduce its regional VMT. The most - significant measure is the provision for shuttle bus service for guests traveling to and from the site. As noted earlier, rather than asking guest to drive personal vehicles the project's shuttle busses would link the site with the Reno-Tahoe International Airport.
- As noted in the TIA, the project is estimated to result in 68 daily trips on Monday and Friday and 58 daily trips on midway days. As further noted in the TIA, average distance for each trip purpose was identified and applied to forecast VMT. For travel associated with on-site residences and by employees living off site, the weighted average of distances to identified communities was used as the applicable distance. Under this assumption the project could generate 1,808 VMT on Monday and Friday and 1,148 VMT on Tuesday thru Thursday.
- While formal VMT guidelines have not been adopted by Plumas County, the Office of Planning and Research directive notes that many local agencies have developed screening thresholds to indicate when detailed analysis of VMT is needed. The number of trips generated by the project is an applicable screening tool. The directive notes that absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.
- Because the project would generate fewer than 110 daily trips at full buildout (Villages 1, 2, 3, and the Support Village), and there is no substantial evidence indicating that the project would generate a potentially significant level of VMT or inconsistency with an SCS,⁴ its impact on regional VMT would be less than significant.
- c) Improvements to County roadways, as part of the proposed project, would be limited to minor improvements to approaches to the Carmen Valley Trail driveway along County Road A23. This improvement would be designed to provide for adequate acceleration/ deceleration and turning radius for vehicles entering and leaving Carmen Valley Trail from County Road A23. This improvement would be designed to improve vehicular safety. Otherwise, no other changes are proposed that would have increased hazards due to a geometric design feature or incompatible uses. Therefore, this impact would be less than significant.
- d) The project will comply with applicable fire protection standards for ingress and egress. The proposed project would maintain existing emergency access to the project site, for which gated access is provided from Westside road via Knox key access gates, and would

⁴ Plumas County is not located within a metropolitan planning organization (MPO), for which the Sustainable Communities and Climate Protection Act (SB 375) requires such organizations to develop regional Sustainable Communities Strategies (SCS).

provide driveways for emergency access to proposed structures. The applicant has designed site ingress and egress and project driveways, which would be subject to permit approval by the County in consultation with Cal Fire; the project will comply with applicable fire protection standards for ingress and egress. This includes a secondary access through private property (controlled by the applicant via ownership or existing easements) north of the project site, connecting to public access roads, as identified in Figure 8. As per current County standards and proposed State Minimum Fire Safe Regulations 2020, the proposed secondary access would be required to meet minimum standards, or be improved to meet minimum standards, under permit approval by the County in consultation with Cal Fire. Thus, there would be sufficient access for emergency services, and the proposed project would have no impact related to the inadequacy of emergency access at the project site.

References

- K.D. Anderson and Associates, 2020. Transportation Impact Analysis for the Spring Valley Ranch Private Retreat at 9900 Westside Road (County Road A23), Plumas County, CA. December 10, 2020.
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Tribal Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVIII. TRIBAL CULTURAL RESOURCES —				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) CEQA requires the lead agency to consider the effects of a project on tribal cultural resources. As defined in PRC Section 21074, tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are listed, or determined to be eligible for listing, on the national, state, or local register of historical resources.

The County contacted the California State Native American Heritage Commission (NAHC) on February 14, 2021, to request a search of the NAHC's Sacred Lands File and a list of Native American representatives who may have knowledge of tribal cultural resources in the vicinity of the project site. The NAHC replied on March 5, 2021 with a list of seven Native American tribal organization affiliated with the Project area. In February 2021, the County sent letters to the Native American tribal organizations who were identified by the NAHC in its response to the Sacred Lands File request. Two tribes responded to the request for consultation. The Mooretown Rancheria sent a letter to the County on February 23, 2021, responding that the tribe does not know of any cultural resources on the Project area and requested the tribe be contacted if tribal cultural resources or human remains are identified during project implementation. In addition, the County received a telephone call from a representative of the Enterprise Rancheria indicating that there was no comment as the Project area is outside their aboriginal area. No other tribes responded to the request for consultation in the 30-day response period.

Based on the Northwest Information Center records search (described in Section V. Cultural Resources), there are no known tribal cultural resources listed or determined

eligible for listing in the California Register of Historical Resources, or included in a local register of historical resources as defined in PRC Section 5020.1(k), pursuant to PRC Section 21074(a)(1), that would be affected by the proposed project. To date, no new tribal cultural resources have been identified by Native American representatives, and surface survey of the project site identified no potential tribal cultural resources that would be adversely affected by the proposed project. In addition, the County did not determine any resource that could potentially be affected by the proposed project to be a significant tribal cultural resource pursuant to criteria set forth in PRC Section 5024.1(c). However, if any previously unrecorded archaeological resource were identified during ground-disturbing construction activities, and were found to qualify as a tribal cultural resource pursuant to PRC Section 21074(a)(2) (determined by the lead agency to be significant pursuant to criteria set forth in PRC Section 5024.1[c]), any impacts to the resource could be potentially significant. Any such potential significant impacts would be reduced to a less than significant level by implementing Mitigation Measures CUL-1 and CUL-2.

References

Northeast Information Center (NEIC), File No. W20-15. California Historical Resources Information Systems at California State University, Sacramento. On file at ESA, January 30, 2020.

Utilities and Service Systems

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XIX. UTILITIES AND SERVICE SYSTEMS —				
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) The proposed project would create a new use on the project site, that would increase the net wastewater treatment demand for the project site. The project site is not tied into an existing sewage conveyance system and wastewater from existing structures is currently treated on-site in septic systems. The proposed project would accommodate wastewater treatment needs with on-site septic systems and would require three additional septic systems for the project for Villages 1 and 2 and Support Village; a fourth system in Village 3 would be proposed and constructed if and when Village 3 is developed. Therefore, the proposed project would not contribute wastewater flows to a sewer conveyance system or increase the treatment demand on a wastewater treatment facility.

The additional septic systems would be required to comply with Plumas County Code Title 6, Chapter 6 which establishes requirements and permitting conditions for Onsite Wastewater Treatment Systems. The additional septic systems would comply with the setback requirements identified by the ordinance which would limit impacts related to septic tanks, sewer lines, and water features. The septic systems would also be subject to applicable health department regulations, California state building codes, and Plumas County standards. The septic systems would also comply with state-level water quality standards for onsite wastewater treatment systems. Additionally, the septic systems would be designed and sited in order to avoid potential impacts to biological, cultural, and aquatic resources. For these reasons, the environmental effects resulting from

construction and operation of the proposed wastewater treatments systems would be less than significant.

As it pertains to the need for new water supply facilities, the proposed project would use existing facilities to serve Village 1 and Village 2 and may require the construction of one or two additional wells to provide water supply to the proposed Support Village and Village 3 sites. Any new wells onsite would also be required to avoid known environmental resources and comply with the setback requirements established in Plumas County Code Title 6. Additionally, any new wells would be required to comply with the Sierra Valley Groundwater Management District's newly adopted requirements for water well permits designed to prevent adverse impacts to groundwater in the basin. This ordinance includes stipulations for permitting, pumping capacity, reporting for high capacity inactive wells, and well spacing requirements. Existing regulations relating to setbacks, well permitting, and groundwater regulations, and the project's anticipated compliance, impacts would be less than significant.

With respect to electrical utilities, the proposed project would construct a utility line along the proposed emergency/utility route, which would extend to the project site from approximately 1.5 miles to the north/northeast. The proposed service conduit would provide for connection to the PSREC service access and would include communications services. New service lines to each area of new construction would be grouped with the extension of other utilities to proposed new construction. The routes of utility lines to proposed new construction would be sited along driveway routes and constructed to avoid aquatic resources, cultural resources, or other footprint-related impacts. For this reason, the proposed project would have a less-than-significant impact related to electrical and communications utilities.

Natural gas infrastructure for the proposed project would be limited to service lines to isolated propane tanks, which would be located within the regulated distance to proposed and existing structures.

For the reasons discussed above, the proposed project would have less-than-significant impacts on new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities.

- b) As described in the project description, there are six existing wells on the project site, which provide water supply for the on-site domestic and agricultural land uses (see Figure 9). An existing well (Well 3) will be used to serve the proposed public water system. The well would pump water to an elevated storage tank via delivery/supply HDPE or PVC water mains, which will also connect each of the Villages. The proposed project would require one or more additional wells in order to meet the expected water demand of the project. The proposed public water system serving the project would be a Transient Non-Community Water System (TNCWS) providing water to 25 or more people for at least 60 days per year, but not to the same people and not on a regular basis (not 25 or more of the same people for 180 days or more per year). In consideration of

water supply sufficiency, the operation of the proposed facility, including Village 1, Village 2, and the Support Village, is expected to require 9,446,565 gallons/year or approximately 28.99 acre feet/year of water. Village 3 is anticipated to have a water demand similar to Villages 1 and 2 (i.e., approximately 803,913 gallons/year or approximately 2.47 acre feet/year of water). Onsite wells would be used to meet this demand. Portions of the project site are located in the Sierra Valley groundwater basin which is not identified as a critical basin. Within Plumas County the Sierra Valley has aquifers of relatively large capacity. The storage capacity of the Sierra Valley Groundwater Basin is approximately 7,500,000 acre feet (Plumas County, 2012). In recent years, water levels have declined due to increased pumping and changes in precipitation and recharge (SVGMD, 2017). When compared to the projected water demand for the City of Portola in 2020 (1,216 AF/year) the project's annual water demand would represent approximately 2.4 percent of this total water demand (Plumas LAFCO, 2011). The amount of water demand created by the proposed project would be a net reduction in water demand, relative to the existing use on the project site. The water demand for the proposed project is not substantial when compared to water demand for nearby cities, and, as described above, use of existing and proposed wells for the provision of water supply would not result in a significant impact.

Additionally, pursuant to SVGMD Ordinance 83-01, the SVGMD has evaluated whether sufficient groundwater is available for the current entitlement application (i.e., Villages 1, 2, and the Support Village) based on historic projected water demand, historic groundwater-use onsite, available groundwater in the basin, other factors related to groundwater pumping in the basin. The SVGMD stated in a letter to the County, dated October 21, 2020, that the SVGMD Board of Directors has no concerns about the quantity of groundwater available relative to the plans laid out in the proposed project, including operation of Village 1, Village 2, and the Support Village. In connection with County review of any subsequent entitlement application for Village 3, the SVGMD would determine whether sufficient groundwater is available for Village 3 pursuant to SVGMD Ordinance 83-01. The size of the proposed project would not require the preparation of a water supply assessment (WSA) pursuant to SB 610 and SB 221.

Therefore, the amount of projected water demand would not be significant when compared to water demand in the area. In order to construct new wells, the project would require approval by the SVGMD, as discussed above, which would require an analysis of the availability of water for the proposed project considering available water onsite, the condition of the groundwater basin and other conditions such as drought. Therefore, with project compliance with the SVGMD permits and ordinances, the project would have a less than significant impact on water supply.

- c) The proposed project would include septic systems for onsite treatment of wastewater. No off-site conveyance systems or service from a wastewater treatment provider would be required. Therefore, no impact would occur related adequate capacity of area providers.

- d) The project would not generate a significant amount of solid waste. The project site is located within Plumas County Service Area 2. Waste collection services within this service area are provided by Intermountain Disposal Co. Solid waste from the project site would be hauled to the Portola Transfer Station in Delleker for disposal at the Lockwood facility in Nevada. The Lockwood facility is a compacted cell, covering 350 acres with a waste volume of sixty-four million eight hundred thousand (64.8 million cubic yards). The proposed project would produce a minor amount of solid waste, relative to the excess capacity of the Lockwood facility and would not be a substantial contributor of solid waste to that facility. Therefore, impacts from the proposed project related to solid waste would be less than significant.
- e) During construction and operations, the proposed project would comply with state and local waste management standards including the California Integrated Waste Management Act, Title 22 California Code of Regulations Division 4.5. Plumas County Code Title 6, Chapter 10. Thus, the proposed project would result in no impact related to compliance with federal, state, and local management and reduction statutes.

References

- Plumas County, 2012. 2035 Plumas County General Plan Update Draft EIR. Available: <https://www.plumascounty.us/2248/Draft-Environmental-Impact-Report>.
- Plumas County Local Agency Formation Commission (Plumas County LAFCO), 2011. Eastern Plumas Municipal Service Review. October 3, 2011. Available: https://www.plumaslafco.org/uploads/1/1/4/5/11454087/adopted_eastern_plumas_msr.pdf.
- Sierra Valley Groundwater Management District (SVGMD), 2017. Technical Report on 2015-16 Hydro geologic Evaluation for Sierra Valley. July 2017. Available: <https://www.sierravalleygmd.org/files/7984ebdc3/2015-2016+Technical+Report.pdf>.
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Wildfire

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XX. WILDFIRE — If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) The project site is not included in a wildfire evacuation map as identified on the County website. The project also would not impair the implementation of the County Emergency Operations Plan (Plumas County, 2016). Therefore, the project would not impair an adopted emergency response plan.

Due to the number of guests and support staff that may be present on the project site at any time and due to the rural nature of the project, the project would prepare an Emergency Response Plan in compliance with California Fire Code 2019 standards. This plan would be created in consultation with Plumas County, and local fire department (the Beckwourth Fire Protection District), the Lassen-Modoc Unit of Cal Fire, and the Plumas County Sheriff’s office. The emergency operations plan would be required by Section 403 of the California Fire Code 2019 to identify evacuation routes in the event of a wildfire, and would also be required to identify the steps that would be taken by staff onsite in order to augment emergency responders and respond to the fire. Emergency response plans will be required to cover project construction and operation and will cover ingress and egress to the project site. Therefore, no impact would occur.

- b) The project site is located in a State Responsibility Area (SRA) and an area designated as High to Very High Fire Hazard Severity Zone (Cal Fire, 2009). As described in the Plumas County Community Wildfire Protection Plan, the eastern area of the County receives around 22 inches of precipitation per year. The topography of the project site is characterized by gradual rolling hills and flat expansive meadows. Temperatures are 90 degrees on average during the summer months. The largest fires in the County have been associated with southwest winds. The County has experienced drought in recent years which has driven tree mortality rates to rise thus increasing fuel loads within the County.

The County has experienced a lengthening of the fire season with climate change (PFSC, 2019). The Plumas Fire Safe Council describes that the County needs to 1) Create resistant forest structures, 2) create resilient forest landscapes; and 3) consider re-aligning vegetation communities to be more adapted to climate change. The project site is located in the Plumas County Fire Safe Council Wildland Urban Interface (PCFSC, 2019). The Cal Fire designated fuel rank onsite is rated as high and very high. The vegetation onsite is mapped as conifer forest/woodland, herbaceous dominated, and shrub dominated. Fires onsite occurred in 1929 and 1973 (PCFSC, 2019).

During project construction, the use of equipment and vehicles could create a spark which could ignite nearby vegetation and result in a fire. Additionally, the proposed new structures onsite could result in additional fuel load onsite. The project would be subject to California Public Resource Code Sections 4119, 4428, 4427, 4431, and 4443 which are included in Division 4 – Forests, Forestry and Range and Forest Lands; Part 2 – Protection of Forest, Range and Forage Lands, and limit the types of equipment that may be used onsite in a SRA during fire season and requires that fire suppression equipment be kept onsite.

Project design would comply with all state and local requirements intended to create fire resilient structures. During project operations, the project would be required to maintain defensible space as outlined in the Plumas County Community Wildfire Protection Plan.

Mitigation Measure WIL-1, discussed below, would reduce and avoid potential impacts to wildfire by addressing the potential for fire from the use of construction equipment.

- c) The project would include improvements to the existing driveways onsite and would require emergency water sources during construction and operation. The power lines and utilities required onsite are discussed above in Utilities and Service Systems. At this time, fire breaks are not included in the project design. The amount of water required onsite for emergency water during construction and operation would be finalized through coordination with Cal Fire and the Beckwourth Fire Protection District. However, the amount of water required for emergency fire suppression would not be a continual source of water demand and would not be a significant source of water needs. Therefore, this impact would be less than significant.
- d) The implementation Mitigation Measure WIL-1, which would prepare and implement a project-specific Fire Protection Plan would reduce the project impact to wildland fire to a less than significant level. As a result, the risk of downslope flooding or landslides would be reduced to a less than significant level.

Mitigation

Mitigation Measure WIL-1: Prepare and Implement Fire Prevention Plan.

In order to reduce the risk of fire onsite, prior to construction the applicant shall prepare a Fire Prevention Plan that includes the following provisions:

- The applicant shall use fire resistant vegetation in landscaping onsite.
- Maintenance of the site shall include maintenance of defensible space of structures onsite and the inspection of fire suppression equipment onsite such as sprinklers.
- The applicant shall coordinate with Cal Fire and the Beckwourth Fire Protection District to determine the appropriate amount of water and fire suppression equipment to be kept onsite for fire prevention purposes during project construction and operation.
- The applicant and/or its contractors shall have water tanks, water trucks, or portable water backpacks (where space or access for a water truck or water tank is limited) sited/available in the project site for fire protection.
- During construction of the project the applicant and/or its contractors shall implement ongoing fire patrols during construction hours and for 1 hour after the end of daily construction and hotwork.
- All construction crews and inspectors shall be provided with radio and cellular telephone access that is operational along the entire length of the approved route to allow communications with other vehicles and construction crews. All fires shall be reported immediately upon detection.
- All internal combustion engines, stationary and mobile, shall be equipped with spark arresters in good working order.
- Light trucks and cars with factory-installed mufflers shall be used only on roads where the roadway is cleared of vegetation.
- Equipment parking areas and small stationary engine sites shall be cleared of all extraneous flammable material.
- Prohibit smoking in wildland areas, with smoking limited to paved areas or areas cleared of all vegetation.
- All construction vehicles shall carry fire suppression equipment.
- The applicant shall ensure that all construction workers receive training on the proper use of fire-fighting equipment and procedures to be followed in the event of a fire.
- As construction may occur simultaneously at several locations, each construction site shall be equipped with fire extinguishers and fire-fighting equipment sufficient to extinguish small fires.
- The applicant shall instruct construction personnel to park vehicles within roads, road shoulders, graveled areas, and/or cleared areas (i.e., away from dry vegetation) wherever such surfaces are present at the construction site.

- The applicant and its contractor shall cease work during Red Flag Warning events in areas where vegetation would be susceptible to accidental ignition by project activities (such as welding or use of equipment that could create a spark).
- The applicant shall coordinate the finalization of road improvements with Cal Fire and other emergency responders to ensure that sufficient ingress and egress exists onsite.

References

No references.

Mandatory Findings of Significance

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XXI. MANDATORY FINDINGS OF SIGNIFICANCE —				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) Per the impact discussions above, the potential of the proposed project to substantially degrade the environment is less than significant with incorporated mitigation measures.
- b) The project site is located within a forested and rural agricultural area in Plumas County. The impacts of the proposed project are mitigated to a less-than-significant level, and are generally site specific. No other projects are proposed that would overlap or interact with the proposed project. The cumulative impact of the proposed project is less than significant.
- c) The proposed project would not cause substantial adverse effects on human beings. Effects related to cultural resources, hazardous materials, hydrology and water quality, geologic hazards, air quality, transportation and noise are discussed above, and would not result in any significant and unavoidable impacts. This impact is considered less than significant.

Attachment 1

Biological Resources





Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Query Criteria: Quad (Calpine (3912064) OR Blairsden (3912075) OR Portola (3912074) OR Reconnaissance Peak (3912073) OR Antelope Valley (3912063) OR Sierraville (3912053) OR Sattley (3912054) OR Haypress Valley (3912055) OR Clio (3912065))

Table with 7 columns: Species, Element Code, Federal Status, State Status, Global Rank, State Rank, Rare Plant Rank/CDFW SSC or FP. Rows include species like Accipiter gentilis, Ambystoma macrodactylum sigillatum, Antigone canadensis tabida, etc.



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Query Criteria: Quad (Calpine (3912064) OR Blairsden (3912075) OR Portola (3912074) OR Reconnaissance Peak (3912073) OR Antelope Valley (3912063) OR Sierraville (3912053) OR Sattley (3912054) OR Haypress Valley (3912055) OR Clio (3912065))

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Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Corallorhiza trifida</i> northern coralroot	PMORC0M050	None	None	G5	S1	2B.1
<i>Corynorhinus townsendii</i> Townsend's big-eared bat	AMACC08010	None	None	G3G4	S2	SSC
<i>Crepis runcinata</i> fiddleleaf hawksbeard	PDAST2R0K0	None	None	G5	S3	2B.2
<i>Cymopterus globosus</i> globose cymopterus	PDAP10U0E0	None	None	G3G4	S1	2B.2
<i>Desmona bethula</i> amphibious caddisfly	IITRI77010	None	None	G2G3	S2S3	
<i>Ecclisomyia bilera</i> Kings Creek ecclisomyian caddisfly	IITRI12010	None	None	G1G2	S1S2	
<i>Empidonax traillii</i> willow flycatcher	ABPAE33040	None	Endangered	G5	S1S2	
<i>Epilobium howellii</i> subalpine fireweed	PDONA06180	None	None	G4	S4	4.3
<i>Erethizon dorsatum</i> North American porcupine	AMAFJ01010	None	None	G5	S3	
<i>Erigeron eatonii</i> var. <i>nevadincola</i> Nevada daisy	PDAST3M2U0	None	None	G5T2T3	S2S3	2B.3
<i>Euderma maculatum</i> spotted bat	AMACC07010	None	None	G4	S3	SSC
<i>Falco mexicanus</i> prairie falcon	ABNKD06090	None	None	G5	S4	WL
<i>Gulo gulo</i> California wolverine	AMAJF03010	Proposed Threatened	Threatened	G4	S1	FP
<i>Haliaeetus leucocephalus</i> bald eagle	ABNKC10010	Delisted	Endangered	G5	S3	FP
<i>Hymenoxys lemmonii</i> alkali hymenoxys	PDAST530C0	None	None	G4	S2S3	2B.2
<i>Ivesia aperta</i> var. <i>aperta</i> Sierra Valley ivesia	PDROS0X011	None	None	G2T2	S2	1B.2
<i>Ivesia sericoleuca</i> Plumas ivesia	PDROS0X0K0	None	None	G2	S2	1B.2
<i>Juncus luciensis</i> Santa Lucia dwarf rush	PMJUN013J0	None	None	G3	S3	1B.2
<i>Kobresia myosuroides</i> seep kobresia	PMCYP0F010	None	None	G5	S2	2B.2
<i>Lasionycteris noctivagans</i> silver-haired bat	AMACC02010	None	None	G5	S3S4	
<i>Lasiurus cinereus</i> hoary bat	AMACC05030	None	None	G5	S4	



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Lepus americanus tahoensis</i> Sierra Nevada snowshoe hare	AMAEB03012	None	None	G5T3T4Q	S2	SSC
<i>Loeflingia squarrosa var. artemisiarum</i> sagebrush loeflingia	PDCAR0E011	None	None	G5T3	S2	2B.2
<i>Martes caurina sierrae</i> Sierra marten	AMAJF01014	None	None	G5T3	S3	
<i>Montane Freshwater Marsh</i> Montane Freshwater Marsh	CTT52430CA	None	None	G3	S3.2	
<i>Myotis evotis</i> long-eared myotis	AMACC01070	None	None	G5	S3	
<i>Myotis thysanodes</i> fringed myotis	AMACC01090	None	None	G4	S3	
<i>Myotis volans</i> long-legged myotis	AMACC01110	None	None	G5	S3	
<i>Myotis yumanensis</i> Yuma myotis	AMACC01020	None	None	G5	S4	
<i>Northern Vernal Pool</i> Northern Vernal Pool	CTT44100CA	None	None	G2	S2.1	
<i>Ochotona princeps schisticeps</i> gray-headed pika	AMAEA0102L	None	None	G5T2T4	S2S4	
<i>Oncorhynchus clarkii henshawi</i> Lahontan cutthroat trout	AFCHA02081	Threatened	None	G4T3	S2	
<i>Oreostemma elatum</i> tall alpine-aster	PDASTEA020	None	None	G2	S2	1B.2
<i>Pekania pennanti</i> fisher - West Coast DPS	AMAJF01021	None	Threatened	G5T2T3Q	S2S3	SSC
<i>Penstemon sudans</i> Susanville beardtongue	PDSCR1L620	None	None	G3	S3	1B.2
<i>Picoides arcticus</i> black-backed woodpecker	ABNYF07090	None	None	G5	S2	
<i>Polygonum polygaloides ssp. esotericum</i> Modoc County knotweed	PDPGN0L1Y2	None	None	G4G5T3	S3	1B.3
<i>Pyrocoma lucida</i> sticky pyrocoma	PDASTDT0E0	None	None	G3	S3	1B.2
<i>Rana boylei</i> foothill yellow-legged frog	AAABH01050	None	Candidate Threatened	G3	S3	SSC
<i>Rana sierrae</i> Sierra Nevada yellow-legged frog	AAABH01340	Endangered	Threatened	G1	S1	WL
<i>Scutellaria galericulata</i> marsh skullcap	PDLAM1U0J0	None	None	G5	S2	2B.2
<i>Stachys pilosa</i> hairy marsh hedge-nettle	PDLAM1X1A0	None	None	G5	S3	2B.3



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Stanleya viridiflora</i> green-flowered prince's plume	PDBRA2E060	None	None	G4	S2	2B.3
<i>Strix nebulosa</i> great gray owl	ABNSB12040	None	Endangered	G5	S1	
<i>Taxidea taxus</i> American badger	AMAJF04010	None	None	G5	S3	SSC
<i>Trichodon cylindricus</i> cylindrical trichodon	NBMUS7N020	None	None	G4G5	S2	2B.2
<i>Utricularia intermedia</i> flat-leaved bladderwort	PDLNT020A0	None	None	G5	S3	2B.2
<i>Vulpes vulpes necator</i> Sierra Nevada red fox	AMAJA03012	Candidate	Threatened	G5T1T2	S1	

Record Count: 66

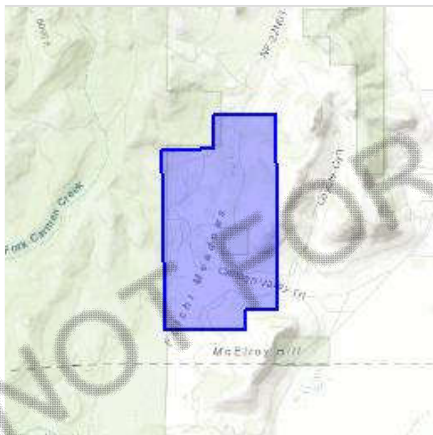
IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Plumas County, California



Local office

Sacramento Fish And Wildlife Office

☎ (916) 414-6600

📠 (916) 414-6713

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species

¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

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1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information.
 2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Amphibians

NAME	STATUS
Sierra Nevada Yellow-legged Frog <i>Rana sierrae</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/9529	Endangered

Fishes

NAME	STATUS
Delta Smelt <i>Hypomesus transpacificus</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/321	Threatened
Lahontan Cutthroat Trout <i>Oncorhynchus clarkii henshawi</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/3964	Threatened

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act

¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>

- Measures for avoiding and minimizing impacts to birds
<http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds
<http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the [FAQ below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME

BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)

Bald Eagle *Haliaeetus leucocephalus*

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.

<https://ecos.fws.gov/ecp/species/1626>

Breeds Jan 1 to Aug 31

Cassin's Finch *Carpodacus cassinii*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9462>

Breeds May 15 to Jul 15

Golden Eagle *Aquila chrysaetos*

Breeds Dec 1 to Aug 31

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.

<https://ecos.fws.gov/ecp/species/1680>

Lewis's Woodpecker *Melanerpes lewis*

Breeds Apr 20 to Sep 30

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9408>

Olive-sided Flycatcher *Contopus cooperi*

Breeds May 20 to Aug 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/3914>

Rufous Hummingbird *selasphorus rufus*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/8002>

Willow Flycatcher *Empidonax traillii*

Breeds May 20 to Aug 31

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/3482>

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) and/or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

o do I no if a bird is breeding intering migrating or present year round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

etails about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and se of our Migratory ird eport

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ [What does IPaC use to generate the migratory birds potentially occurring in my specified location](#) . Please be aware this report provides the probability of presence of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the no data indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ [Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds](#) at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

FRESHWATER EMERGENT WETLAND

[PEM1A](#)

[PEM1C](#)

[PEM1B](#)

[PEM1Ch](#)

FRESHWATER FORESTED SHRUB WETLAND

[PSSC](#)

[PSSB](#)

FRESHWATER POND

[PUBHh](#)

[PABF](#)

RIVERINE

[R4SBC](#)

[R4SBA](#)

[R5UBF](#)

A full description for each wetland code can be found at the [National Wetlands Inventory website](#)

ata limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

ata e clusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

ata precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

*The database used to provide updates to the Online Inventory is under construction. [View updates and changes made since May 2019 here.](#)

Plant List

33 matches found. [Click on scientific name for details](#)

Search Criteria

Found in Quads 3912075, 3912074, 3912073, 3912065, 3912064, 3912063, 3912055 3912054 and 3912053;

[Modify Search Criteria](#)
[Export to Excel](#)
[Modify Columns](#)
[Modify Sort](#)
[Display Photos](#)

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank
Astragalus lemmonii	Lemmon's milk-vetch	Fabaceae	perennial herb	May-Aug(Sep)	1B.2	S2	G2
Astragalus lentiformis	lens-pod milk-vetch	Fabaceae	perennial herb	May-Jul	1B.2	S2	G2
Astragalus pulsiferae var. pulsiferae	Pulsifer's milk-vetch	Fabaceae	perennial herb	May-Aug(Sep)	1B.2	S2	G4T2
Atriplex argentea var. hillmanii	Hillman's silverscale	Chenopodiaceae	annual herb	Jun, Aug, Sep	2B.2	S2	G5T4
Botrychium crenulatum	scalloped moonwort	Ophioglossaceae	perennial rhizomatous herb	Jun-Sep	2B.2	S3	G4
Botrychium minganense	Mingan moonwort	Ophioglossaceae	perennial rhizomatous herb	Jul-Sep	2B.2	S3	G4G5
Botrychium montanum	western goblin	Ophioglossaceae	perennial rhizomatous herb	Jul-Sep	2B.1	S2	G3
Brasenia schreberi	watershield	Cabombaceae	perennial rhizomatous herb (aquatic)	Jun-Sep	2B.3	S3	G5
Carex sheldonii	Sheldon's sedge	Cyperaceae	perennial rhizomatous herb	May-Aug	2B.2	S2	G4
Corallorhiza trifida	northern coralroot	Orchidaceae	perennial rhizomatous herb (achlorophyllous)	Jun-Jul	2B.1	S1	G5
Crepis runcinata	fiddleleaf hawkbeard	Asteraceae	perennial herb	May-Aug	2B.2	S3	G5
	globose cymopterus	Apiaceae	perennial herb	Mar-Jun	2B.2	S1	G3G4

Cymopterus
globosus

<u>Epilobium howellii</u>	subalpine fireweed	Onagraceae	perennial stoloniferous herb	Jul-Aug	4.3	S4	G4
<u>Erigeron eatonii var. nevadincola</u>	Nevada daisy	Asteraceae	perennial herb	May-Jul	2B.3	S2S3	G5T2T3
<u>Eriophorum gracile</u>	slender cottongrass	Cyperaceae	perennial rhizomatous herb (emergent)	May-Sep	4.3	S4	G5
<u>Hymenoxys lemmonii</u>	alkali hymenoxys	Asteraceae	perennial herb	Jun- Aug(Sep)	2B.2	S2S3	G4
<u>Ivesia aperta var. aperta</u>	Sierra Valley ivesia	Rosaceae	perennial herb	Jun-Sep	1B.2	S2	G2T2
<u>Ivesia sericoleuca</u>	Plumas ivesia	Rosaceae	perennial herb	May-Oct	1B.2	S2	G2
<u>Juncus luciensis</u>	Santa Lucia dwarf rush	Juncaceae	annual herb	Apr-Jul	1B.2	S3	G3
<u>Kobresia mysuroides</u>	seep kobresia	Cyperaceae	perennial rhizomatous herb	(Jun)Aug	2B.2	S2	G5
<u>Loeflingia squarrosa var. artemisiarum</u>	sagebrush loeflingia	Caryophyllaceae	annual herb	Apr-May	2B.2	S2	G5T3
<u>Oreostemma elatum</u>	tall alpine-aster	Asteraceae	perennial herb	Jun- Aug(Sep)	1B.2	S2	G2
<u>Penstemon sudans</u>	Susanville beardtongue	Plantaginaceae	perennial herb	Jun-Jul(Aug- Sep)	1B.2	S3	G3
<u>Polygonum polygaloides ssp. esotericum</u>	Modoc County knotweed	Polygonaceae	annual herb	May-Sep	1B.3	S3	G4G5T3
<u>Pyrrocoma lucida</u>	sticky pyrrocoma	Asteraceae	perennial herb	Jul-Oct	1B.2	S3	G3
<u>Scutellaria galericulata</u>	marsh skullcap	Lamiaceae	perennial rhizomatous herb	Jun-Sep	2B.2	S2	G5
<u>Stachys pilosa</u>	hairy marsh hedge-nettle	Lamiaceae	perennial rhizomatous herb	Jun-Aug	2B.3	S3	G5
<u>Stanleya viridiflora</u>	green-flowered prince's plume	Brassicaceae	perennial herb	May-Aug	2B.3	S2	G4
<u>Stellaria obtusa</u>	obtuse starwort	Caryophyllaceae	perennial rhizomatous herb	May- Sep(Oct)	4.3	S4	G5
<u>Trichodon cylindricus</u>	cylindrical trichodon	Ditrichaceae	moss		2B.2	S2	G4
<u>Trifolium andersonii ssp. andersonii</u>	Anderson's clover	Fabaceae	perennial herb	Jun-Jul	4.3	S4	G5T5
<u>Trifolium lemmonii</u>	Lemmon's clover	Fabaceae	perennial herb	May-Jul	4.2	S3	G3
<u>Utricularia intermedia</u>	flat-leaved bladderwort	Lentibulariaceae	perennial stoloniferous herb (carnivorous) (aquatic)	(Jun)Jul-Aug	2B.2	S3	G5

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Questions and Comments

rareplants@cnps.org

Species Table

A list of special-status species that have the potential to occur in the vicinity of the Spring Valley Ranch property was compiled based on data in the CNDDDB (CDFW, 2021a); the USFWS Information for Planning and Consultation Resource List (USFWS, 2021a); and the CNPS Inventory of Rare and Endangered Plants (CNPS, 2021).

The “Potential for Occurrence” category is defined as follows:

- **Unlikely:** The project site and/or surrounding area do not support suitable habitat for a particular species, or the project site is outside of the species known range;
- **Low Potential:** The project site and/or immediate area provide only limited amounts and low quality habitat for a particular species. In addition, the known range for a particular species may be outside of the immediate project site;
- **Medium Potential:** The project site and/or immediate area provide suitable habitat for a particular species; and
- **High Potential:** The project site and/or immediate area provide ideal habitat conditions for a particular species and/or known populations occur in immediate area and/or within the project site.

Conclusions regarding habitat suitability and species occurrence are based on the analysis of existing literature and databases described previously and known habitats occurring within the project area and regionally. Special-status species habitat requirements were compared with those habitat types found within the areas proposed for development to determine if the species could occur in those areas and if the proposed project would impact the species. Figure 11 shows the habitat types found within the areas proposed for development that were surveyed during the February 4 and March 6, 2020 site visits. Although the conclusions regarding habitat suitability and species occurrence are limited to those habitat types found within areas proposed for development, it should be noted that the entire Carmen Valley Ranch property supports various habitat types that may provide suitable habitat for assorted special-status species. If project designs change in the future such that development is proposed outside of the areas surveyed on February 4 and March 6, 2020, additional surveys, habitat assessments, and analysis may be required.

Database queries identify 60 special-status plant and wildlife species records with the potential to occur in the vicinity of the Spring Valley Ranch property. Of these, 35 species were eliminated from further consideration based upon a lack of suitable habitat within the Spring Valley Ranch property, or the property being outside the known range of the species. One special-status plant species (*Plumas ivesia*) has a high potential to occur in the Spring Valley Ranch property. Scattered populations of *Plumas ivesia* have been recorded from the property in the dry meadow habitat. Ten special-status species have medium potential to occur in the Spring Valley Ranch property, including three bird species and seven plant species. None of the species with a high or medium potential to occur are State or Federally listed species. Fourteen species have low potential to occur in the area. Species with a medium or high potential to occur are identified in Table 1 and are described in detail below. Only species classified as having a medium or high potential for occurrence were considered in the *Implications and Recommendations* section below.

TABLE 1
SPECIAL-STATUS SPECIES WITH THE POTENTIAL TO OCCUR IN THE SPRING VALLEY RANCH PROPERTY

Scientific Name	Common Name	Listing Status: Federal/State/Other	Habitat Description	Potential for Occurrence within Areas Proposed for Development
Amphibians				
<i>Ambystoma macrodactylum sigillatum</i>	southern long-toed salamander	--/CSC/--	High elevation meadows and lakes in the Sierra Nevada, Cascade, and Klamath Mountains. Aquatic larvae occur in ponds and lakes. Outside of breeding season adults are terrestrial and associated with underground burrows of mammals and moist areas under logs and rocks.	Low. The habitats in areas proposed for development provide limited and low-quality non-breeding habitat. The Spring Valley Ranch property does support suitable habitat for breeding (wet meadow, pond) in areas that are not proposed for development. However, the presence of bullfrogs in these habitats likely precludes this species.
<i>Rana boylei</i>	foothill yellow-legged frog	--/SC, CSC/--	Partly shaded, shallow streams and riffles with a rocky substrate in a variety of habitats. Needs at least some cobble-sized substrate for egg laying. Needs at least 15 weeks to attain metamorphosis.	None. The areas proposed for development do not support suitable habitat for this species. The Spring Valley Ranch property does support suitable habitat for breeding (wet meadow, pond) in areas that are not proposed for development. However, the presence of bullfrogs in these habitats likely precludes this species.
<i>Rana sierrae</i>	Sierra Nevada yellow-legged frog	FE/ST/--	Always occurs within a few feet of water. Tadpoles may require 2-4 years to complete their aquatic development.	None. The areas proposed for development do not support suitable habitat for this species. The Spring Valley Ranch property does support suitable habitat for breeding (wet meadow, pond) in areas that are not proposed for development. However, the presence of bullfrogs in these habitats likely precludes this species.
Birds				
<i>Accipiter cooperi</i>	Cooper's hawk	--/WL/--	Typically found in woodlands, chiefly of open, interrupted or marginal type. Nest sites mainly in riparian growths of deciduous trees, as in canyon bottoms on river flood-plains and live oaks.	Low. The eastside pine forests in the areas proposed for development provide low-quality nesting habitat for northern goshawk. However, this species may use habitats in the areas proposed for development for foraging and roosting.
<i>Accipiter gentilis</i>	northern goshawk	--/CSC/--	Within, and in the vicinity of, coniferous forest. Uses old nests, and maintains alternate nest sites. Usually nests on north slopes, near water. Red fir, Lodgepole pine, Jeffrey pine, and aspens are typical nest trees.	Low. The eastside pine forests in the areas proposed for development provide low-quality nesting habitat for northern goshawk. However, this species may use habitats in the areas proposed for development for foraging and roosting. This species has been observed on the Spring Valley Ranch property.

TABLE 1
SPECIAL-STATUS SPECIES WITH THE POTENTIAL TO OCCUR IN THE SPRING VALLEY RANCH PROPERTY

Scientific Name	Common Name	Listing Status: Federal/State/Other	Habitat Description	Potential for Occurrence within Areas Proposed for Development
<i>Antigone canadensis tabida</i>	greater sandhill crane	--/ST, FP/--	Nests in wetland habitats in northeastern California; winters in the Central Valley. Prefers grain fields within four miles of a shallow body of water used as a communal roost site; irrigate pasture used as loafing sites.	None. The areas proposed for development do not support suitable habitat for this species. The Carmen Valley Ranch property does support suitable habitat for nesting and foraging (pond, wet meadow, dry meadow, pasture) in areas that are not proposed for development. This species has been observed on the Spring Valley Ranch property.
<i>Aquila chrysaetos</i>	golden eagle	--/WL, FP/--	Prefers rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range; also nests in large trees in open areas.	Medium. Suitable nesting habitat is found in the eastside pine forest and sagebrush scrub within areas proposed for development. This species has been observed on the Spring Valley Ranch property.
<i>Asio otus</i>	long-eared owl	--/CSC/--	Found in riparian bottomlands with tall willows and cottonwoods, and belts of live oaks paralleling stream courses. Require adjacent open land, productive of mice and the presence of old nests of crows, hawks, or magpies for breeding.	None. The areas proposed for development do not support suitable habitat for this species. The Spring Valley Ranch property does support suitable habitat for nesting and foraging (riparian) in areas that are not proposed for development.
<i>Buteo regalis</i>	ferruginous hawk	--/WL/--	Open grasslands, sagebrush flats, desert scrub, low foothills, and fringes of pinyon and juniper habitats. Eats mostly lagomorphs, ground squirrels, and mice. Population trends may follow lagomorph population cycles.	Medium. Suitable nesting habitat is found in the eastside pine forest and sagebrush scrub within areas proposed for development. This species has been observed on the Spring Valley Ranch property.
<i>Buteo swainsoni</i>	Swainson's hawk	--/ST/--	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands or alfalfa or grain fields supporting rodent populations.	None. The areas proposed for development do not support suitable habitat for this species. The Carmen Valley Ranch property does support suitable habitat for nesting and foraging (meadows, pasture, juniper woodland, sagebrush scrub) in areas that are not proposed for development. This species has been observed on the Spring Valley Ranch property.
<i>Circus hudsonius</i>	northern harrier	--/CSC/--	Coastal salt and freshwater marshes. Nests and forages in grasslands, from salt grass in desert sink to mountain cienagas. Nests on the ground in shrubby vegetation, usually at marsh edge. Nest built of a large mound of stick in wet areas.	None. The areas proposed for development do not support suitable habitat for this species. The Carmen Valley Ranch property does support suitable habitat for nesting and foraging (meadows, pasture, freshwater wetlands) in areas that are not proposed for development. This species has been observed on the Spring Valley Ranch property.

TABLE 1
SPECIAL-STATUS SPECIES WITH THE POTENTIAL TO OCCUR IN THE SPRING VALLEY RANCH PROPERTY

Scientific Name	Common Name	Listing Status: Federal/State/Other	Habitat Description	Potential for Occurrence within Areas Proposed for Development
<i>Contopus cooperi</i>	olive-sided flycatcher	--/CSC/--	Nesting habitats are mixed conifer, montane hardwood-conifer, Douglas-fir, redwood, red fir, and lodgepole pine forests. Most numerous in montane conifer forests where tall trees overlook canyons, meadows, lakes, or other open terrain.	Medium. Suitable nesting habitat is found in the eastside pine forest within areas proposed for development. This species has been observed on the Spring Valley Ranch property.
<i>Empidonax traillii</i>	willow flycatcher	--/SE/--	Inhabits extensive thickets of low, dense willows on edge of wet meadows, ponds, or backwaters. Requires dense willow thickets for nesting/roosting. Low, exposed branches are used for singing posts/hunting perches.	None. The Spring Valley Ranch does not support suitable habitat for this species.
<i>Falco mexicanus</i>	prairie falcon	--/WL/--	Inhabits dry, open terrain, either level or hilly. Breeding sites are located on cliffs. Forages far afield, even to marshlands and ocean shores.	Low. The areas proposed for development do not support suitable nesting habitat for this species. However, this species may use habitats in the areas proposed for development for foraging and roosting. This species has been observed on the Spring Valley Ranch property.
<i>Falco peregrinus anatum</i>	peregrine falcon	D/D, WL/--	Near wetlands, lakes, rivers, or other water. Nests on cliffs, banks, dunes, mounds, and human-made structures. Nest consists of a scrape or depression or ledge in an open site.	None. The areas proposed for development do not support suitable habitat for this species. The Carmen Valley Ranch property does support suitable habitat for foraging in areas that are not proposed for development. This species has been observed on the Spring Valley Ranch property.
<i>Haliaeetus leucocephalus</i>	bald eagle	D/SE, FP/--	Prefers ocean shores, lake margins, and rivers for both nesting and wintering. Most nests are within one mile of water. Nests in large, old-growth, or dominant live tree with open branches, especially ponderosa pine. Roosts communally in winter.	Low. The areas proposed for development do not support suitable nesting habitat for this species. However, this species may use habitats in the areas proposed for development for foraging and roosting. This species has been observed on the Spring Valley Ranch property.
<i>Pandion haliaetus</i>	osprey	--/WL/--	Nests near ocean shores, bays, freshwater lakes, and larger streams. Large nests built in tree-tops within 15 miles of a good fish-producing body of water.	Low. The eastside pine forests in the areas proposed for development provide low-quality nesting habitat for osprey. The Spring Valley Ranch property does support suitable habitat for foraging (pond) in areas that are not proposed for development. This species has been observed on the Spring Valley Ranch property.

TABLE 1
SPECIAL-STATUS SPECIES WITH THE POTENTIAL TO OCCUR IN THE SPRING VALLEY RANCH PROPERTY

Scientific Name	Common Name	Listing Status: Federal/State/Other	Habitat Description	Potential for Occurrence within Areas Proposed for Development
<i>Setophaga petechia</i>	yellow warbler	--/CSC/--	Found in riparian plant associations in close proximity to water. Also nests in montane shrubbery in open conifer forests in the Cascades and Sierra Nevada. Frequently found foraging and nesting in willow shrubs and thickets, and in other riparian plants including cottonwoods, sycamores, ash, and alders.	None. The areas proposed for development do not support suitable habitat for this species. The Carmen Valley Ranch property does support suitable habitat for nesting and foraging in areas that are not proposed for development. This species has been observed on the Spring Valley Ranch property.
<i>Strix nebulosa</i>	great gray owl	--/SE/--	Resident of mixed conifer or red fir forests habitat, in or on edge of meadows. Requires large diameter snags in a forest with a high canopy closure, which provide a cool sub-canopy microclimate.	Low. The eastside pine forests in the areas proposed for development provide low-quality nesting habitat for great gray owl. However, this species may use habitats in the areas proposed for development for foraging and roosting.
Fish				
<i>Catostomus platyrhynchus</i>	mountain sucker	--/CSC/--	Restricted to the Lahontan drainage system. Generally occupies pool-like habitats. Abundance is greatest in areas with dense cover.	None. The Spring Valley Ranch does not support suitable habitat for this species.
<i>Oncorhynchus clarkii henshawi</i>	Lahontan cutthroat trout	FT/--/--	Historically in all accessible cold waters of the Lahontan Basin, in a wide variety of water temperatures and conditions. Cannot tolerate the presence of other salmonids. Requires gravel riffles in streams for spawning.	None. The Spring Valley Ranch does not support suitable habitat for this species.
Invertebrates				
<i>Bombus occidentalis</i>	Western bumble bee	--/SC/--	Formerly found in much of California, the Western bumble bee is now much reduced in abundance and mostly restricted to high elevation meadows or coastal environments. Western bumble bees nest, forage, and overwinter in meadows and grasslands with abundant floral resources. Like all bumble bees, this species requires floral resources, and undisturbed nest sites and overwintering sites (CDFW, 2019b).	None. The areas proposed for development do not support suitable habitat for this species. The Spring Valley Ranch property does support suitable habitat for nesting, foraging, and overwintering (meadows) in areas that are not proposed for development.

TABLE 1
SPECIAL-STATUS SPECIES WITH THE POTENTIAL TO OCCUR IN THE SPRING VALLEY RANCH PROPERTY

Scientific Name	Common Name	Listing Status: Federal/State/Other	Habitat Description	Potential for Occurrence within Areas Proposed for Development
Mammals				
<i>Antrozous pallidus</i>	pallid bat	--/CSC/--	Found in deserts, grasslands, shrublands, woodlands, and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.	Low. Areas proposed for development contains limited and low-quality roosting/maternity habitat. The Spring Valley Ranch property does support suitable habitat for maternity roosts and foraging in areas that are not proposed for development.
<i>Aplodontia rufa californica</i>	Sierra Nevada mountain beaver	--/CSC/--	Found in dense growth of small, deciduous trees and shrubs in the Sierra Nevada and east slope. Requires wet soils and an abundance of forbs. Needs dense understory for food and cover. Burrows into soft soils. Needs abundant supply of water.	None. The areas proposed for development do not support suitable habitat for this species. The Spring Valley Ranch property does support suitable habitat for burrowing and foraging (riparian) in areas that are not proposed for development.
<i>Corynorhinus townsendii</i>	Townsend's big-eared bat	--/CSC/--	Found throughout California in a wide variety of habitats. Most common in mesic sites. Roosts in the open, hanging from walls and ceilings. Roosting sites are limiting. Extremely sensitive to human disturbance.	Low. Areas proposed for development contains limited and low-quality roosting/maternity habitat. The Spring Valley Ranch property does support suitable habitat for maternity roosts and foraging in areas that are not proposed for development.
<i>Euderma maculatum</i>	spotted bat	--/CSC/--	Occupies a wide variety of habitats, from arid deserts and grasslands through mixed conifer forests. Feeds over water and along washes. Feeds almost entirely on moths. Needs rock crevices in cliffs or caves for roosting.	Low. The areas proposed for development do not support roosting nesting habitat for this species. However, this species may use habitats in the areas proposed for development for foraging.
<i>Gulo gulo</i>	California wolverine	FP/ST, FP/--	Found in the North Coast Mountains and Sierra Nevada in a wide variety of high elevation habitats. Needs water source. Uses caves, logs, and burrows for cover and den area. Hunts in more open areas. Can travel long distances.	Low. The eastside pine forests in the areas proposed for development provide low-quality denning habitat for California wolverine. However, this species may use habitats in the areas proposed for development for foraging.
<i>Lepus americanus tahoensis</i>	Sierra Nevada snowshoe hare	--/CSC/--	Boreal riparian areas in the Sierra Nevada. Thickets of deciduous trees in riparian areas and thickets of young conifers.	None. The areas proposed for development do not support suitable habitat for this species. The Spring Valley Ranch property does support suitable habitat for burrowing and foraging (riparian) in areas that are not proposed for development.
<i>Pekania pennanti</i>	fisher - West Coast DPS	--/ST, CSC/--	Intermediate to large-tree stages of coniferous forests and deciduous-riparian areas with high percent canopy closure. Uses cavities, snags, logs, and rocky areas for cover and denning. Needs large areas of mature, dense forest.	Low. The eastside pine forests in the areas proposed for development provide low-quality denning habitat for fisher. However, this species may use habitats in the areas proposed for development for foraging.

TABLE 1
SPECIAL-STATUS SPECIES WITH THE POTENTIAL TO OCCUR IN THE SPRING VALLEY RANCH PROPERTY

Scientific Name	Common Name	Listing Status: Federal/State/Other	Habitat Description	Potential for Occurrence within Areas Proposed for Development
<i>Taxidea taxus</i>	American badger	--/CSC/--	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils, and open, uncultivated ground. Preys on burrowing rodents. Digs burrows.	Low. The eastside pine forest and sagebrush scrub in the areas proposed for development provide low-quality burrowing habitat for American badger. However, this species may use habitats in the areas proposed for development for foraging. This species has been observed on the Spring Valley Ranch property.
<i>Vulpes vulpes necator</i>	Sierra Nevada red fox	FC/ST/--	Historically found from the Cascades down to the Sierra Nevada. Found in a variety of habitats from wet meadows to forested areas. Uses dense vegetation and rocky areas for cover and den sites. Prefer forests interspersed with meadows or alpine fell-fields.	Low. Currently only two populations of Sierra Nevada red fox are known to exist: near Lassen Peak and near Sonora Pass. The areas proposed for development do not support suitable denning habitat for this species. However, this species may use habitats in the areas proposed for development for foraging.
Plants				
<i>Astragalus lemmonii</i>	Lemmon's milk-vetch	--/1B.2	Perennial herb found in moist, alkaline meadows, lake shores, and scrub. Blooms May – July. Elevations range from 1,300 – 2,900 meters.	None. The areas proposed for development do not support suitable habitat for this species. The Spring Valley Ranch property does support suitable habitat for this species in areas that are not proposed for development.
<i>Astragalus lentiformis</i>	lens-pod milk-vetch	--/1B.2	Perennial herb found in dry, volcanic, sandy soils within sagebrush scrub or coniferous forests. Blooms May – July. Elevations range from 1,460 – 1,910 meters.	Medium. Suitable habitat is present in the sagebrush scrub and eastside pine forest in areas proposed for development.
<i>Astragalus pulsiferae</i> var. <i>pulsiferae</i>	Pulsifer's milk-vetch	--/1B.2	Perennial herb found within sandy or soils, which are typically granitic, within sagebrush scrub or coniferous forests. Blooms May – August. Elevations range from 1,300 – 1,900 meters.	Medium. Suitable habitat is present in the sagebrush scrub and eastside pine forest in areas proposed for development.
<i>Atriplex argentea</i> var. <i>hillmanii</i>	Hillman's silverscale	--/2B.2	Annual herb found within alkaline or clay valley bottoms, scrub, meadows and seeps. Blooms June – September. Elevations range from 875 – 1,700 meters.	None. The areas proposed for development do not support suitable habitat for this species. The Spring Valley Ranch property does support suitable habitat for this species in areas that are not proposed for development.
<i>Botrychium crenulatum</i>	scalloped moonwort	--/2B.2	Perennial rhizomatous fern found in saturated hard water seeps and stream margins. Spores produced from June – September. Elevations range from 1,500 – 3,600 meters.	None. The areas proposed for development do not support suitable habitat for this species. The Spring Valley Ranch property does support suitable habitat for this species in areas that are not proposed for development.

TABLE 1
SPECIAL-STATUS SPECIES WITH THE POTENTIAL TO OCCUR IN THE SPRING VALLEY RANCH PROPERTY

Scientific Name	Common Name	Listing Status: Federal/State/Other	Habitat Description	Potential for Occurrence within Areas Proposed for Development
<i>Botrychium lunaria</i>	common moonwort	--/--/2B.3	Perennial rhizomatous fern found in moist meadows and coniferous forests. Spores produces in August. Elevations range from 2,300 – 3,400 meters.	None. The areas proposed for development do not support suitable habitat for this species. The Spring Valley Ranch property does support suitable habitat for this species in areas that are not proposed for development.
<i>Botrychium minganense</i>	Mingan moonwort	--/--/2B.2	Perennial rhizomatous fern found in meadows, and open forests along streams or around seeps. Spores produced from July – September. Elevations range from 1,500 – 3,100 meters.	None. The areas proposed for development do not support suitable habitat for this species. The Spring Valley Ranch property does support suitable habitat for this species in areas that are not proposed for development.
<i>Botrychium montanum</i>	western goblin	--/--/2B.1	Perennial rhizomatous fern found in shady conifer woodland, especially under <i>Calocedrus</i> along streams. Spores produced from July – September. Elevations range from 1,500 – 2,100 meters.	None. The areas proposed for development do not support suitable habitat for this species. The Spring Valley Ranch property does support suitable habitat for this species in areas that are not proposed for development.
<i>Brasenia schreberi</i>	watershield	--/--/2B.3	Perennial rhizomatous herb found in ponds and slow streams. Elevations below 2,200 meters.	None. The areas proposed for development do not support suitable habitat for this species. The Spring Valley Ranch property does support suitable habitat for this species in areas that are not proposed for development.
<i>Carex sheldonii</i>	Sheldon's sedge	--/--/2B.2	Perennial rhizomatous herb found in wet places within coniferous forests, marshes and swamps, and riparian scrub. Blooms May – August. Elevation ranges from 1,200 to 2,012 meters.	None. The areas proposed for development do not support suitable habitat for this species. The Spring Valley Ranch property does support suitable habitat for this species in areas that are not proposed for development.
<i>Corallorhiza trifida</i>	northern coralroot	--/--/2B.1	Perennial rhizomatous herb found in wet, open to shaded areas, generally within coniferous forests, Blooms June – July. Elevation ranges from 1,400 – 1,700 meters.	None. The areas proposed for development do not support suitable habitat for this species. The Spring Valley Ranch property does support suitable habitat for this species in areas that are not proposed for development.
<i>Crepis runcinata</i>	fiddleleaf hawksbeard	--/--/2B.2	Perennial herb found in Mojavean desert scrub and pinyon and juniper woodland. Blooms May – August. Elevation ranges from 1,250 – 2,195 meters.	None. The areas proposed for development do not support suitable habitat for this species. The Spring Valley Ranch property does support suitable habitat for this species in areas that are not proposed for development.

TABLE 1
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Scientific Name	Common Name	Listing Status: Federal/State/Other	Habitat Description	Potential for Occurrence within Areas Proposed for Development
<i>Cymopterus globosus</i>	globose cymopterus	--/--/2B.2	Perennial herb found in sandy, open flats within scrub. Blooms March – June. Elevation ranges from 1,200 – 2,135 meters.	None. The areas proposed for development do not support suitable habitat for this species. The Spring Valley Ranch property does support suitable habitat for this species in areas that are not proposed for development.
<i>Erigeron eatonii</i> var. <i>nevadincola</i>	Nevada daisy	--/--/2B.3	Perennial herb found in open grassland and rocky flats generally within sagebrush scrub and pinyon/juniper scrub. Blooms May – July. Elevation ranges from 1,400 – 2,900 meters.	Medium. Suitable habitat is present in the sagebrush scrub in areas proposed for development.
<i>Hymenoxys lemmonii</i>	alkali hymenoxys	--/--/2B.2	Perennial herb found in roadsides, open areas, meadows, slopes, drainage areas and stream banks. Blooms June – September. Elevation ranges from 800 – 3,200 meters.	None. The areas proposed for development do not support suitable habitat for this species. The Spring Valley Ranch property does support suitable habitat for this species in areas that are not proposed for development.
<i>Ivesia aperta</i> var. <i>aperta</i>	Sierra Valley ivesia	--/--/1B.2	Perennial herb found generally in dry, rocky meadows, as well as scrub, coniferous forests, meadows and seeps, pinyon and juniper woodlands, and vernal pools. Blooms June – September. Elevation ranges 1,430 – 2,300 meters.	Medium. Suitable habitat is present in the sagebrush scrub and eastside pine forests in areas proposed for development.
<i>Ivesia sericoleuca</i>	Plumas ivesia	--/--/1B.2	Perennial herb found generally in dry, volcanic meadows, as well as scrub, coniferous forests, meadows and seeps, and vernal pools. Blooms May – October. Elevation ranges 1,300 – 2,300 meters.	High. Suitable habitat is present in the sagebrush scrub and eastside pine forests in areas proposed for development. This species is known from the dry meadow habitat within the Spring Valley Ranch property.
<i>Juncus luciensis</i>	Santa Lucia dwarf rush	--/--/1B.2	Annual herb found in wet, sandy soils of seeps, meadows, vernal pools, streams and roadsides. Blooms April – August. Elevation ranges from 300 – 2,040 meters.	None. The areas proposed for development do not support suitable habitat for this species. The Spring Valley Ranch property does support suitable habitat for this species in areas that are not proposed for development.
<i>Kobresia myosuroides</i>	seep kobresia	--/--/2B.2	Perennial rhizomatous herb found in rocky seeps. Blooms in August. Elevation ranges from 1,490 – 3,245.	None. The areas proposed for development do not support suitable habitat for this species. The Spring Valley Ranch property does support suitable habitat for this species in areas that are not proposed for development.
<i>Loeflingia squarrosa</i> var. <i>artemisiarum</i>	sagebrush loeflingia	--/--/2B.2	Annual herb found in sand, gravel of hills, mesas, dunes, disturbed areas, and scrub. Blooms April – May. Elevation ranges from 700 – 1,615 meters.	None. The Spring Valley Ranch does not support suitable habitat for this species.

TABLE 1
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Scientific Name	Common Name	Listing Status: Federal/State/Other	Habitat Description	Potential for Occurrence within Areas Proposed for Development
<i>Oreostemma elatum</i>	tall alpine-aster	--/--/1B.2	Perennial herb found in peatlands, marshy areas, wet meadows, and montane forests. Blooms July – August. Elevation ranges from 1,000 – 2,100 meters.	None. The areas proposed for development do not support suitable habitat for this species. The Spring Valley Ranch property does support suitable habitat for this species in areas that are not proposed for development.
<i>Penstemon sudans</i>	Susanville beardtongue	--/--/1B.2	Perennial herb found in open, rocky, igneous soils within yellow pine, montane forests, scrub, and sometimes roadsides. Blooms May – August. Elevation ranges from 1,200 – 2,425 meters.	Medium. Suitable habitat is present in the sagebrush scrub and eastside pine forests in areas proposed for development.
<i>Polygonum polygaloides ssp. esotericum</i>	Modoc County knotweed	--/--/1B.3	Annual herb found in vernal pools, seasonally wet places, scrub, meadows, seeps, and pinyon/juniper woodland. Blooms May – September. Elevation ranges from 885 – 1,690 meters.	Medium. Suitable habitat is present in the sagebrush scrub in areas proposed for development.
<i>Pyrrocoma lucida</i>	sticky pyrrocoma	--/--/1B.2	Perennial herb found in alkaline clay flats, sage brush scrub, and open forests. Blooms July – September. Elevation ranges from 700 – 2,050 meters.	Medium. Suitable habitat is present in the sagebrush scrub and eastside pine forests in areas proposed for development.
<i>Scutellaria galericulata</i>	marsh skullcap	--/--/2B.2	Perennial rhizomatous herb found in wet sites, meadows, streambanks, and coniferous forests. Blooms June – September. Elevation up to 2,100 meters.	None. The areas proposed for development do not support suitable habitat for this species. The Spring Valley Ranch property does support suitable habitat for this species in areas that are not proposed for development.
<i>Stachys pilosa</i>	hairy marsh hedge-nettle	--/--/2B.3	Perennial rhizomatous herb found in moist places and scrub. Blooms July – August. Elevation ranges from 1,200 – 1,700 meters.	None. The areas proposed for development do not support suitable habitat for this species. The Spring Valley Ranch property does support suitable habitat for this species in areas that are not proposed for development.
<i>Stanleya viridiflora</i>	green-flowered prince's plume	--/--/2B.3	Perennial herb found on in shale, cliffs, clay knolls, steep bluffs, and white ash deposits. Blooms May – July. Elevation ranges from 1,300 – 2,700 meters.	None. The Spring Valley Ranch does not support suitable habitat for this species.
<i>Trichodon cylindricus</i>	cylindrical trichodon	--/--/2B.2	Moss that is found in sandy exposed roadbanks, upland forests, meadows, seeps, and coniferous forests. Elevation ranges from 50 – 2,000 meters.	None. The areas proposed for development do not support suitable habitat for this species. The Spring Valley Ranch property does support suitable habitat for this species in areas that are not proposed for development.

TABLE 1
SPECIAL-STATUS SPECIES WITH THE POTENTIAL TO OCCUR IN THE SPRING VALLEY RANCH PROPERTY

Scientific Name	Common Name	Listing Status: Federal/State/Other	Habitat Description	Potential for Occurrence within Areas Proposed for Development
<i>Utricularia intermedia</i>	flat-leaved bladderwort	--/--/2B.2	Perennial stoloniferous herb found in shallow (<1m) water. Blooms July – September. Elevation ranges from 1,200 – 2,700 meters.	None. The areas proposed for development do not support suitable habitat for this species. The Spring Valley Ranch property does support suitable habitat for this species in areas that are not proposed for development.

KEY:

Federal: (USFWS)

- FE = Listed as Endangered by the Federal Government*
- FT = Listed as Threatened by the Federal Government*
- FC = Candidate for listing by the Federal Government*
- FP = Proposed for listing by the Federal Government*
- D = Delisted*

CRPR: (California Rare Plant Rank)

- Rank 1A = Plants presumed extinct in California*
- Rank 1B = Plants rare, threatened, or endangered in California and elsewhere*
- Rank 2 = Plants rare, threatened, or endangered in California but more common elsewhere*
- Rank 3 = Need more information*
- Rank 4 = Limited distribution – a watch list*
 - 0.1 = Seriously endangered in California*
 - 0.2 = Fairly endangered in California*
 - 0.3 = Not very endangered in California*

State: (CDFW)

- SE = Listed as Endangered by the State of California*
- ST = Listed as Threatened by the State of California*
- SR = Listed as Rare by the State of California (plants only)*
- SC = Candidate for listing by the State of California*
- CSC = California Species of Special Concern*
- FP = CDFW Fully Protected Species*
- WL = Species on the CDFW Watch List*
- D = Delisted*

-- = No Listing

SOURCES: CDFW, 2021a; USFWS, 2021a; CNPS, 2021.

Attachment 2
Phase I Environmental Site
Assessment



SPRING VALLEY RANCH PLUMAS COUNTY, CALIFORNIA

Phase I Environmental Site Assessment

Prepared for
Plan C Holdings, LLC

February 2020



SPRING VALLEY RANCH PLUMAS COUNTY, CALIFORNIA

Phase I Environmental Site Assessment

Prepared for
Plan C Holdings, LLC

February 2020



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SECTION 1.0

Executive Summary

ESA compiled this Executive Summary using excerpts from the Phase I Environmental Site Assessment report that follows. This Executive Summary may not provide all the information necessary to fully characterize the site and gain an understanding of the issues nor does it detail the Phase I assessment and its findings. ESA does not recommend sole reliance on this Executive Summary.

This Phase I Environmental Site Assessment was conducted for Plan C Holdings, LLC, for the Spring Valley Ranch, located at 9900 Carmen Valley Trail, Beckwourth, California, 96129, in Plumas County, California (see **Figure 1, Project Site, and Figure 2, Shop and Main Residence Areas**). This assessment was conducted in general accordance with guidance from the American Society of Testing and Materials (ASTM) *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* (ASTM E1527-13), 40 CFR § 312.1 - *Purpose, Applicability, Scope And Disclosure Obligations*; in accordance with the ESA's proposal dated January 28, 2020; and subsequent discussions with Plan C Holdings, LLC. This Phase I Environmental Site Assessment was conducted to identify Recognized Environmental Conditions (RECs), Historical Recognized Environmental Conditions (HRECs), or Controlled Recognized Environmental Conditions (CRECs) at the facility (see Section 2.1 for definitions).

The Spring Valley Ranch is a working ranch in a remote rural area with several dirt roads throughout the two parcels that comprise the property. The ranch is mostly undeveloped grassland and forest. The property consists of APNs 025-230-016 and 025-230-017, herein referred to as the north and south parcels, respectively. Development consists of three dwelling units and support structures; maintenance shop buildings and barns; ranching equipment, materials, and supplies; three above-ground fuel tanks; propane tanks; electrical transformers; and six water supply wells. All structures are in the north parcel except for one hay barn, which is on the south parcel.

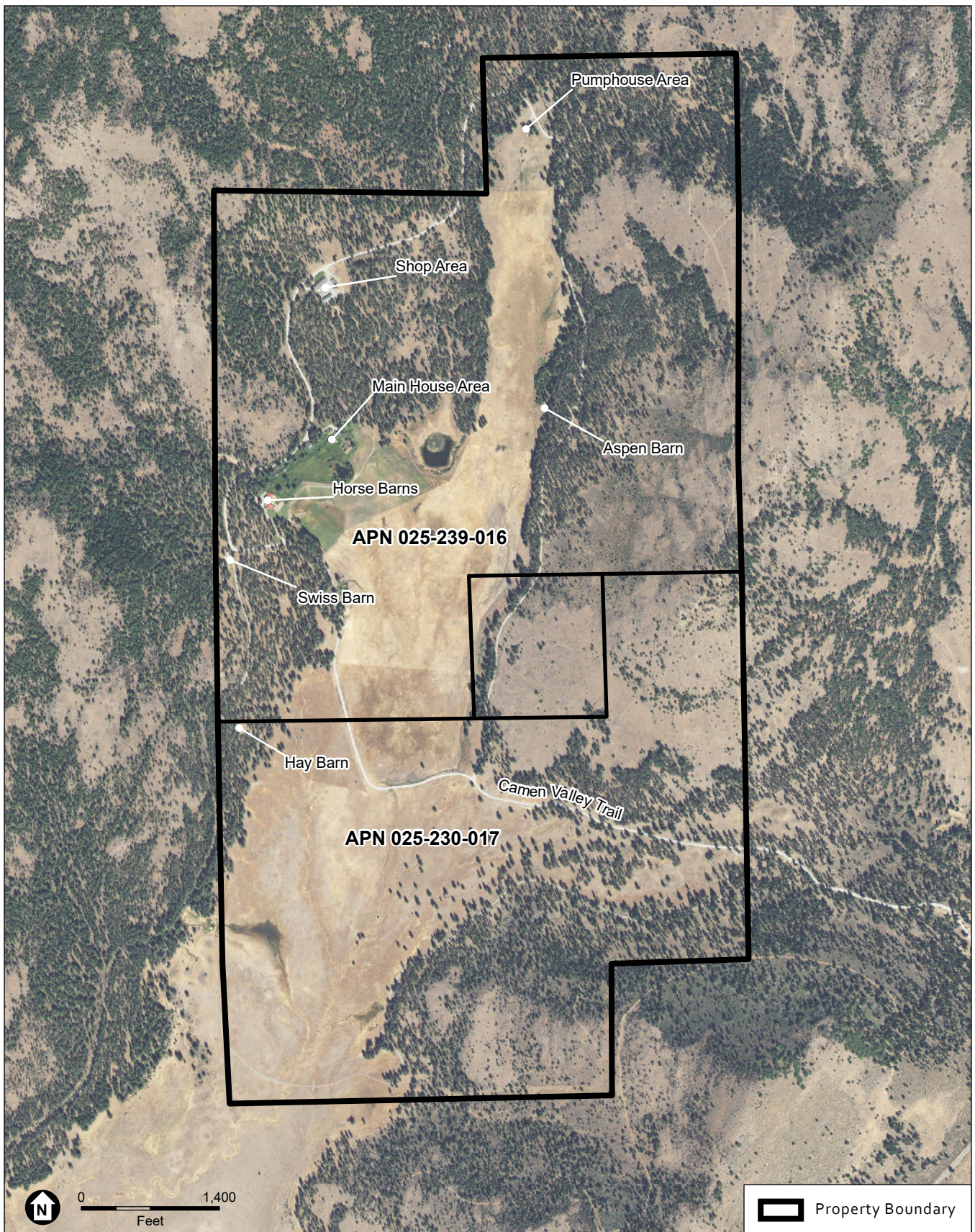
A commercial database service searched relevant federal, state, and local regulatory agency lists for listings of the two subject parcels and for nearby properties within the appropriate ASTM 1527 standard search distances. In addition, regulatory agency websites were checked to provide additional information about the subject parcels and nearby properties. There were no listings of any kind for the two parcels or nearby properties within the ATSM-search distances. No RECs, other HRECs, or CRECs were identified from the records search.

ESA conducted the site inspection reconnaissance on February 4, 2020, to assess present conditions. The four shop buildings are the only locations with significant use and storage of hazardous materials. The shop buildings are used for equipment maintenance and to store vehicles, one bulldozer, one grader, one two-wheel herbicide trailer, weed whackers, mowers, small equipment, parts, and supplies. A few minor stains were observed on the floors of the shop buildings but are considered a *de minimus* condition. The observed chemicals include fuels and oils, lubricants and greases, solvents and cleaning solutions, paints and thinners, and pesticides and herbicides. All are stored inside the buildings in small quantity containers; none were observed to be leaking. The outdoor fuel storage area has three above-ground fuel storage tanks inside concrete secondary containment that has one small stain considered to be a *de minimus* condition. All shop areas were observed to have good housekeeping, with the exception of the waste oil storage area discussed further below.

There are six wells and six transformers located throughout the ranch; no staining was observed beneath any of the wells or transformers. The three dwelling units use small quantities of typical household cleaning solutions. No chemical use or staining was observed at the barns. No RECs, other HRECs, or CRECs were identified during the site inspection.

An oil and waste oil storage area is located outside and on the north side of Shop Building #2, the northernmost of the four shop buildings. The area includes five 55-gallon drums of oil or waste oil, one 55-gallon drum of methanol, and various 5-gallon containers of waste oil, all set on wooden pallets. The drum of methanol has been with the ranch for many years and its use is uncertain. The waste oil area has some minor spillage and staining but not enough to be considered a REC. However, this area is considered a business environmental condition that should have better housekeeping practices. The pallets should be replaced with secondary containment that could consist of a small concrete containment structure or small plastic troughs (e.g., kiddie pools are commonly used for this purpose). Given that the methanol is not used, it should be properly disposed of at a licensed disposal or recycling facility permitted to accept the methanol.

Although evaluating for lead-based paint and asbestos-containing materials is outside of the scope of ASTM-1527 environmental site assessments, the current buildings and structures post-date the 1970s when such materials were banned for use. Therefore, lead-based paint and asbestos-containing materials are not likely to be present.



SOURCE: USDA, 2018; ESA. 2020

Spring Valley Ranch

Figure 1
Project Site





SOURCE: USDA, 2018; ESA. 2020

Spring Valley Ranch

Figure 2
Shop and Main Residence Areas

SECTION 2.0

Introduction

2.1 Purpose, Standards, and Definitions

Environmental Science Associates (ESA) conducted a Phase I Environmental Site Assessment for the Spring Valley Ranch, located at 9900 Carmen Valley Trail, south of Beckwourth in rural Plumas County, California (see **Figure 1, Project Site**).

This Phase I assessment was conducted in general accordance with the American Society of Testing Materials (ASTM) *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* (ASTM E1527-13) and the U.S. Environmental Protection Agency (US EPA) Final Rule regarding Standards and Practices for All Appropriate Inquiries as published in the Federal Register on November 1, 2005 (70 FR 66070) and codified at 40 CFR Part 312 (AAI Rule). The US EPA has stated that the newly revised ASTM E1527-13 is consistent with the AAI rule (78 FR 79319, December 30, 2013). Specifically, this final rule amends the AAI Rule at 40 CFR Part 312 to reference ASTM E1527-13 and make clear that persons conducting all appropriate inquiries may use the procedures included in this standard to comply with the AAI Rule.

The purpose of this Phase I assessment is to enable the parties relying on it to satisfy one or more of the requirements for the innocent landholder defense to liability under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and to evaluate the potential for Recognized Environmental Conditions (RECs) at the Project site. Three types of RECs are defined by the ASTM E1527-13, as listed below. The term Recognized Environmental Conditions (REC) means:

“The presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.”

In addition, the updated ASTM E1527-13 defined the two additional categories cited below.

The term Historical Recognized Environmental Conditions (HREC) means:

“A past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls). Before calling the past release a historical recognized environmental condition, the environmental professional must determine whether the past release is a recognized environmental condition at the time the Phase I Environmental Site Assessment is conducted (for example, if there has been a change in the regulatory criteria). If the EP considers the past release to be a recognized environmental condition at the time the Phase I Environmental Site Assessment is conducted, the condition shall be included in the conclusions section of the report as a recognized environmental condition.”

For a past REC to be considered an HREC it must:

- Have already been remediated (or meet current standards without remediation);
- Not require use restrictions or engineering controls (e.g., cap, subslab depressurization system, etc.); and
- Meet current standards.

If the REC has use restrictions or engineering controls (e.g., cap, subslab depressurization system), then the REC may be designated as a Controlled Recognized Environmental Condition (CREC), as defined below. Unlike HRECs, a CREC will be listed in the conclusions section of the Phase I assessment, along with other RECs. The purpose of this new category is to bring continuing obligations such as use restrictions, maintenance requirements, reporting requirements, etc. to the forefront. The term CREC means:

“A recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls). A condition considered by the environmental professional to be a controlled recognized environmental condition shall be listed in the findings section of the Phase I Environmental Site Assessment report, and as a recognized environmental condition in the conclusions section of the Phase I Environmental Site Assessment report.”

RECs, HRECs, and CRECs are not intended to include *de minimis* conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. In addition, business environmental conditions (e.g., subsurface crude oil pipelines) are noted but not considered RECs, HRECs, or CRECs.

The ASTM Standard practice also defines a “business environmental risk” as a risk that can have a material environmental impact on the planned use of a property.

2.2 Scope of Services

The following sections describe ESA's work scope:

Section 2, *Introduction*, includes a discussion of the purpose for performing the Phase I assessment; the standards and definitions used for the Phase I assessment; and the significant assumptions and limitations.

Section 3, *Site Description*, compiles information concerning the location, legal description, current and proposed use, a description of any structures and improvements at the time of ESA's assessment, and adjoining property uses for the property.

Section 4, *Records Review*, includes ESA's review of various databases available from the federal, state, and local regulatory agencies regarding hazardous materials use, storage, or disposal within or near the property. Copies of relevant documents are included in the appendices of this report. Physical setting sources such as topography, soil, and groundwater conditions are described.

Section 5, *Site Reconnaissance*, describes ESA's observations during reconnaissance of the subject property. The methodology used and limiting conditions are described.

Section 6, *User Provided Information*, documents the interview conducted with the ranch manager.

Section 7, *Findings and Opinions*, presents ESA's findings and professional opinions regarding the information contained in this report. It provides ESA's conclusions regarding the presence of RECs connected with the project and data gaps, if any, which could affect the recognition of RECs.

Section 8, *Report Authors and Qualifications*, provides the signatures and qualifications of the report authors.

Section 9, *References*, is a summary of the resources used to compile this report that are in addition to the information provided in the appendices.

The appendices contain certain pertinent documentation regarding the project. Appendices A and B contain the regulatory agency database search results report, historical aerial photographs, historical topographic maps, and environmental lien report. Fire insurance maps and city directories were not ordered because such records would not be produced for remote rural properties.

2.3 Limitations and Exceptions

No environmental site assessment can wholly eliminate uncertainty regarding the potential for RECs, HRECs, and CRECs in connection with a property. Conformance of this Phase I assessment with ASTM E1527-13 reduces, but does not eliminate, uncertainty regarding the potential for RECs, HRECs, and CRECs in connection with the subject property. While ESA has made every effort to discover and interpret available historical and current information on the properties within the time available, some potential always remains for undiscovered contamination to be present. ESA's report is a best-efforts collection and interpretation of available information, and cannot be considered wholly conclusive. This report and the associated work were provided in accordance with the principles and practices generally employed by the local environmental consulting profession. This is in lieu of all warranties, expressed or implied. No other warranty is expressed or implied. ASTM E1527-13 is included in this report by reference.

This Phase I assessment is based primarily on historical research, a database review, and a site reconnaissance of accessible areas. This Phase I assessment does not include "non-scope issues" as specified by ASTM E1527-13, such as surveys for the presence of the following items on or in the vicinity of the subject property: asbestos-containing materials (ACMs), poly-chlorinated biphenyls (PCBs), radon, indoor air quality, lead-based paint analysis, lead in drinking water, industrial hygiene, health and safety, regulatory compliance, and high voltage lines.

The conclusions presented are professional opinions based solely upon indicated data described in this report, visual site and vicinity observations, and the interpretation of the available historical information and documents reviewed, as described in this report. Unless ESA has actual knowledge to the contrary, information obtained from interviews or provided to ESA is assumed to be correct and complete. ESA does not assume any liability for information that was misrepresented to ESA by others or for items not visible, accessible, or present on the parcels during the time of the site reconnaissance. The conclusions are intended exclusively for the purpose outlined herein and the site location and project indicated. Any use or reuse of this document or the findings, conclusions, or recommendations presented herein is at the sole risk of the user.

Opinions and recommendations presented herein apply to the site conditions existing at the time of this Phase I assessment and cannot necessarily apply to site changes of which ESA is not aware and has not had the opportunity to evaluate. Changes in the conditions of the parcels may occur with time due to natural processes or the works of man on the property or adjacent properties. Changes in applicable standards may also occur as a result of legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated, wholly or in part, by changes beyond ESA's control. Opinions and judgments expressed herein are based on ESA's understanding and interpretation of current regulatory standards, and should not be construed as legal opinions.

SECTION 3.0

Site Description

3.1 General Setting and Location

The Spring Valley Ranch is located at 9900 Carmen Valley Trail, south of Beckwourth in rural Plumas County, California. Figure 1 shows the property location, along with items of interest. The property consists of APNs 025-230-016 and 025-230-017, herein referred to as the north and south parcels, respectively. The parcels encompass a valley that drains north to south with hilly forested ridges along the west and east sides, and to the north. The property is working ranch with three dwelling units, four maintenance shop buildings, several other structures, equipment and supplies, fuel tanks, and six water wells. All roads are unpaved. **Table 3-1** summarizes the physical location and current land use zoning for the parcels.

**TABLE 3-1
LOCATION AND ZONING**

Assessor Parcel Number (APN)	025-230-016	025-230-017
Address	9900 Carmen Valley Trail	9900 Carmen Valley Trail
Acres	618 (Plumas GIS says 636.47 +/-) (Assessors map says 640)	456.4 (Plumas GIS says 472.41 +/-) (Assessors map says 480)
Land Use Code	0300 - Exempt Public Agency	0300 - Exempt Public Agency
General Plan Designation	Rural Residential Agricultural Preserve Agriculture Grazing	Rural Residential Agricultural Preserve Agriculture Grazing
Zoning	R10, Rural 10 acre AP, Agricultural Preserve GA, General Agriculture	R10, Rural 10 acre AP, Agricultural Preserve GA, General Agriculture
Structures	18 plus 6 well houses	1
Township, Range, and Section	T22N, R14E, Section 28	T22N, R14E, Sections 28 and 33

SOURCE: County of Plumas, 2020

3.2 Current and Proposed Land Uses

The property is currently a working ranch with cattle, sheep, horses, and chickens, with three dwelling units and several support structures, located in a rural area. Plan C Holdings, LLC, plans are to develop the property into a private retreat, while retaining the ranch functions.

SECTION 4.0

Records Review

The purpose of the records review is to obtain and examine records that could help to evaluate potential RECs, HRECs, and CRECs in connection with the Spring Valley Ranch. This section documents the database records search, the evaluation of other records, summarizes information provided by the property owners, and describes the physical setting of the property.

4.1 Standard Environmental Record Sources

Federal, state, and local regulatory agencies publish databases of businesses and properties that handle hazardous materials or hazardous waste, including those properties with a known release of hazardous substances to soil and/or groundwater. These databases are available for review and/or purchase at the regulatory agencies, or the information may be obtained through a commercial database service. ESA contracted with a commercial database service to perform the government database search for listings within the appropriate ASTM Standard minimum search distance (GeoSearch, 2020). A detailed description of the types of information contained in each of the databases reviewed and the agency responsible for compiling the data is included in the Radius Report provided as Appendix A, which includes a list of acronyms for the individual databases in the Executive Summary of the Radius Report.

ESA evaluated the listings with regard to the nature of potential chemicals of concern and the extent of known releases. In general, reported or potential releases likely to affect a property would include those located on or within 1/8-mile radius of the property. ESA also considered additional factors such as chemical properties, regional knowledge of the site vicinity, groundwater flow direction, and available past regulatory documentation as part of the REC evaluation.

4.2 Results of Database Search

No sites with hazardous materials use or historical releases were listed within the ASTM-specified search radius at the ranch and in the surrounding area (GeoSearch 2020). As discussed in Section 6.0, *User Provided Information*, the ranch generates so little waste oil that the waste oil is taken to a local recycling center. The ranch does not have a US EPA generator number. Sites not plotted due to poor or inadequate address information are referred to as “orphan sites.” The records search did not identify any orphan sites.

4.3 Other Records Reviewed

The regulatory agency records search also provides historical aerial photographs, historical topographic maps, and an environmental lien search. Fire insurance maps and city directories

were not ordered because such records would not be produced for remote rural properties. The search results are discussed below.

Historical Aerial Photographs

Historical aerial photographs are available for the years 1939, 1953, 1968, 1974, 1977, 1984, 1994, 1998, 2004, 2005, 2009, 2010, 2012, 2014, and 2016, and are included in Appendix B.

The **1939** aerial photograph shows the property in a previous rural development configuration from the current configuration. Carmen Valley Trail enters the property from the east and is generally in its current alignment. North-south roads are present along the western property border in the north parcel and along the east side of the central valley generally in their present day alignments. At least six structures are visible in the area where the current ranch buildings are but are different structures and not in the same locations as present day buildings. Numerous meandering trails are visible that suggest livestock trails.

The **1953** aerial photograph shows no changes from the 1939 aerial photograph.

The **1968** aerial photograph is of poor quality with no obvious changes.

The **1974** aerial photograph is of moderate quality. The previous structures appear to have been removed. No obvious structures are visible on the property.

The **1977** aerial photograph is of poor quality. The present day pond that will be in front of the present main residence is present. The present day structures have not yet been constructed.

The **1984** aerial photograph is of very poor quality and is unusable.

The **1994** aerial photograph shows several structures at the current main residence location but are not the present day structures. One of the present day horse barns and the pool house have been constructed south of the future main residence.

The **August 1998** aerial photograph shows the property with some of the present day structures in the main developed area, including the two horse barns and corral, the pool house and pool, the cottage and recreation room. Two smaller structures are visible near the present day garage; these two structures are not currently present.

The **2004** aerial photograph is of poor quality. The Shop Area has three of its four present day buildings. The Pumphouse Area has been constructed with the two well houses and the Hay barn is present in the south parcel.

The **2005** aerial photograph is of moderate quality. The main residence, garage, and pergola have been constructed.

The **2009 through 2016** aerial photograph is of good quality and shows the property in its current developed conditions, including the Swiss and Aspin Barns, and the fourth Shop Area building.

Historical Topographic Maps

Historical topographic maps are available for various portions of the project property for the years 1890, 1892, 1894, 1955, 1981, 2000, and 2012, and are included in Appendix B.

The **1890, 1892, and 1894** topographic maps are large scale maps showing Carmen Valley Trail crossing the property. No structures are depicted.

The **1955, 1972, and 1981** topographic maps are closer scale maps showing Carmen Valley Trail, and north-south unpaved roads along the east side and center of the property. Springs are depicted at the north and east ends of the valley.

The **1994 and 2000** topographic maps are closer scale maps showing two structures along the east side of the property.

The **2012** topographic map shows no significant changes and also does not show structures. The unpaved north-south road along the east side of the property is named Money Road. Note that the Fire Protection map names the east road as Upper and Lower Meadow Road.

Environmental Liens

A records search was conducted for environmental liens against the property. No liens were identified.

4.4 Physical Setting

The following sections provide information about the physical setting of the subject property. Geotechnical information is not a required element of ASTM E1527-13 Phase I assessments and is not included in this Phase I assessment.

Topography. The ranch is within the Calpine, California, 7.5 Minute Quadrangle. The ranch is located in a remote rural portion of southern Plumas County. Elevations range from 5,412 feet above mean sea level (amsl) on the ridgetop on the eastern border and 5,227 feet amsl at the northwest ranch corner to 5,060 feet amsl at the north end of the central valley to 4,945 feet amsl at the southern end of the central valley. The topographic relief is hilly to mountainous on the west and east ridges to relatively flat in the central valley.

Geology, Soils, and Hydrology. The regional area consists of Tertiary volcanic flow rocks with minor pyroclastic deposits. The central valley area has eroded through the volcanic deposits and is composed of unconsolidated and semi-consolidated Quaternary¹ alluvium composed of eroded material from the surrounding volcanic rocks. No active earthquake faults pass through the ranch. The nearest active² fault is the Mohawk Valley Fault, located about four miles to the southwest (CGS, 2010). Groundwater flow likely mimics the topography flowing from north to south in the valley.

¹ Quaternary time is from the present to 1.6 million years ago.

² Active faults have moved within the last 11,700 years (CGS, 2010).

SECTION 5.0

Site Inspection

5.1 Methodology and Limiting Conditions

Michael Burns, PG, CEG, CHG, from ESA conducted the site inspection on February 4, 2020, to assess present conditions. Mr. Burns was accompanied at various times during the site inspection by Ms. Amy Dee, representing the prospective purchaser; the project architect; the current ranch manager; and ESA's Ms. Dana McGowen (archaeologist), and Joshua Boldt (biologist). Weather at the time of the site inspection was cold and clear. The site conditions discussed below are limited to readily apparent environmental conditions observed. All structures were entered and inspected with the exception of the residence, cottage, and rec room, which are not expected to have RECs or environmental issues.

5.2 General Site Setting

The subject property is within a remote rural area of southern Plumas County. Access to the property is from County Highway A23 (also called Beckwourth – Calpine Road) to Carmen Valley Trail, an unpaved road that accesses the property from the east. Access inside the property is by several unpaved roads and on foot. The surrounding area is rural.

5.3 Site Observations

Figures 1 and 2 show the property and identifies buildings and other items of interest observed during the site inspection. The site inspection discussion below is organized by areas, as identified on Figure 1. Photographs of typical conditions and items of interest accompany the description of site conditions below. Overall, the ranch exhibits good housekeeping with no significant observations of spillage or large floor staining due to chemical spills, waste pits or ponds, or refuse piles. The photographs below shows a typical view of the central valley area and the forested area.



Maintenance Shop Area

The Shop Area is in the northwestern portion of the north parcel. This area has Shop Buildings #1 through #4, the fuel storage area, waste oil storage area, one above-ground propane tank, Well #3 with a transformer nearby, and a backup diesel generator inside the westernmost shop building.

The shop buildings are used for equipment maintenance, storage, and office space that includes equipment and chemicals. All shop buildings have concrete floors. The equipment includes trucks and cars, one bulldozer, one grader, one two-wheel herbicide trailer, weed whackers, mowers, and other small equipment, tools, parts, and supplies. The ranch is on the public power grid but does maintain a backup diesel generator in the western corner of Shop Building #1, the westernmost building. A few minor stains were observed on the floors of the four shop buildings but are considered a *de minimus* condition. The observed chemicals include fuels and oils, lubricants and greases, solvents and cleaning solutions, paints and thinners, and pesticides and herbicides. All are stored inside the buildings in small quantity containers, typically one gallon or smaller. None of the containers were observed to be leaking. Photographs of typical storage areas are shown below and on the next page. Note the clean floors, indicating good housekeeping.





The backup diesel generator is shown below and is located in the western end of Shop building #1, the westernmost building. The diesel fuel comes from the outdoor diesel storage tank, discussed further below. Note the clean floor, with two minor *de minimus* stains, indicating good housekeeping.



The fuel storage area, shown below, is a covered building that is open on one side for access. One 1,000-gallon gasoline, one 1,000-gallon diesel, and one 500-gallon diesel above ground storage tanks are present inside concrete secondary containment that is the floor and lower walls of the structure. The floor of the secondary containment has one small stain that is considered a *de minimus* condition. Otherwise, the secondary containment floor is clean and free of stains.



An oil and waste oil storage area is located outside and on the north side of Shop Building #2 (see Figure 2) and has five 55-gallon drums of oil or waste oil, one 55-gallon drum of methanol, and 5-gallon containers of waste oil, all set on wooden pallets. The methanol has been with the ranch for years and its use is unknown. The waste oil area does have some spillage and staining but not enough to be considered a REC. This area is considered a business environmental condition that should have better housekeeping practices. The pallets should be replaced with secondary containment that could consist of a small concrete structure or small plastic troughs (e.g., kiddie pools). Given that the methanol is not used, it should be properly disposal of.



Well #3 is in a well house with a gravel floor. This well is artesian and does not have a well pump. One transformer is located nearby on a concrete pad that does not have any staining. One two-wheeled herbicide trailer is located nearby but is not used. No staining was observed beneath the trailer.



Pool House, Pool, and Main House Area

The pool, pool house, and main house are located along the western side of the north parcel. The structures in this area are identified in Figure 2. A large pond is located east of the main house and a smaller pond is located just south of the main house. The pool and pool house are located southwest of the main house. The pool house has the pool pump and piping, and typical pool treatment equipment and chemicals, shown below. The chemicals consist of granular chlorine (sodium dichloro-s-triazinetriene) and muriatic acid. The chemical containers are small one-gallon containers, stored in the enclosed pool house. No staining or strong odors were noted. Well #2 is located east of the main house; Well #1 is located south of the pool house by two horse barns.



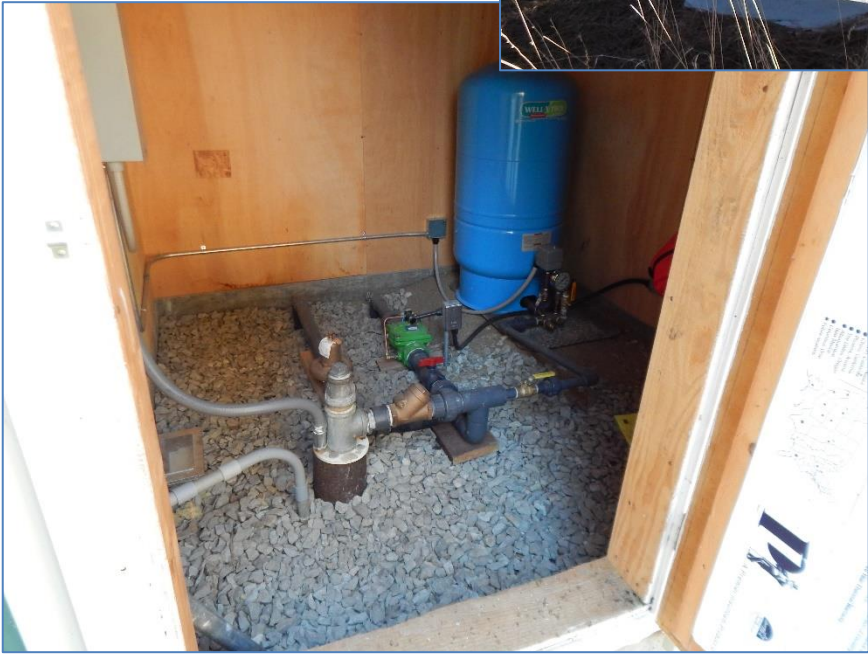
Aspen Barn Area

The Aspen Barn area is in the north parcel just east of the central drainage that flows north to south through the property, as shown on Figure 1. This area has one barn, Well #6 inside a well house with one associated transformer, and a tack house. No chemicals are stored in this area. The floor of the well house is concrete and has no staining around the well pump. The transformer is on a concrete pad that has no staining. The barn and tack house are empty. This area was partially developed with two RV hookups that include electric power, hand-powered water pumps and septic tank/leachfield hookups. The RV stations were not completed and have not been used.



Pumphouse Area

The Pumphouse Area is in the far northern portion of the north parcel. This area has Wells #4 and #5 in separate well houses, and a transformer. No chemicals are stored in this area. The floors of the well houses are gravel and have no staining around the well pumps. The transformer is on a concrete pad that has no staining. The area has no RECs and no business environmental concerns.



Swiss Barn Area

The Swiss Barn is located in the southwestern corner of the north parcel. The barn is a two-story wooden structure with an attached corral area and about a dozen cattle. The ground floor of the barn is open on three sides and accessible to the cattle. The upper floor stores hay. A second corral is located across the road and had two donkeys and a horse. No chemicals, unusual staining, or stressed vegetation were observed in or around this barn.



Hay Barn – South Parcel

The Hay Barn is located in the northwestern corner of the south parcel and is the only structure in the south parcel. The barn is a one-story wooden structure that is open on one side and stores bales of hay. No chemicals, unusual staining, or stressed vegetation was observed.



5.4 Results of Site Inspection

Almost all chemical use and storage is at the shop buildings, which include vehicles, one bulldozer, one grader, one two-wheel herbicide trailer, weed whackers, mowers, small equipment, parts, and supplies. A few minor stains were observed on the floors of the four shop buildings but are considered a *de minimus* condition. The observed chemicals include fuels and oils, lubricants and greases, solvents and cleaning solutions, paints and thinners, and pesticides and herbicides. All are stored inside the buildings in small quantity containers; none were observed to be leaking. The fuel storage area has three above-ground fuel storage tanks inside concrete secondary containment. The floor of the secondary containment has one small stain that is considered a *de minimus* condition.

An oil and waste oil storage area is located outside and on the north side of Shop Building #2, the northernmost of the four shop buildings. The area includes five 55-gallon drums of oil or waste oil, one 55-gallon drum of methanol, and various 5-gallon containers of waste oil, all set on wooden pallets. The methanol has been with the ranch for years and its use is uncertain. The waste oil area has some spillage and staining but not enough to be considered a REC. This area is considered a business environmental condition that should have better housekeeping practices. The pallets should be replaced with secondary containment that could consist of a small concrete structure or small plastic troughs (e.g., kiddie pools). Given that the methanol is not used, it should be properly disposed of.

There are six wells and six transformers located throughout the ranch; no staining was observed beneath any of the wells or transformers. The three dwelling units were not entered, since they are occupied and are expected to use small quantities of typical household cleaning solutions that would not result in RECs. The barns did not store chemicals and no unusual staining or stressed vegetation was observed. There were no observations of chemical spills, underground storage tanks, or waste pits, ponds, or lagoons. No RECs, other HRECs, or CRECs were observed relative to hazardous materials, hazardous waste, or chemical use, storage, or disposal.

Although evaluating for lead-based paint and asbestos-containing materials is outside of the scope of ASTM-1527 environmental site assessments, the current buildings and structures post-date the 1970's when such materials were banned for use. Therefore, lead-based paint and asbestos-containing materials are not likely to be present.

SECTION 6.0

User Provided Information

The ranch manager, accompanied Mr. Burns during the site reconnaissance of the shop area and pool area and was interviewed at that time. The results of the interview have been incorporated into the previous sections and include information about chemical use and waste disposal. The ranch generates so little waste oil from equipment maintenance that waste oil is driven into town in small containers to a waste oil recycling facility. The volume is on the order of a few gallons per year. Consequently, the ranch does not have an EPA waste generator number and is not considered a small quantity generator. The main house and shops have active septic tanks and leachfields. The septic tanks are pumped out every year and have never had any maintenance issues. The depth to groundwater is shallow with several onsite springs and Wells #1, #3, and #6 under artesian conditions. The ranch manager stated that the ranch has no reported hazardous materials spills or violations.

SECTION 7.0

Findings and Opinions

7.1 Findings and Opinions

A commercial database service searched relevant federal, state, and local regulatory agency lists for listings of the two subject parcels and for nearby properties within the appropriate ASTM 1527 standard search distances. In addition, regulatory agency websites were checked to provide additional information about the subject property. There were no listings of any kind for the two Spring Valley Ranch parcels or nearby properties within the ATSM-search distances. No RECs, other HRECs, or CRECs were identified from the records search.

ESA conducted the site inspection reconnaissance on February 4, 2020, to assess present conditions. The Spring Valley Ranch is a working ranch with three dwelling units and support structures; maintenance shops and barns; ranching equipment, materials, and supplies; three above-ground fuel tanks; propane tanks; electrical transformers; and six water supply wells. With the exception of the waste oil storage area summarized below, all areas exhibited good housekeeping with a few minor floor stains considered to be *de minimus* conditions. No RECs, other HRECs, or CRECs were identified during the site reconnaissance.

An oil and waste oil storage area is located outside and on the north side of Shop Building #2, the northernmost of the four shop buildings. The area includes five 55-gallon drums of oil or waste oil, one 55-gallon drum of methanol, and various 5-gallon containers of waste oil, all set on wooden pallets. The methanol has been with the ranch for years and its use is uncertain. The waste oil area has some minor spillage and staining but not enough to be considered a REC. This area is considered a business environmental condition that should have better housekeeping practices. The pallets should be replaced with secondary containment that could consist of a small concrete containment structure or small plastic troughs (e.g., kiddie pools are commonly used for this purpose). Given that the methanol is not used, it should be properly disposed of at a licensed disposal or recycling facility permitted to accept the methanol.

Although evaluating for lead-based paint and asbestos-containing materials is outside of the scope of ASTM-1527 environmental site assessments, the current buildings and structures post-date the 1970's when such materials were banned for use. Therefore, lead-based paint and asbestos-containing materials are not likely to be present.

7.2 Data Gaps

ESA attempted to obtain reasonably ascertainable information regarding the two ranch parcels and the surrounding environs. There were no data gaps identified that could affect the identification of RECs, HRECs, or CRECs.

SECTION 8.0

Report Authors and Qualifications

8.1 Report Authors and Signatures

This section includes qualification statements of the environmental professionals responsible for conducting the Phase I assessment and preparing this report.

Mr. Michael Burns, PG, CEG, CHG, of ESA conducted the data review for the subject property, conducted the site reconnaissance, and prepared the Phase I Environmental Site Assessment report. Mr. Burns has over 30 years of experience in environmental site investigations, characterizations, and assessments, including Phase I Environmental Site Assessments.

The work conducted and the report written by Mr. Burns was reviewed by Mr. Luke Evans. Mr. Evans has over 20 years of experience in environmental site investigations, characterizations, and assessments, including Phase I Environmental Site Assessments.

Mr. Burns declares that, to the best of his professional knowledge and belief, he meets the definition of Environmental Professional as defined in 40 CFR §312.10. Mr. Evans declares that, to the best of his professional knowledge and belief, he meets the definition of Environmental Professional as defined in 40 CFR §312.10.

Mr. Burns has the specific qualifications based on education, training, and experience to assess parcels of the nature, history, and setting of these parcels. With the assistance of Mr. Evans, he has developed and performed all the appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

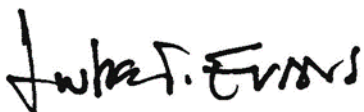
Principal Analyst/Reviewer:



Michael G. Burns, PG #4532, CEG #1846, CHG #280

February 18, 2020

Senior Reviewer:



Luke Evans, Program Manager

February 18, 2020

SECTION 9.0

References

ASTM, 2013, E1527-13 *Standard Practice for Environmental Site Assessments: Phase 1 Environmental Assessment Process*

California Geological Survey (CGS), 2010, Fault Activity Map of California, available at <http://maps.conservation.ca.gov/cgs/fam/>

GeoSearch, 2020, *Radius Report, Spring Valley Ranch, 9900 Carmen Valley Trail, Beckwourth, Plumas County, California 96122*, January 31

APPENDIX A

Regulatory Records Database Report

Radius Report

[GeoLens by GeoSearch](#)

Target Property:

**Spring Valley Ranch
9900 Carmen Valley Trail
Beckwourth, Plumas County, California 96122**

Prepared For:

Environmental Science Assoc-San Francisco

Order #: 141120

Job #: 335975

Project #: D191498

PO #: D191498-1

Date: 01/31/2020

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<i>Unlocatable Report</i>	See Attachment
<i>Zip Report</i>	See Attachment

Disclaimer

This report was designed by GeoSearch to meet or exceed the records search requirements of the All Appropriate Inquiries Rule (40 CFR § 312.26) and the current version of the ASTM International E1527, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process or, if applicable, the custom requirements requested by the entity that ordered this report. The records and databases of records used to compile this report were collected from various federal, state and local governmental entities. It is the goal of GeoSearch to meet or exceed the 40 CFR § 312.26 and E1527 requirements for updating records by using the best available technology. GeoSearch contacts the appropriate governmental entities on a recurring basis. Depending on the frequency with which a record source or database of records is updated by the governmental entity, the data used to prepare this report may be updated monthly, quarterly, semi-annually, or annually.

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Target Property Summary

Target Property Information

Spring Valley Ranch
9900 Carmen Valley Trail
Beckwourth, California 96122

Coordinates

Area centroid (-120.41824, 39.7265003)
4,991 feet above sea level

USGS Quadrangle

Calpine, CA

Geographic Coverage Information

County/Parish: Plumas (CA) , Sierra (CA)

ZipCode(s):

Portola CA: 96122
Calpine CA: 96124
Beckwourth CA: 96129

Database Summary

FEDERAL LISTING

Standard Environmental Records

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
EMERGENCY RESPONSE NOTIFICATION SYSTEM	ERNSCA	0	0	TP/AP
FEDERAL ENGINEERING INSTITUTIONAL CONTROL SITES	EC	0	0	TP/AP
LAND USE CONTROL INFORMATION SYSTEM	LUCIS	0	0	TP/AP
RCRA SITES WITH CONTROLS	RCRASC	0	0	TP/AP
RESOURCE CONSERVATION & RECOVERY ACT - GENERATOR	RCRAGR09	0	0	0.1250
RESOURCE CONSERVATION & RECOVERY ACT - NON-GENERATOR	RCRANGR09	0	0	0.1250
BROWNFIELDS MANAGEMENT SYSTEM	BF	0	0	0.5000
DELISTED NATIONAL PRIORITIES LIST	DNPL	0	0	0.5000
NO LONGER REGULATED RCRA NON-CORRACTS TSD FACILITIES	NLRRCRAT	0	0	0.5000
RESOURCE CONSERVATION & RECOVERY ACT - NON-CORRACTS TREATMENT, STORAGE & DISPOSAL FACILITIES	RCRAT	0	0	0.5000
SUPERFUND ENTERPRISE MANAGEMENT SYSTEM	SEMS	0	0	0.5000
SUPERFUND ENTERPRISE MANAGEMENT SYSTEM ARCHIVED SITE INVENTORY	SEMSARCH	0	0	0.5000
NATIONAL PRIORITIES LIST	NPL	0	0	1.0000
NO LONGER REGULATED RCRA CORRECTIVE ACTION FACILITIES	NLRRCRAC	0	0	1.0000
PROPOSED NATIONAL PRIORITIES LIST	PNPL	0	0	1.0000
RESOURCE CONSERVATION & RECOVERY ACT - CORRECTIVE ACTION FACILITIES	RCRAC	0	0	1.0000
RESOURCE CONSERVATION & RECOVERY ACT - SUBJECT TO CORRECTIVE ACTION FACILITIES	RCRASUBC	0	0	1.0000
SUB-TOTAL		0	0	

Additional Environmental Records

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
AEROMETRIC INFORMATION RETRIEVAL SYSTEM / AIR FACILITY SUBSYSTEM	AIRSAFS	0	0	TP/AP
BIENNIAL REPORTING SYSTEM	BRS	0	0	TP/AP
CERCLIS LIENS	SFLIENS	0	0	TP/AP
CLANDESTINE DRUG LABORATORY LOCATIONS	CDL	0	0	TP/AP
EPA DOCKET DATA	DOCKETS	0	0	TP/AP
ENFORCEMENT AND COMPLIANCE HISTORY INFORMATION	ECHOR09	0	0	TP/AP
FACILITY REGISTRY SYSTEM	FRSCA	0	0	TP/AP

Database Summary

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
HAZARDOUS MATERIALS INCIDENT REPORTING SYSTEM	HMIRSR09	0	0	TP/AP
INTEGRATED COMPLIANCE INFORMATION SYSTEM (FORMERLY DOCKETS)	ICIS	0	0	TP/AP
INTEGRATED COMPLIANCE INFORMATION SYSTEM NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM	ICISNPDES	0	0	TP/AP
MATERIAL LICENSING TRACKING SYSTEM	MLTS	0	0	TP/AP
NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM	NPDESR09	0	0	TP/AP
PCB ACTIVITY DATABASE SYSTEM	PADS	0	0	TP/AP
PERMIT COMPLIANCE SYSTEM	PCSR09	0	0	TP/AP
SEMS LIEN ON PROPERTY	SEMSLIENS	0	0	TP/AP
SECTION SEVEN TRACKING SYSTEM	SSTS	0	0	TP/AP
TOXIC SUBSTANCE CONTROL ACT INVENTORY	TSCA	0	0	TP/AP
TOXICS RELEASE INVENTORY	TRI	0	0	TP/AP
ALTERNATIVE FUELING STATIONS	ALTFUELS	0	0	0.2500
FEMA OWNED STORAGE TANKS	FEMAUST	0	0	0.2500
HISTORICAL GAS STATIONS	HISTPST	0	0	0.2500
INTEGRATED COMPLIANCE INFORMATION SYSTEM DRYCLEANERS	ICISCLEANERS	0	0	0.2500
MINE SAFETY AND HEALTH ADMINISTRATION MASTER INDEX FILE	MSHA	0	0	0.2500
MINERAL RESOURCE DATA SYSTEM	MRDS	0	0	0.2500
OPEN DUMP INVENTORY	ODI	0	0	0.5000
SURFACE MINING CONTROL AND RECLAMATION ACT SITES	SMCRA	0	0	0.5000
URANIUM MILL TAILINGS RADIATION CONTROL ACT SITES	USUMTRCA	0	0	0.5000
DEPARTMENT OF DEFENSE SITES	DOD	0	0	1.0000
FORMER MILITARY NIKE MISSILE SITES	NMS	0	0	1.0000
FORMERLY USED DEFENSE SITES	FUDS	0	0	1.0000
FORMERLY UTILIZED SITES REMEDIAL ACTION PROGRAM	FUSRAP	0	0	1.0000
RECORD OF DECISION SYSTEM	RODS	0	0	1.0000
SUB-TOTAL		0	0	

Database Summary

STATE (CA) LISTING

Standard Environmental Records

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
DTSC DEED RESTRICTIONS	DTSCDR	0	0	TP/AP
ABOVE GROUND STORAGE TANKS	ABST	0	0	0.2500
ABOVEGROUND STORAGE TANKS PRIOR TO JANUARY 2008	AST2007	0	0	0.2500
HISTORICAL UNDERGROUND STORAGE TANKS	HISTUST	0	0	0.2500
STATEWIDE ENVIRONMENTAL EVALUATION AND PLANNING SYSTEM	SWEEPS	0	0	0.2500
UNDERGROUND STORAGE TANKS	USTCUPA	0	0	0.2500
BROWNFIELD SITES	BF	0	0	0.5000
CALSITES DATABASE	CALSITES	0	0	0.5000
GEOTRACKER CLEANUP SITES	CLEANUPSITES	0	0	0.5000
LEAKING UNDERGROUND STORAGE TANKS	LUST	0	0	0.5000
SOLID WASTE INFORMATION SYSTEM SITES	SWIS	0	0	0.5000
VOLUNTARY CLEANUP PROGRAM	VCP	0	0	0.5000
ENVIROSTOR CLEANUP SITES	ENVIROSTOR	0	0	1.0000
ENVIROSTOR PERMITTED AND CORRECTIVE ACTION SITES	ENVIROSTORPCA	0	0	1.0000
SUB-TOTAL		0	0	

Additional Environmental Records

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
CALIFORNIA HAZARDOUS MATERIAL INCIDENT REPORT SYSTEM	CHMIRS	0	0	TP/AP
CLANDESTINE DRUG LABS	CDL	0	0	TP/AP
EMISSIONS INVENTORY DATA	EMI	0	0	TP/AP
HAZARDOUS WASTE TANNER SUMMARY	HWTS	0	0	TP/AP
LAND DISPOSAL SITES	LDS	0	0	TP/AP
MILITARY CLEANUP SITES	MCS	0	0	TP/AP
NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM FACILITIES	NPDES	0	0	TP/AP
RECORDED ENVIRONMENTAL CLEANUP LIENS	LIENS	0	0	TP/AP
CALIFORNIA MEDICAL WASTE MANAGEMENT PROGRAM FACILITY LIST	MWMP	0	0	0.2500
DTSC REGISTERED HAZARDOUS WASTE TRANSPORTERS	DTSCHWT	0	0	0.2500
DRY CLEANER FACILITIES	CLEANER	0	0	0.2500
MINES LISTING	MINES	0	0	0.2500

Database Summary

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
SPILLS, LEAKS, INVESTIGATION & CLEANUP RECOVERY LISTING	SLIC	0	0	0.2500
CORTESE LIST	CORTESE	0	0	0.5000
EXPEDITED REMOVAL ACTION PROGRAM SITES	ERAP	0	0	0.5000
HISTORICAL CORTESE LIST	HISTCORTESE	0	0	0.5000
LISTING OF CERTIFIED DROPOFF, COLLECTION, AND COMMUNITY SERVICE PROGRAMS	DROP	0	0	0.5000
LISTING OF CERTIFIED PROCESSORS	PROC	0	0	0.5000
NO FURTHER ACTION DETERMINATION	NFA	0	0	0.5000
RECYCLING CENTERS	SWRCY	0	0	0.5000
REFERRED TO ANOTHER LOCAL OR STATE AGENCY	REF	0	0	0.5000
SITES NEEDING FURTHER EVALUATION	NFE	0	0	0.5000
WASTE MANAGEMENT UNIT DATABASE	WMUDS	0	0	0.5000
TOXIC PITS CLEANUP ACT SITES	TOXPITS	0	0	1.0000
SUB-TOTAL		0	0	

Database Summary

TRIBAL LISTING

Standard Environmental Records

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
UNDERGROUND STORAGE TANKS ON TRIBAL LANDS	LUSTR09	0	0	0.2500
ILLEGAL DUMP SITES ON THE TORRES MARTINEZ RESERVATION	TORRESDUMPSITES	0	0	0.5000
LEAKING UNDERGROUND STORAGE TANKS ON TRIBAL LANDS	LUSTR09	0	0	0.5000
OPEN DUMP INVENTORY ON TRIBAL LANDS	ODINDIAN	0	0	0.5000

SUB-TOTAL		0	0	
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Additional Environmental Records

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
INDIAN RESERVATIONS	INDIANRES	0	0	1.0000

SUB-TOTAL		0	0	
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TOTAL		0	0	
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Database Radius Summary

FEDERAL LISTING

Standard environmental records are displayed in **bold**.

Acronym	Search Radius (miles)	TP/AP (0 - 0.02)	1/8 Mile (> TP/AP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
AIRSAFS	0.0200	0	NS	NS	NS	NS	NS	0
BRS	0.0200	0	NS	NS	NS	NS	NS	0
CDL	0.0200	0	NS	NS	NS	NS	NS	0
DOCKETS	0.0200	0	NS	NS	NS	NS	NS	0
EC	0.0200	0	NS	NS	NS	NS	NS	0
ECHOR09	0.0200	0	NS	NS	NS	NS	NS	0
ERNSCA	0.0200	0	NS	NS	NS	NS	NS	0
FRSCA	0.0200	0	NS	NS	NS	NS	NS	0
HMIRSR09	0.0200	0	NS	NS	NS	NS	NS	0
ICIS	0.0200	0	NS	NS	NS	NS	NS	0
ICISNPDES	0.0200	0	NS	NS	NS	NS	NS	0
LUCIS	0.0200	0	NS	NS	NS	NS	NS	0
MLTS	0.0200	0	NS	NS	NS	NS	NS	0
NPDESR09	0.0200	0	NS	NS	NS	NS	NS	0
PADS	0.0200	0	NS	NS	NS	NS	NS	0
PCSR09	0.0200	0	NS	NS	NS	NS	NS	0
RCRASC	0.0200	0	NS	NS	NS	NS	NS	0
SEMSLIENS	0.0200	0	NS	NS	NS	NS	NS	0
SFLIENS	0.0200	0	NS	NS	NS	NS	NS	0
SSTS	0.0200	0	NS	NS	NS	NS	NS	0
TRI	0.0200	0	NS	NS	NS	NS	NS	0
TSCA	0.0200	0	NS	NS	NS	NS	NS	0
RCRAGR09	0.1250	0	0	NS	NS	NS	NS	0
RCRANGR09	0.1250	0	0	NS	NS	NS	NS	0
ALTFUELS	0.2500	0	0	0	NS	NS	NS	0
FEMAUST	0.2500	0	0	0	NS	NS	NS	0
HISTPST	0.2500	0	0	0	NS	NS	NS	0
ICISCLEANERS	0.2500	0	0	0	NS	NS	NS	0
MRDS	0.2500	0	0	0	NS	NS	NS	0
MSHA	0.2500	0	0	0	NS	NS	NS	0
BF	0.5000	0	0	0	0	NS	NS	0
DNPL	0.5000	0	0	0	0	NS	NS	0
NLRRCRAT	0.5000	0	0	0	0	NS	NS	0
ODI	0.5000	0	0	0	0	NS	NS	0
RCRAT	0.5000	0	0	0	0	NS	NS	0

Database Radius Summary

Acronym	Search Radius (miles)	TP/AP (0 - 0.02)	1/8 Mile (> TP/AP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
SEMS	0.5000	0	0	0	0	NS	NS	0
SEMSARCH	0.5000	0	0	0	0	NS	NS	0
SMCRA	0.5000	0	0	0	0	NS	NS	0
USUMTRCA	0.5000	0	0	0	0	NS	NS	0
DOD	1.0000	0	0	0	0	0	NS	0
FUDS	1.0000	0	0	0	0	0	NS	0
FUSRAP	1.0000	0	0	0	0	0	NS	0
NLRRCRAC	1.0000	0	0	0	0	0	NS	0
NMS	1.0000	0	0	0	0	0	NS	0
NPL	1.0000	0	0	0	0	0	NS	0
PNPL	1.0000	0	0	0	0	0	NS	0
RCRAC	1.0000	0	0	0	0	0	NS	0
RCRASUBC	1.0000	0	0	0	0	0	NS	0
RODS	1.0000	0	0	0	0	0	NS	0
SUB-TOTAL		0	0	0	0	0	0	0

Database Radius Summary

STATE (CA) LISTING

Standard environmental records are displayed in **bold**.

Acronym	Search Radius (miles)	TP/AP (0 - 0.02)	1/8 Mile (> TP/AP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
CDL	0.0200	0	NS	NS	NS	NS	NS	0
CHMIRS	0.0200	0	NS	NS	NS	NS	NS	0
DTSCDR	0.0200	0	NS	NS	NS	NS	NS	0
EMI	0.0200	0	NS	NS	NS	NS	NS	0
HWTS	0.0200	0	NS	NS	NS	NS	NS	0
LDS	0.0200	0	NS	NS	NS	NS	NS	0
LIENS	0.0200	0	NS	NS	NS	NS	NS	0
MCS	0.0200	0	NS	NS	NS	NS	NS	0
NPDES	0.0200	0	NS	NS	NS	NS	NS	0
ABST	0.2500	0	0	0	NS	NS	NS	0
AST2007	0.2500	0	0	0	NS	NS	NS	0
CLEANER	0.2500	0	0	0	NS	NS	NS	0
DTSCHWT	0.2500	0	0	0	NS	NS	NS	0
HISTUST	0.2500	0	0	0	NS	NS	NS	0
MINES	0.2500	0	0	0	NS	NS	NS	0
MWMP	0.2500	0	0	0	NS	NS	NS	0
SLIC	0.2500	0	0	0	NS	NS	NS	0
SWEEPS	0.2500	0	0	0	NS	NS	NS	0
USTCUPA	0.2500	0	0	0	NS	NS	NS	0
BF	0.5000	0	0	0	0	NS	NS	0
CALSITES	0.5000	0	0	0	0	NS	NS	0
CLEANUPSITES	0.5000	0	0	0	0	NS	NS	0
CORTESE	0.5000	0	0	0	0	NS	NS	0
DROP	0.5000	0	0	0	0	NS	NS	0
ERAP	0.5000	0	0	0	0	NS	NS	0
HISTCORTESE	0.5000	0	0	0	0	NS	NS	0
LUST	0.5000	0	0	0	0	NS	NS	0
NFA	0.5000	0	0	0	0	NS	NS	0
NFE	0.5000	0	0	0	0	NS	NS	0
PROC	0.5000	0	0	0	0	NS	NS	0
REF	0.5000	0	0	0	0	NS	NS	0
SWIS	0.5000	0	0	0	0	NS	NS	0
SWRCY	0.5000	0	0	0	0	NS	NS	0
VGP	0.5000	0	0	0	0	NS	NS	0
WMUDS	0.5000	0	0	0	0	NS	NS	0

Database Radius Summary

Acronym	Search Radius (miles)	TP/AP (0 - 0.02)	1/8 Mile (> TP/AP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
ENVIROSTOR	1.0000	0	0	0	0	0	NS	0
ENVIROSTORPCA	1.0000	0	0	0	0	0	NS	0
TOXPITS	1.0000	0	0	0	0	0	NS	0
SUB-TOTAL								
		0	0	0	0	0	0	0

Database Radius Summary

TRIBAL LISTING

Standard environmental records are displayed in **bold**.

Acronym	Search Radius (miles)	TP/AP (0 - 0.02)	1/8 Mile (> TP/AP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
USTR09	0.2500	0	0	0	NS	NS	NS	0
LUSTR09	0.5000	0	0	0	0	NS	NS	0
ODINDIAN	0.5000	0	0	0	0	NS	NS	0
TORRESDUMPSITES	0.5000	0	0	0	0	NS	NS	0
INDIANRES	1.0000	0	0	0	0	0	NS	0
SUB-TOTAL		0	0	0	0	0	0	0

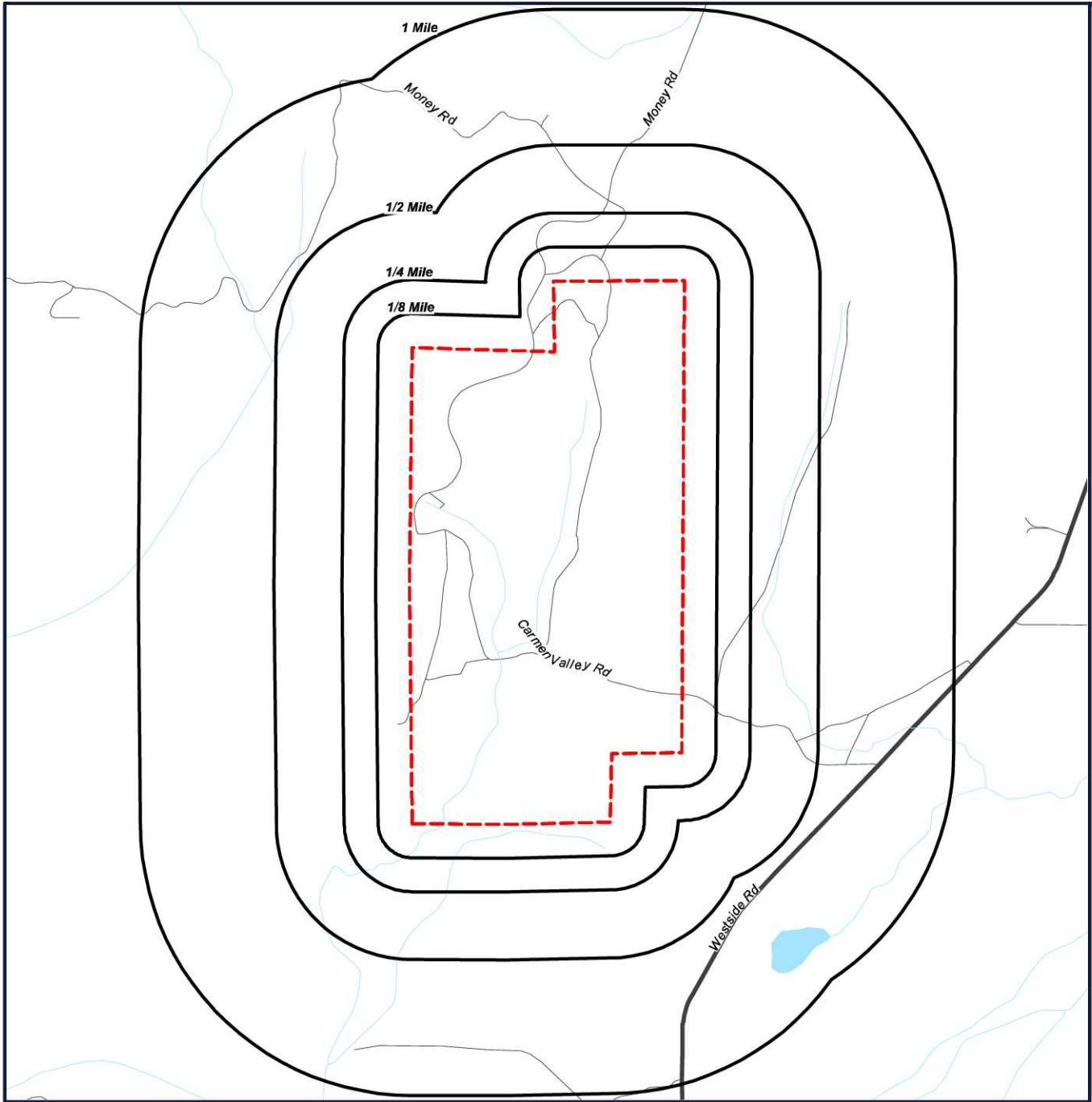
TOTAL		0	0	0	0	0	0	0
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NOTES:

NS = NOT SEARCHED

TP/AP = TARGET PROPERTY/ADJACENT PROPERTY

Radius Map 1



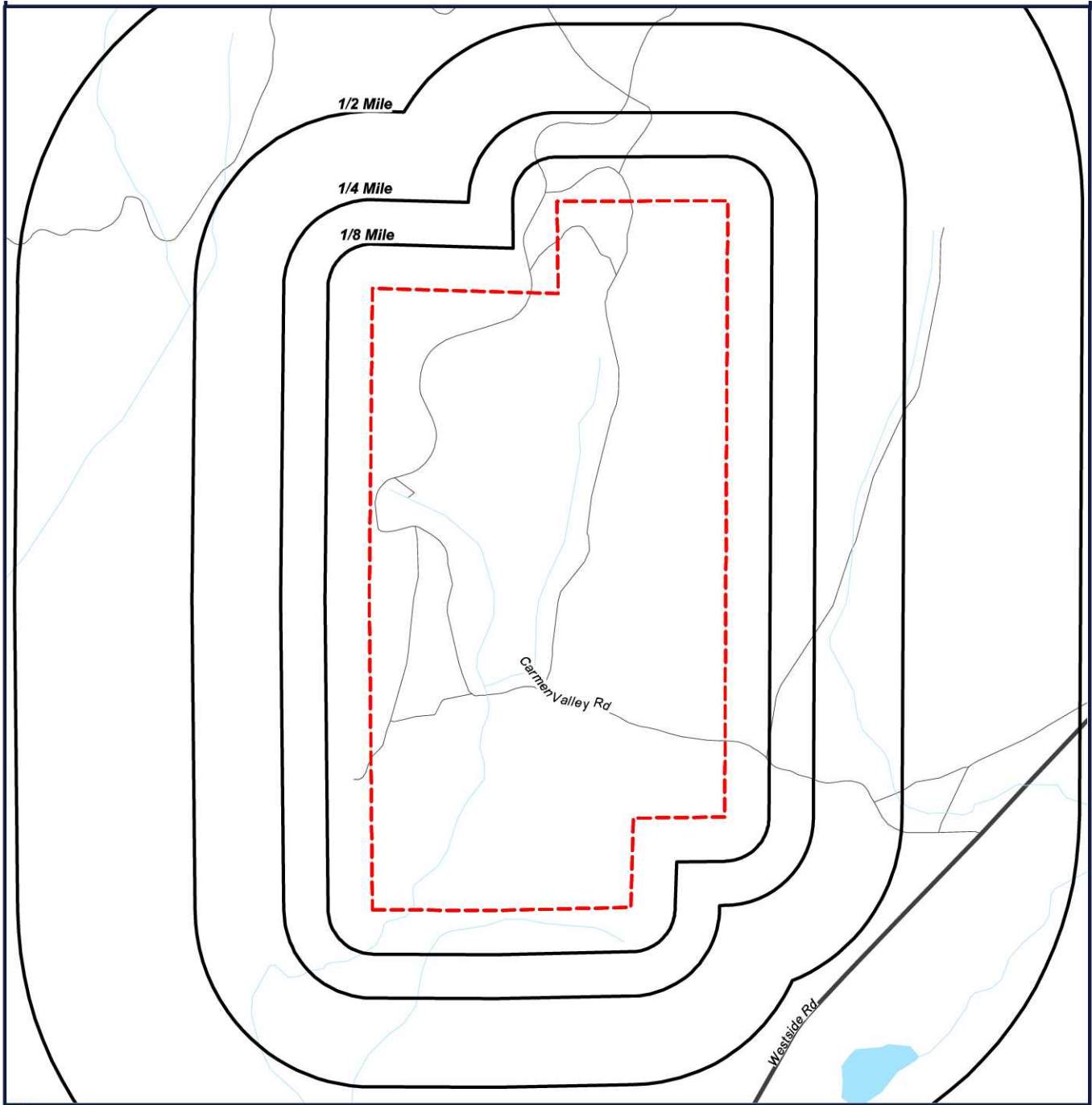
 Target Property (TP)

Carmen Valley Ranch
9900 Carmen Valley Trail
Beckwourth, California
96122



[Click here to access Satellite view](#)

Radius Map 2



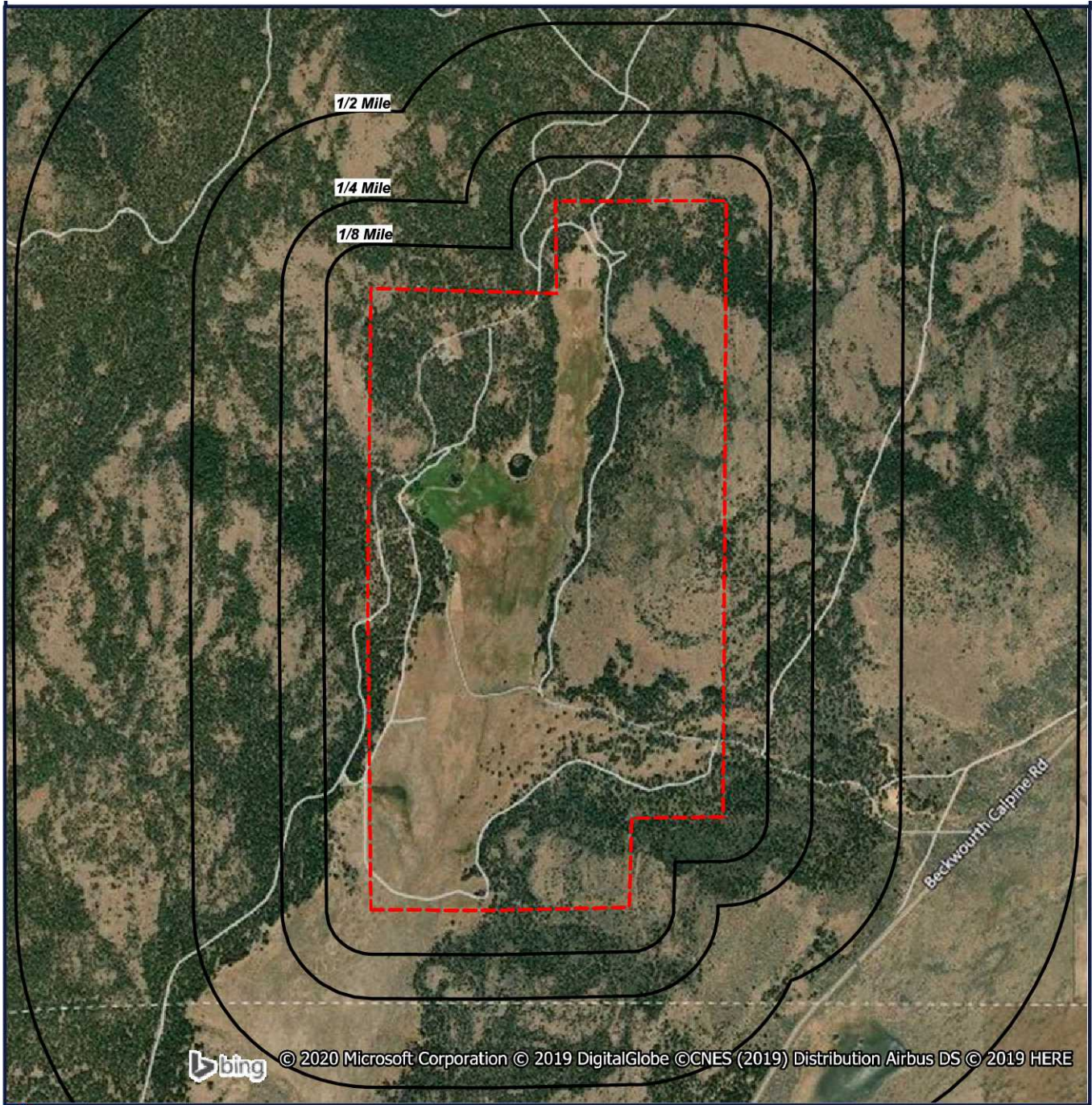
 Target Property (TP)

Carmen Valley Ranch
9900 Carmen Valley Trail
Beckwourth, California
96122



[Click here to access Satellite view](#)

Ortho Map



 Target Property (TP)

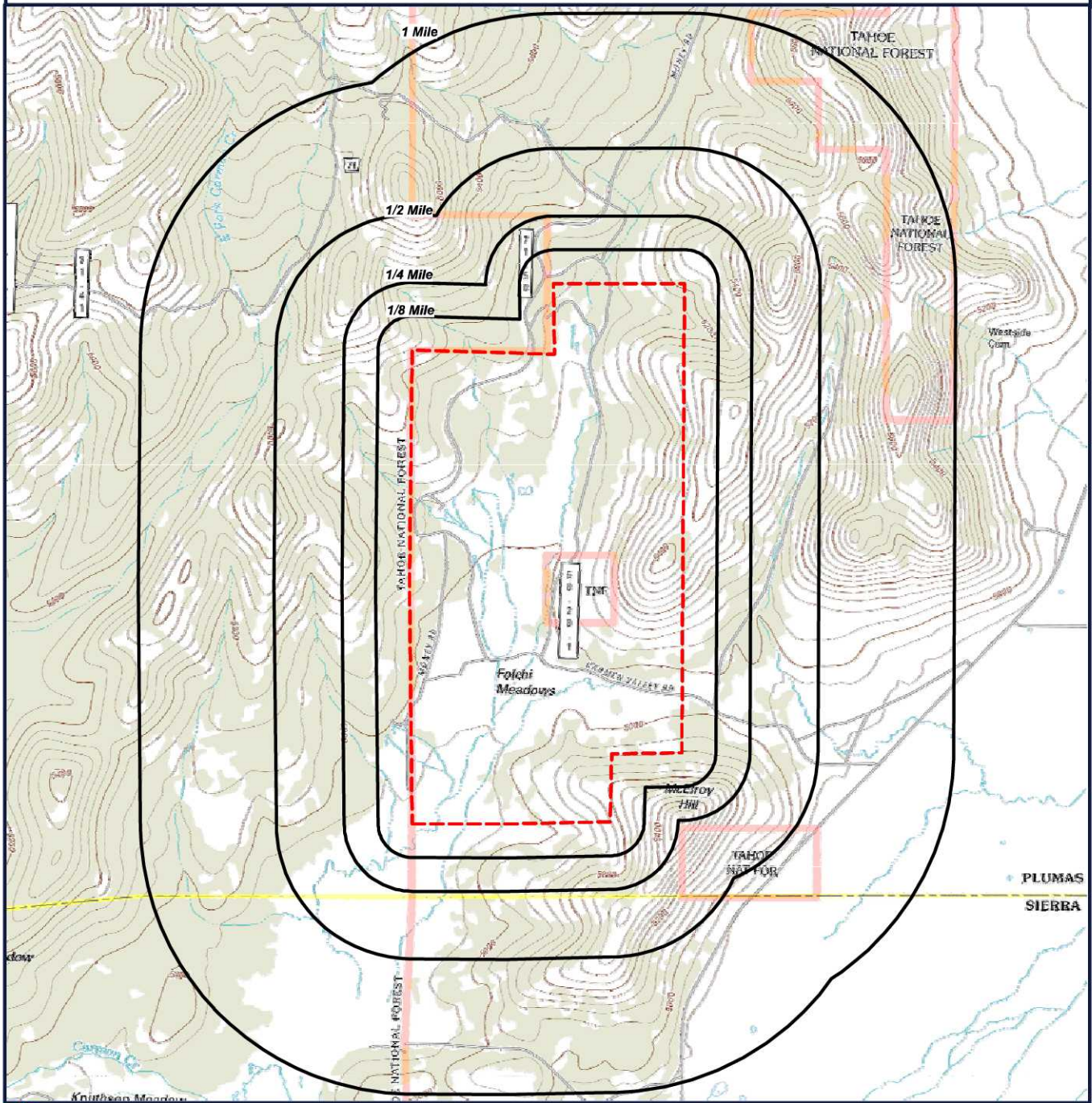
**Quadrangle(s): Calpine
Carmen Valley Ranch
9900 Carmen Valley Trail
Beckwourth, California
96122**



0' 1150' 2300' 3450'
SCALE: 1" = 2300'

[Click here to access Satellite view](#)

Topographic Map



 Target Property (TP)

Quadrangle(s): Calpine
Source: USGS,
03/27/2012
Carmen Valley Ranch
9900 Carmen Valley
Trail
Beckwourth, California
96122



[Click here to access Satellite view](#)

Located Sites Summary

No Records Found.

Elevation Summary

Elevations are collected from the USGS 3D Elevation Program 1/3 arc-second (approximately 10 meters) layer hosted at the NGTOC. .

Target Property Elevation: 4991 ft.

*NOTE: Standard environmental records are displayed in **bold**.*

No Records Found.

Unlocated Sites Summary

This list contains sites that could not be mapped due to limited or incomplete address information.

No Records Found

Environmental Records Definitions - FEDERAL

AIRSAFS Aerometric Information Retrieval System / Air Facility Subsystem

VERSION DATE: 10/20/14

The United States Environmental Protection Agency (EPA) modified the Aerometric Information Retrieval System (AIRS) to a database that exclusively tracks the compliance of stationary sources of air pollution with EPA regulations: the Air Facility Subsystem (AFS). Since this change in 2001, the management of the AIRS/AFS database was assigned to EPA's Office of Enforcement and Compliance Assurance.

BRS Biennial Reporting System

VERSION DATE: 12/31/15

The United States Environmental Protection Agency (EPA), in cooperation with the States, biennially collects information regarding the generation, management, and final disposition of hazardous wastes regulated under the Resource Conservation and Recovery Act of 1976 (RCRA), as amended. The Biennial Report captures detailed data on the generation of hazardous waste from large quantity generators and data on waste management practices from treatment, storage and disposal facilities. Currently, the EPA states that data collected between 1991 and 1997 was originally a part of the defunct Biennial Reporting System and is now incorporated into the RCRAInfo data system.

CDL Clandestine Drug Laboratory Locations

VERSION DATE: 05/06/19

The U.S. Department of Justice ("the Department") provides this information as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments. The Department does not establish, implement, enforce, or certify compliance with clean-up or remediation standards for contaminated sites; the public should contact a state or local health department or environmental protection agency for that information.

DOCKETS EPA Docket Data

VERSION DATE: 12/22/05

The United States Environmental Protection Agency Docket data lists Civil Case Defendants, filing dates as far back as 1971, laws broken including section, violations that occurred, pollutants involved, penalties assessed and superfund awards by facility and location. Please refer to ICIS database as source of current data.

EC Federal Engineering Institutional Control Sites

VERSION DATE: 12/19/19

This database includes site locations where Engineering and/or Institutional Controls have been identified as part

Environmental Records Definitions - FEDERAL

of a selected remedy for the site as defined by United States Environmental Protection Agency official remedy decision documents. The data displays remedy component information for Superfund decision documents issued in fiscal years 1982-2017, and it includes final and deleted NPL sites as well as sites with a Superfund Alternative Approach (SAA) agreement in place. The only sites included that are not on the NPL, proposed for NPL, or removed from proposed NPL, are those with an SAA Agreement in place. A site listing does not indicate that the institutional and engineering controls are currently in place nor will be in place once the remedy is complete; it only indicates that the decision to include either of them in the remedy is documented as of the completed date of the document. Institutional controls are actions, such as legal controls, that help minimize the potential for human exposure to contamination by ensuring appropriate land or resource use. Engineering controls include caps, barriers, or other device engineering to prevent access, exposure, or continued migration of contamination.

ECHOR09 Enforcement and Compliance History Information

VERSION DATE: 10/27/19

The U.S. Environmental Protection Agency's Enforcement and Compliance History Online (ECHO) database, provides compliance and enforcement information for facilities nationwide. This database includes facilities regulated as Clean Air Act stationary sources, Clean Water Act direct dischargers, Resource Conservation and Recovery Act hazardous waste handlers, Safe Drinking Water Act public water systems along with other data, such as Toxics Release Inventory releases.

ERNSCA Emergency Response Notification System

VERSION DATE: 10/06/19

This National Response Center database contains data on reported releases of oil, chemical, radiological, biological, and/or etiological discharges into the environment anywhere in the United States and its territories. The data comes from spill reports made to the U.S. Environmental Protection Agency, U.S. Coast Guard, the National Response Center and/or the U.S. Department of Transportation.

FRSCA Facility Registry System

VERSION DATE: 10/09/19

The United States Environmental Protection Agency's Office of Environmental Information (OEI) developed the Facility Registry System (FRS) as the centrally managed database that identifies facilities, sites or places subject to environmental regulations or of environmental interest. The Facility Registry System replaced the Facility Index System or FINDS database.

HMIRSR09 Hazardous Materials Incident Reporting System

VERSION DATE: 11/20/19

The HMIRS database contains unintentional hazardous materials release information reported to the U.S. Department of Transportation located in EPA Region 9. This region includes the following states: Arizona, California, Hawaii, Nevada, and the territories of Guam and American Samoa.

Environmental Records Definitions - FEDERAL

ICIS Integrated Compliance Information System (formerly DOCKETS)

VERSION DATE: 09/21/19

ICIS is a case activity tracking and management system for civil, judicial, and administrative federal Environmental Protection Agency enforcement cases. ICIS contains information on federal administrative and federal judicial cases under the following environmental statutes: the Clean Air Act, the Clean Water Act, the Resource Conservation and Recovery Act, the Emergency Planning and Community Right-to-Know Act - Section 313, the Toxic Substances Control Act, the Federal Insecticide, Fungicide, and Rodenticide Act, the Comprehensive Environmental Response, Compensation, and Liability Act, the Safe Drinking Water Act, and the Marine Protection, Research, and Sanctuaries Act.

ICISNPDES Integrated Compliance Information System National Pollutant Discharge Elimination System

VERSION DATE: 07/09/17

Authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. This database is provided by the U.S. Environmental Protection Agency.

LUCIS Land Use Control Information System

VERSION DATE: 09/01/06

The LUCIS database is maintained by the U.S. Department of the Navy and contains information for former Base Realignment and Closure (BRAC) properties across the United States.

MLTS Material Licensing Tracking System

VERSION DATE: 06/29/17

MLTS is a list of approximately 8,100 sites which have or use radioactive materials subject to the United States Nuclear Regulatory Commission (NRC) licensing requirements. Disclaimer: Due to agency regulations and policies, this database contains applicant/licensee location information which may or may not be related to the physical location per MLTS site.

NPDES09 National Pollutant Discharge Elimination System

VERSION DATE: 04/01/07

Authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. The NPDES database was collected from the U.S. Environmental Protection Agency (EPA) from December 2002 through April 2007. Refer to the PCS and/or ICIS-NPDES database as source of current data. This database includes permitted facilities located in EPA Region 9. This region includes the following states: Arizona, California, Hawaii, Nevada, and the territories of Guam and American Samoa.

Environmental Records Definitions - FEDERAL

PADS PCB Activity Database System

VERSION DATE: 09/14/18

PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of Polychlorinated Biphenyls (PCB) who are required to notify the U.S. Environmental Protection Agency of such activities.

PCSR09 Permit Compliance System

VERSION DATE: 08/01/12

The Permit Compliance System is used in tracking enforcement status and permit compliance of facilities controlled by the National Pollutant Discharge Elimination System (NPDES) under the Clean Water Act and is maintained by the United States Environmental Protection Agency's Office of Compliance. PCS is designed to support the NPDES program at the state, regional, and national levels. This database includes permitted facilities located in EPA Region 9. This region includes the following states: Arizona, California, Hawaii, Nevada, and the territories of Guam and American Samoa. PCS has been modernized, and no longer exists. National Pollutant Discharge Elimination System (ICIS-NPDES) data can now be found in Integrated Compliance Information System (ICIS).

RCRASC RCRA Sites with Controls

VERSION DATE: 11/22/19

The Resource Conservation and Recovery Act (RCRA) gives the U.S. Environmental Protection Agency (EPA) the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities with institutional controls in place.

SEMSLIENS SEMS Lien on Property

VERSION DATE: 08/13/18

The U.S. Environmental Protection Agency's (EPA) Office of Solid Waste and Emergency Response, Office of Superfund Remediation and Technology Innovation (OSRTI), has implemented The Superfund Enterprise Management System (SEMS), formerly known as CERCLIS (Comprehensive Environmental Response, Compensation and Liability Information System) to track and report on clean-up and enforcement activities taking place at Superfund sites. SEMS represents a joint development and ongoing collaboration between Superfund's Remedial, Removal, Federal Facilities, Enforcement and Emergency Response programs. This is a listing of SEMS sites with a lien on the property.

SFLIENS CERCLIS Liens

VERSION DATE: 06/08/12

Environmental Records Definitions - FEDERAL

A Federal CERCLA ("Superfund") lien can exist by operation of law at any site or property at which United States Environmental Protection Agency has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties. This database contains those CERCLIS sites where the Lien on Property action is complete. Please refer to the SEMSLIENS database as source of current data.

SSTS Section Seven Tracking System

VERSION DATE: 02/01/17

The United States Environmental Protection Agency tracks information on pesticide establishments through the Section Seven Tracking System (SSTS). SSTS records the registration of new establishments and records pesticide production at each establishment. The Federal Insecticide, Fungicide and Rodenticide Act (FIFRA) requires that production of pesticides or devices be conducted in a registered pesticide-producing or device-producing establishment. ("Production" includes formulation, packaging, repackaging, and relabeling.)

TRI Toxics Release Inventory

VERSION DATE: 12/31/17

The Toxics Release Inventory, provided by the United States Environmental Protection Agency, includes data on toxic chemical releases and waste management activities from certain industries as well as federal and tribal facilities. This inventory contains information about the types and amounts of toxic chemicals that are released each year to the air, water, and land as well as information on the quantities of toxic chemicals sent to other facilities for further waste management.

TSCA Toxic Substance Control Act Inventory

VERSION DATE: 12/31/12

The Toxic Substances Control Act (TSCA) was enacted in 1976 to ensure that chemicals manufactured, imported, processed, or distributed in commerce, or used or disposed of in the United States do not pose any unreasonable risks to human health or the environment. TSCA section 8(b) provides the United States Environmental Protection Agency authority to "compile, keep current, and publish a list of each chemical substance that is manufactured or processed in the United States." This TSCA Chemical Substance Inventory contains non-confidential information on the production amount of toxic chemicals from each manufacturer and importer site.

RCRAGR09 Resource Conservation & Recovery Act - Generator

VERSION DATE: 12/30/19

The Resource Conservation and Recovery Act (RCRA) gives the U.S. Environmental Protection Agency (EPA) the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers

Environmental Records Definitions - FEDERAL

to facilities currently generating hazardous waste. EPA Region 9 includes the following states: Arizona, California, Hawaii, Nevada, and the territories of Guam and American Samoa.

RCRANGR09

Resource Conservation & Recovery Act - Non-Generator

VERSION DATE: 12/30/19

The Resource Conservation and Recovery Act (RCRA) gives the U.S. Environmental Protection Agency (EPA) the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities classified as non-generators. Non-Generators do not presently generate hazardous waste. EPA Region 9 includes the following states: Arizona, California, Hawaii, Nevada, and the territories of Guam and American Samoa.

ALTFUELS

Alternative Fueling Stations

VERSION DATE: 09/24/19

Nationwide list of alternative fueling stations made available by the U.S. Department of Energy's Office of Energy Efficiency & Renewable Energy. Includes Bio-diesel stations, Ethanol (E85) stations, Liquefied Petroleum Gas (Propane) stations, Ethanol (E85) stations, Natural Gas stations, Hydrogen stations, and Electric Vehicle Supply Equipment (EVSE).

FEMAUST

FEMA Owned Storage Tanks

VERSION DATE: 12/01/16

This is a listing of FEMA owned underground and aboveground storage tank sites. For security reasons, address information is not released to the public according to the U.S. Department of Homeland Security.

HISTPST

Historical Gas Stations

VERSION DATE: NR

This historic directory of service stations is provided by the Cities Service Company. The directory includes Cities Service filling stations that were located throughout the United States in 1930.

ICISCLEANERS

Integrated Compliance Information System Drycleaners

VERSION DATE: 09/21/19

This is a listing of drycleaner facilities from the Integrated Compliance Information System (ICIS). The U.S. Environmental Protection Agency (EPA) tracks facilities that possess NAIC and SIC codes that classify businesses as drycleaner establishments. The following Primary SIC Codes are included in this data: 7211, 7212, 7213, 7215, 7216, 7217, 7218, and/or 7219; the following Primary NAICS Codes are included in this data:

Environmental Records Definitions - FEDERAL

812320, 812331, and/or 812332.

MRDS Mineral Resource Data System

VERSION DATE: 03/15/16

MRDS (Mineral Resource Data System) is a collection of reports describing metallic and nonmetallic mineral resources throughout the world. Included are deposit name, location, commodity, deposit description, geologic characteristics, production, reserves, resources, and references. This database contains the records previously provided in the Mineral Resource Data System (MRDS) of USGS and the Mineral Availability System/Mineral Industry Locator System (MAS/MILS) originated in the U.S. Bureau of Mines, which is now part of USGS.

MSHA Mine Safety and Health Administration Master Index File

VERSION DATE: 09/20/19

The Mine dataset lists all Coal and Metal/Non-Metal mines under MSHA's jurisdiction since 1/1/1970. It includes such information as the current status of each mine (Active, Abandoned, NonProducing, etc.), the current owner and operating company, commodity codes and physical attributes of the mine. Mine ID is the unique key for this data. This information is provided by the United States Department of Labor - Mine Safety and Health Administration (MSHA).

BF Brownfields Management System

VERSION DATE: 10/15/19

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. The United States Environmental Protection Agency maintains this database to track activities in the various brown field grant programs including grantee assessment, site cleanup and site redevelopment. This database included tribal brownfield sites.

DNPL Delisted National Priorities List

VERSION DATE: 10/18/19

This database includes sites from the United States Environmental Protection Agency's Final National Priorities List (NPL) where remedies have proven to be satisfactory or sites where the original analyses were inaccurate, and the site is no longer appropriate for inclusion on the NPL, and final publication in the Federal Register has occurred.

NLRRCRAT No Longer Regulated RCRA Non-CORRACTS TSD Facilities

VERSION DATE: 12/30/19

This database includes RCRA Non-Corrective Action TSD facilities that are no longer regulated by the United

Environmental Records Definitions - FEDERAL

States Environmental Protection Agency or do not meet other RCRA reporting requirements. This listing includes facilities that formerly treated, stored or disposed of hazardous waste.

ODI Open Dump Inventory

VERSION DATE: 06/01/85

The open dump inventory was published by the United States Environmental Protection Agency. An "open dump" is defined as a facility or site where solid waste is disposed of which is not a sanitary landfill which meets the criteria promulgated under section 4004 of the Solid Waste Disposal Act (42 U.S.C. 6944) and which is not a facility for disposal of hazardous waste. This inventory has not been updated since June 1985.

RCRAT Resource Conservation & Recovery Act - Non-CORRACTS Treatment, Storage & Disposal Facilities

VERSION DATE: 12/30/19

The Resource Conservation and Recovery Act (RCRA) gives the U.S. Environmental Protection Agency (EPA) the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities recognized as hazardous waste treatment, storage, and disposal sites (TSD).

SEMS Superfund Enterprise Management System

VERSION DATE: 10/21/19

The U.S. Environmental Protection Agency's (EPA) Office of Solid Waste and Emergency Response, Office of Superfund Remediation and Technology Innovation (OSRTI), has implemented The Superfund Enterprise Management System (SEMS), formerly known as CERCLIS (Comprehensive Environmental Response, Compensation and Liability Information System) to track and report on clean-up and enforcement activities taking place at Superfund sites. SEMS represents a joint development and ongoing collaboration between Superfund's Remedial, Removal, Federal Facilities, Enforcement and Emergency Response programs.

SEMSARCH Superfund Enterprise Management System Archived Site Inventory

VERSION DATE: 10/22/19

The U.S. Environmental Protection Agency's (EPA) Superfund Enterprise Management System Archived Site Inventory (List 8R Archived) replaced the CERCLIS NFRAP reporting system in 2015. This listing reflects sites at which the EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program.

SMCRA Surface Mining Control and Reclamation Act Sites

VERSION DATE: 11/26/19

Environmental Records Definitions - FEDERAL

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by the Office of Surface Mining Reclamation and Enforcement (OSMRE) to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

USUMTRCA Uranium Mill Tailings Radiation Control Act Sites

VERSION DATE: 03/04/17

The Legacy Management Office of the Department of Energy (DOE) manages radioactive and chemical waste, environmental contamination, and hazardous material at over 100 sites across the U.S. The L.M. Office manages this database of sites registered under the Uranium Mill Tailings Control Act (UMTRCA).

DOD Department of Defense Sites

VERSION DATE: 12/01/14

This information originates from the National Atlas of the United States Federal Lands data, which includes lands owned or administered by the Federal government. Army DOD, Army Corps of Engineers DOD, Air Force DOD, Navy DOD and Marine DOD areas of 640 acres or more are included.

FUDS Formerly Used Defense Sites

VERSION DATE: 06/01/15

The Formerly Used Defense Sites (FUDS) inventory includes properties previously owned by or leased to the United States and under Secretary of Defense Jurisdiction, as well as Munitions Response Areas (MRAs). The remediation of these properties is the responsibility of the Department of Defense. This data is provided by the U.S. Army Corps of Engineers (USACE), the boundaries/polygon data are based on preliminary findings and not all properties currently have polygon data available. **DISCLAIMER:** This data represents the results of data collection/processing for a specific USACE activity and is in no way to be considered comprehensive or to be used in any legal or official capacity as presented on this site. While the USACE has made a reasonable effort to insure the accuracy of the maps and associated data, it should be explicitly noted that USACE makes no warranty, representation or guaranty, either expressed or implied, as to the content, sequence, accuracy, timeliness or completeness of any of the data provided herein. For additional information on Formerly Used Defense Sites please contact the USACE Public Affairs Office at (202) 528-4285.

FUSRAP Formerly Utilized Sites Remedial Action Program

VERSION DATE: 03/04/17

The U.S. Department of Energy (DOE) established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from the Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations. The DOE Office of Legacy Management (LM) established long-term surveillance and maintenance (LTS&M) requirements for remediated FUSRAP sites. DOE

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evaluates the final site conditions of a remediated site on the basis of risk for different future uses. DOE then confirms that LTS&M requirements will maintain protectiveness.

NLRRCRAC No Longer Regulated RCRA Corrective Action Facilities

VERSION DATE: 12/30/19

This database includes RCRA Corrective Action facilities that are no longer regulated by the United States Environmental Protection Agency or do not meet other RCRA reporting requirements.

NMS Former Military Nike Missile Sites

VERSION DATE: 12/01/84

This information was taken from report DRXTH-AS-IA-83A016 (Historical Overview of the Nike Missile System, 12/1984) which was performed by Environmental Science and Engineering, Inc. for the U.S. Army Toxic and Hazardous Materials Agency Assessment Division. The Nike system was deployed between 1954 and the mid-1970's. Among the substances used or stored on Nike sites were liquid missile fuel (JP-4); starter fluids (UDKH, aniline, and furfuryl alcohol); oxidizer (IRFNA); hydrocarbons (motor oil, hydraulic fluid, diesel fuel, gasoline, heating oil); solvents (carbon tetrachloride, trichloroethylene, trichloroethane, stoddard solvent); and battery electrolyte. The quantities of material a disposed of and procedures for disposal are not documented in published reports. Virtually all information concerning the potential for contamination at Nike sites is confined to personnel who were assigned to Nike sites. During deactivation most hardware was shipped to depot-level supply points. There were reportedly instances where excess materials were disposed of on or near the site itself at closure. There was reportedly no routine site decontamination.

NPL National Priorities List

VERSION DATE: 10/18/19

This database includes United States Environmental Protection Agency (EPA) National Priorities List sites that fall under the EPA's Superfund program, established to fund the cleanup of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action.

PNPL Proposed National Priorities List

VERSION DATE: 10/18/19

This database contains sites proposed to be included on the National Priorities List (NPL) in the Federal Register. The United States Environmental Protection Agency investigates these sites to determine if they may present long-term threats to public health or the environment.

RCRAC Resource Conservation & Recovery Act - Corrective Action Facilities

VERSION DATE: 12/30/19

The Resource Conservation and Recovery Act (RCRA) gives the U.S. Environmental Protection Agency (EPA)

Environmental Records Definitions - FEDERAL

the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities with corrective action activity.

RCRASUBC

Resource Conservation & Recovery Act - Subject to Corrective Action Facilities

VERSION DATE: 12/30/19

The Resource Conservation and Recovery Act (RCRA) gives the U.S. Environmental Protection Agency (EPA) the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities subject to corrective actions.

RODS

Record of Decision System

VERSION DATE: 10/18/19

These decision documents maintained by the United States Environmental Protection Agency describe the chosen remedy for NPL (Superfund) site remediation. They also include site history, site description, site characteristics, community participation, enforcement activities, past and present activities, contaminated media, the contaminants present, and scope and role of response action.

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CDL Clandestine Drug Labs

VERSION DATE: 06/30/18

The California Department of Toxic Substance Control (DTSC) maintains this listing of illegal drug laboratories. DTSC maintains a limited cost-tracking database to manage and pay appropriate contractor invoices for removal costs. The data source is an expenditure report with the contractors' invoice information and the reported removal action locations. The reported location information may or may not include the actual location of the illegal drug lab for several reasons. First, DTSC receives the location information verbally from law enforcement or local environmental health officials in the initial request for emergency support. Second, DTSC does not verify the information received and does not perform "data cleaning" or other measures to ensure data quality. Third, the location information may not be the actual location of an illegal drug lab or any hazardous substance release to the environment. The initial report may have provided the location of the nearest identifiable address to an illegal drug lab or mobile lab or abandonment of illegal drug lab wastes, or a nearby meeting location for the contractor. Please note the DTSC does not guarantee the accuracy of the address or location information or the condition of the location listed. The listing of an address or location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the address or location either requires or does not require additional cleanup work or mitigation action.

CHMIRS California Hazardous Material Incident Report System

VERSION DATE: 05/15/19

The California Hazardous Material Incident Report System list is maintained by the California Governor's Office of Emergency Services (OES). This list contains all spills called in to the California OES Warning Center for a specific year since 1993.

DTSCDR DTSC Deed Restrictions

VERSION DATE: 12/25/19

The California Department of Toxic Substances Control (DTSC) maintains this list of sites with deed restrictions. According to the DTSC, restricted land use indicates whether the site or area within the site has an environmental restriction recorded and/or other institutional control preventing certain types of land use or activities. The land use restrictions listed under the site management requirements are only an abbreviated summary of the land use restrictions, and may not encompass all restrictions and notification requirements placed on a property. For complete land use restriction information please contact the DTSC to review associated Land Use Restriction documents.

EMI Emissions Inventory Data

VERSION DATE: 12/31/17

This list of Emissions Inventory Data is maintained by the California Environmental Protection Agency California Environmental Agency Air Resources Board. This list includes criteria pollutant data and toxic data. Please note gas stations, print shops, autobody shops, and dry cleaners are not included in this list.

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HWTS Hazardous Waste Tanner Summary

VERSION DATE: 12/31/17

The Hazardous Waste Tanner Summary is maintained by the California Department of Toxic Substances Control (DTSC). This list includes data extracted from the copies of hazardous waste manifests received each year by the DTSC.

LDS Land Disposal Sites

VERSION DATE: 01/02/20

This list of Land Disposal sites (Landfills) is a subset of the GeoTracker Cleanup Sites database, maintained by the California State Water Resources Control Board. Sites are queried from GeoTracker by case type = Land Disposal Site.

LIENS Recorded Environmental Cleanup Liens

VERSION DATE: 11/18/19

The California Department of Toxic Substance Control (DTSC) maintains this list of liens placed upon real properties. A lien is utilized by the DTSC to obtain reimbursement from responsible parties for costs associated with the remediation of contaminated properties.

MCS Military Cleanup Sites

VERSION DATE: 01/02/20

This list of Military sites is a subset of the GeoTracker Cleanup Sites database maintained by the California State Water Resources Control Board. Sites are queried from GeoTracker by case type = Military Cleanup Sites. This list includes : Military UST sites; Military Privatized sites; and Military Cleanup sites (formerly known as DoD non UST).

NPDES National Pollutant Discharge Elimination System Facilities

VERSION DATE: 11/20/19

This list of active, historical, and terminated National Pollutant Discharge Elimination System Facilities permits is maintained by the California Environmental Protection Agency State Water Resources Control Board. This data includes storm water general permit enrollees that are active or have been active within the past three years. Please note there can be multiple listings for a single permit due to multiple dischargers, multiple facilities, and/or multiple address listings. Please use the Regulatory Measure ID to identify duplicates, as this is a unique identifier for each permit.

ABST Above Ground Storage Tanks

VERSION DATE: 12/04/19

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This database, provided by the California Environmental Protection Agency's (CalEPA) Regulated Site Portal, contains aboveground petroleum storage tank facilities originating from the California Environmental Reporting System (CERS). These facilities store petroleum in aboveground storage tanks with oversight by local agencies. As of January 1, 2008, Assembly Bill No. 1130 of the Aboveground Petroleum Storage Act (APSA) authorized the Certified Unified Program Agencies to implement and administer the requirements of the APSA. CalEPA Data Disclaimer: Information displayed in the portal is collected from separate agency databases and displayed unaltered. Information that is considered confidential, trade secret, or is otherwise protected by the agency that manages the database is not loaded into the portal. For more detail about information displayed in the portal, please visit the data source sites. Please refer to AST2007 database for aboveground storage tank information obtained from the California State Water Resources Control Board prior to 2008 APSA requirements.

AST2007 Aboveground Storage Tanks Prior to January 2008

VERSION DATE: 12/01/07

This database contains aboveground storage tank facilities registered with the California State Water Resources Control Board (SWRCB) between 2007 and 2003. Since 2006, tanks were required to contain a minimum (even as cumulative) of 1320 gallons to be in the program. As of January 1, 2008, the SWRCB no longer maintains a list of registered aboveground storage tanks, due to effective Assembly Bill No. 1130 (Laird) of the Aboveground Petroleum Storage Act (APSA). This Bill authorized the Certified Unified Program Agencies to implement and administer the requirements of the APSA. Please refer to ABST database as a current source for aboveground petroleum storage tank data.

CLEANER Dry Cleaner Facilities

VERSION DATE: 06/13/19

This list of dry cleaners is maintained by the California Department of Toxic Substances Control (DTSC). Data is extracted from the DTSC Hazardous Waste Tracking System. This list includes dry cleaner facilities that have registered EPA identification numbers. These facilities are categorized by SIC codes (7211, 7212, 7213, 7215, 7216, 7217, 7218, 7219). This database may also include facilities other than dry cleaners who also register with these same NAICS Codes. Not all companies report their NAICS/SIC Codes to the DTSC, therefore this database may exclude registered dry cleaner facilities with incomplete classification information.

DTSCHWT DTSC Registered Hazardous Waste Transporters

VERSION DATE: 10/27/19

The California Department of Toxic Substances Control maintains this list of Registered Hazardous Waste Transporters.

HISTUST Historical Underground Storage Tanks

VERSION DATE: 12/31/87

The Hazardous Substance Storage Container Database is a historical list of Underground Storage Tank sites,

Environmental Records Definitions - STATE (CA)

compiled from tank survey and registration information collected at one time between 1984 and 1987 by the State Water Resources Control Board. The hazardous substances stored within these tanks includes, but not restricted to, petroleum products, industrial solvents, and other materials.

MINES Mines Listing

VERSION DATE: 10/21/19

This list includes mine site locations extracted from the Mines Online database, maintained by the California Department of Conservation. Mines Online (MOL) is an interactive web map designed with GIS features that provide information such as the mine name, mine status, commodity sold, location, and other mine specific data. Please note: Mine location information is provided to assist experts in determining the location of mine operators in accordance with California Civil Code section 1103.4 and reflects information reported by mine operators in annual reports provided under Public Resources Code section 2207. While the Division of Mine Reclamation (DMR) attempts to populate MOL with accurate location information, the DMR cannot guarantee the accuracy of operator reported location information.

MWMP California Medical Waste Management Program Facility List

VERSION DATE: 10/04/19

This list of Medical Waste Management Program Facilities is maintained by the California Department of Public Health. The Medical Waste Management Program (MWMP) regulates the generation, handling, storage, treatment, and disposal of medical waste by providing oversight for the implementation of the Medical Waste Management Act (MWMA). The MWMP permits and inspects all medical waste off-site treatment facilities, medical waste transporters, and medical waste transfer stations. This list contains transporters, treatment, and transfer facilities.

SLIC Spills, Leaks, Investigation & Cleanup Recovery Listing

VERSION DATE: 11/11/19

This list of Spills, Leaks, Investigation & Cleanup Recovery sites is maintained by the California Regional Water Quality Control Board (RWQCB). This list all "non-federally owned" sites that are regulated under the State Water Resources Control Board's Site Cleanup Program and/or similar programs conducted by each of the nine Regional Water Quality Control Boards. Cleanup Program Sites are also commonly referred to as "Site Cleanup Program sites". Cleanup Program Sites are varied and include but are not limited to pesticide and fertilizer facilities, rail yards, ports, equipment supply facilities, metals facilities, industrial manufacturing and maintenance sites, dry cleaners, bulk transfer facilities, refineries, mine sites, landfills, RCRA/CERCLA cleanups, and some brownfields. Unauthorized releases detected at Cleanup Program Sites are highly variable and include but are not limited to hydrocarbon solvents, pesticides, perchlorate, nitrate, heavy metals, and petroleum constituents, to name a few.

SWEEPS Statewide Environmental Evaluation and Planning System

VERSION DATE: 10/01/94

Environmental Records Definitions - STATE (CA)

The Statewide Environmental Evaluation and Planning System (SWEEPS) contains a historical listing of active and inactive underground storage tank locations from the State Water Resources Control Board. The hazardous substances stored within these tanks includes, but not restricted to, petroleum products, industrial solvents, and other materials. Refer to CUPA listing for source of current data.

USTCUPA Underground Storage Tanks

VERSION DATE: 01/15/20

The California State Water Resources Control Board maintains this list of permitted underground storage tanks. Permitted Underground Storage Tank (UST) Facilities includes facilities at which the owner or operator has been issued a permit to operate one or more USTs by the local permitting agency. Permitted UST Facilities are imported weekly from the California Environmental Reporting System (CERS).

BF Brownfield Sites

VERSION DATE: 11/19/19

This database of Brownfield Memorandum of Agreement (MOA) sites is maintained by the California Environmental Protection Agency. The California Department of Toxic Substances Control (CTSC), the State Water Resources Control Board, and the Regional Water Quality Control Boards (RWQCBs) agreed to a Brownfield Memorandum of Agreement (MOA). The MOA limits the oversight of a brownfields site to one agency, establishes procedures and guidelines for identifying the lead agency, calls for a single uniform site assessment procedure, requires all cleanups to address the requirements of the agencies, defines roles and responsibilities, provides for ample opportunity for public involvement, commits agencies to review time frames, and commits agencies to coordinate and communicate on brownfields issues. The Brownfield MOA site list is obtained from the State Water Resources Control Board GeoTracker online database. This list contains both open and completed sites.

CALSITES CALSITES Database

VERSION DATE: 05/01/04

This historical database was maintained by the Department of Toxic Substance Control for more than a decade. CALSITES contains information on Brownfield properties with confirmed or potential hazardous contamination. In 2006, DTSC introduced EnviroStor as the latest Brownfields site database.

CLEANUPSITES GeoTracker Cleanup Sites

VERSION DATE: 01/02/20

This list of GeoTracker Cleanup Sites is maintained by the California State Water Resources Control Board. The database contains contaminated sites that impact groundwater or have the potential to impact ground water, including sites that require cleanup, such as Leaking Underground Storage Tank Sites, Department of Defense Sites, and Cleanup Program Sites. GeoTracker also contains records for various unregulated projects as well as permitted facilities including: Irrigated Lands, Oil and Gas production, operating Permitted USTs, and Land Disposal Sites. GeoTracker portals retrieve records and view integrated data sets from multiple State Water

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Board programs and other agencies.

CORTESE Cortese List

VERSION DATE: 01/13/20

This list of hazardous waste and substances sites (Cortese List) is maintained by the California Department of Toxic Substances Control (DTSC). DTSC's Brownfields and Environmental Restoration Program (Cleanup Program) EnviroStor database provides DTSC's component of Cortese List data by identifying Annual Workplan (now referred to State Response and/or Federal Superfund), and Backlog sites listed under Health and Safety Code section 25356. In addition, DTSC's Cortese List includes Certified with Operation and Maintenance sites. The list, or a site's presence on the list, has bearing on the local permitting process as well as on compliance with the California Environmental Quality Act (CEQA). Because this statute was enacted over twenty years ago, some of the provisions refer to agency activities that were conducted many years ago and are no longer being implemented and, in some cases, the information to be included in the Cortese List does not exist.

DROP Listing of Certified Dropoff, Collection, and Community Service Programs

VERSION DATE: 12/29/19

This list of Certified Dropoff, Collection, and Community Service Programs (non-buyback) operating under the state of California's Beverage Container Recycling Program is maintained by the California Department of Resources Recycling and Recovery.

ERAP Expedited Removal Action Program Sites

VERSION DATE: 01/09/20

This list of Expedited Removal Action Program Sites is a subset of the EnviroStor database, maintained by the California Department of the Toxic Substance Control. Sites are queried from Envirostor by site type = State Response ERAP.

HISTCORTESE Historical Cortese List

VERSION DATE: 11/02/02

This historical listing includes hazardous waste and substances sites designated by the State Water Resources Control Board, the Integrated Waste Board, and the Department of Toxic Substance Control. The Cortese List was utilized by the State, local agencies and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. See CACORTESE for an updated version of this database.

LUST Leaking Underground Storage Tanks

VERSION DATE: 01/02/20

This list of leaking underground storage tanks is a subset of the GeoTracker Cleanup Sites database maintained

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by the California State Water Resources Control Board. Sites are queried from GeoTracker by case type = LUST Cleanup Site.

NFA No Further Action Determination

VERSION DATE: 09/09/19

This list of No Further Action (NFA) sites is maintained by the California Department of Toxic Substances Control. NFA identifies sites where a Phase I Environmental Assessment was completed and resulted in a no action required determination. Please refer to ENVIROSTOR for current No Further Action sites.

NFE Sites Needing Further Evaluation

VERSION DATE: 12/05/19

This list of Inactive - Needs Evaluation sites is maintained by the California Department of Toxic Substances Control. These are unconfirmed contaminated properties that need further assessment. This data is queried from the Department of Toxic Substances Control Envirostor online database.

PROC Listing of Certified Processors

VERSION DATE: 11/04/19

This list of Certified Processors that are operating under the state of California's Beverage Container Recycling Program is maintained by the California Department of Resources Recycling and Recovery.

REF Referred to Another Local or State Agency

VERSION DATE: 12/05/19

This Referred to Another Local or State Agency list, maintained by the California Department of Toxic Substances Control (DTSC), contains properties where contamination has not been confirmed and which were determined as not requiring direct Department of Toxic Substance Control Site Mitigation Program action or oversight. Accordingly, these sites have been referred to another state or local regulatory agency. This data is extracted from the DTSC Envirostor online database and is queried by Status = "Refer state and local agencies".

SWIS Solid Waste Information System Sites

VERSION DATE: 12/30/19

This list of Solid Waste Information System Sites is extracted from the Solid Waste Information System (SWIS) database, maintained by the California Department of Resources Recycling and Recovery. The SWIS database includes information on solid waste facilities, operations, and disposal sites located in California. The types of facilities found in this database include landfills, transfer stations, material recovery facilities, composting sites, transformation facilities, waste tire sites, and closed disposal sites.

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SWRCY Recycling Centers

VERSION DATE: 11/06/19

This list of Certified Recycling Centers that are operating under the state of California's Beverage Container Recycling Program is maintained by the California Department of Resources Recycling and Recovery.

VCP Voluntary Cleanup Program

VERSION DATE: 01/09/20

This list of Voluntary Cleanup Sites is a subset of the Envirostor database maintained by the California Department of Toxic Substance Control. Sites are queried from Envirostor by site type = Voluntary Cleanup.

WMUDS Waste Management Unit Database

VERSION DATE: 01/01/00

The Waste Management Unit Database System tracks and inventories waste management units. CCR Title 27 contains criteria stating that Waste Management Units are classified according to their ability to contain wastes. Containment shall be determined by geology, hydrology, topography, climatology, and other factors relating to the ability of the Unit to protect water quality. Water Code Section 13273.1 requires that operators submit a water quality solid waste assessment test (SWAT) report to address leak status. The WMUDS was last updated by the State Water Resources control board in 2000.

ENVIROSTOR EnviroStor Cleanup Sites

VERSION DATE: 01/09/20

This list of Envirostor Cleanup Sites is maintained by the California Department of Toxic Substances Control (DTSC). DTSC has developed the EnviroStor database system to evaluate and track sites with confirmed or potential contamination and sites where further investigation may be necessary. This EnviroStor database of cleanup sites contains the following: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites.

ENVIROSTORPCA EnviroStor Permitted and Corrective Action Sites

VERSION DATE: 01/16/20

The California Department of Toxic Substance Control maintains this list of Hazardous Waste sites in their Envirostor online database. This list contains: 1) data pertaining to the Hazardous Waste Sites tracked in Envirostor; 2) the completed activities for Hazardous Waste Units; 3) the completed activities for Hazardous Waste Units undergoing closure; 4) completed maintenance activities; 5) the various "aliases" for a project (Some examples are: alt project name, alt address, EPA ID, etc.).

Environmental Records Definitions - STATE (CA)

TOXPITS

Toxic Pits Cleanup Act Sites

VERSION DATE: 07/01/95

Toxic Pits are sites with possible contamination of hazardous substances where cleanup is necessary. This listing is no longer updated by the State Water Resources Control Board.

Environmental Records Definitions - TRIBAL

USTR09 Underground Storage Tanks On Tribal Lands

VERSION DATE: 10/04/19

This database, provided by the United States Environmental Protection Agency (EPA), contains underground storage tanks on Tribal lands located in EPA Region 9. This region includes the following states: Arizona, California, Hawaii, Nevada, and the territories of Guam and American Samoa.

LUSTR09 Leaking Underground Storage Tanks On Tribal Lands

VERSION DATE: 10/04/19

This database, provided by the United States Environmental Protection Agency (EPA), contains leaking underground storage tanks on Tribal lands located in EPA Region 9. This region includes the following states: Arizona, California, Hawaii, Nevada, and the territories of Guam and American Samoa.

ODINDIAN Open Dump Inventory on Tribal Lands

VERSION DATE: 11/08/06

This Indian Health Service database contains information about facilities and sites on tribal lands where solid waste is disposed of, which are not sanitary landfills or hazardous waste disposal facilities, and which meet the criteria promulgated under section 4004 of the Solid Waste Disposal Act (42 U.S.C. 6944).

TORRESDUMPSITES Illegal Dump Sites on the Torres Martinez Reservation

VERSION DATE: 10/29/07

This listing of illegal dump site locations on the Torres Martinez Reservation is maintained by the United States Environmental Protection Agency, Region IX. These dump sites contain unlawfully discarded household waste such as landscaping and wood wastes with no known soil or groundwater contamination. A majority of the sites have already been cleaned up through the collaborative efforts of the EPA, The California Integrated Waste Management Board and the Torres Martinez Tribe.

INDIANRES Indian Reservations

VERSION DATE: 01/01/00

The Department of Interior and Bureau of Indian Affairs maintains this database that includes American Indian Reservations, off-reservation trust lands, public domain allotments, Alaska Native Regional Corporations and Recognized State Reservations.

APPENDIX B

Historical Aerial Photographs, Topographic Maps, and Environmental Lien Report

Historical Aerial Photographs

[NEW: GeoLens by Geosearch](#)

Target Property:

**Spring Valley Ranch
9900 Carmen Valley Trail
Beckwourth, Plumas, California 96122**

Prepared For:

Environmental Science Assoc-San Francisco

Order #: 141120

Job #: 335978

Project #: D191498

Date: 2/4/2020

Target Property Summary

Spring Valley Ranch

9900 Carmen Valley Trail

Beckwourth, Plumas, California 96122

USGS Quadrangle: **Calpine**

Target Property Geometry: **Area**

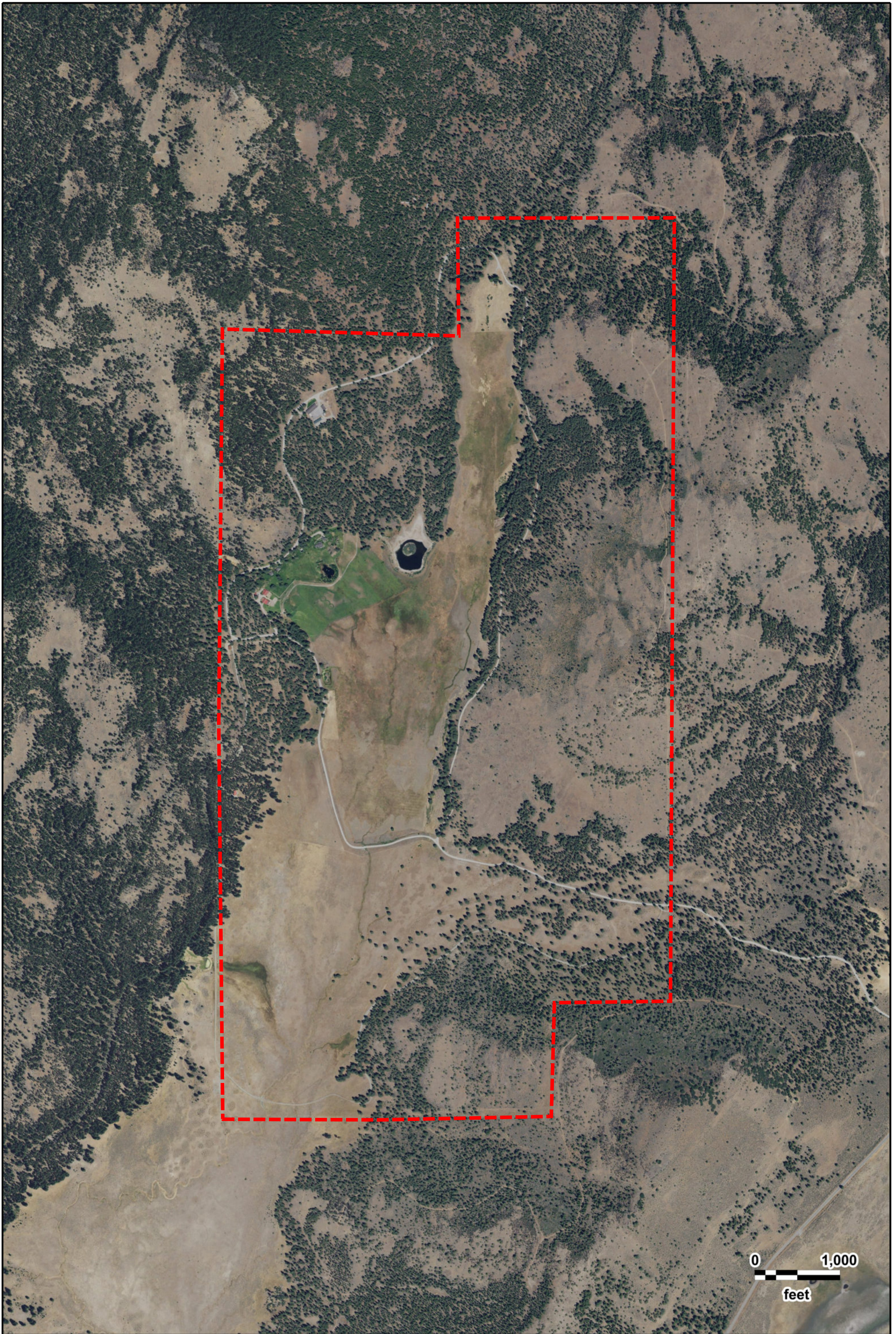
Target Property Longitude(s)/Latitude(s):

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(-120.417796220, 39.737606437), (-120.417849864, 39.741384954), (-120.408794726, 39.741393203),
(-120.408955659, 39.716259706), (-120.413805093, 39.716210189), (-120.413933839, 39.712562345),
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Aerial Research Summary

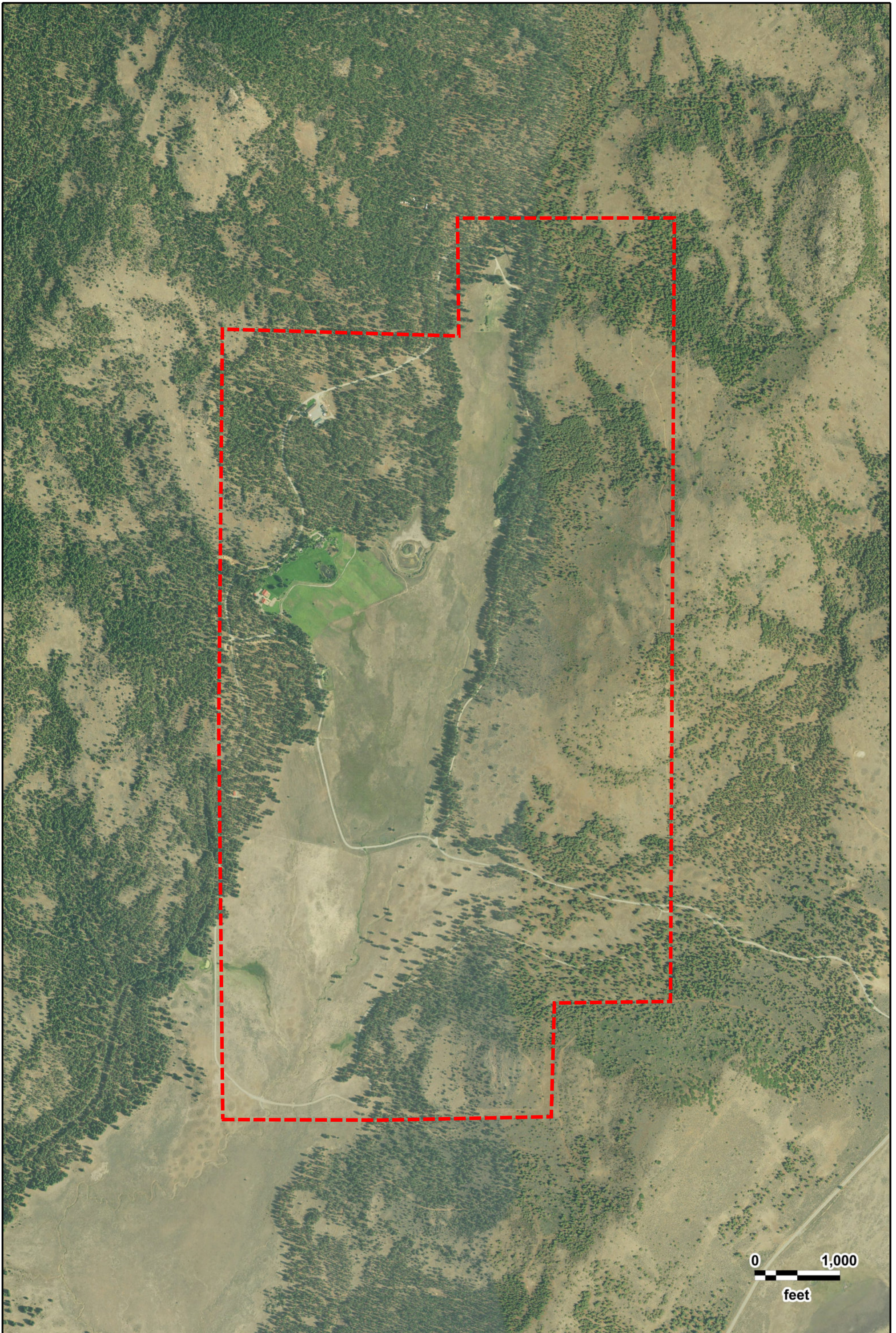
<u>Date</u>	<u>Source</u>	<u>Scale</u>	<u>Frame</u>
2016	USDA	1" = 1000'	N/A
2014	USDA	1" = 1000'	N/A
2012	USDA	1" = 1000'	N/A
2010	USDA	1" = 1000'	N/A
2009	USDA	1" = 1000'	N/A
2005	USDA	1" = 1000'	N/A
2004	USDA	1" = 1000'	N/A
08/13/1998	USGS	1" = 1000'	N/A
06/28/1994	USGS	1" = 1000'	N/A
09/01/1984	USGS	1" = 1000'	233-48
06/22/1977	USGS	1" = 1000'	1-36
01/19/1974	USGS	1" = 1000'	1-146
07/10/1968	USAF	1" = 1000'	3-82
06/26/1953	USGS	1" = 1000'	2-94
06/26/1939	ASCS	1" = 1000'	9-57
06/23/1939	ASCS	1" = 1000'	9-59

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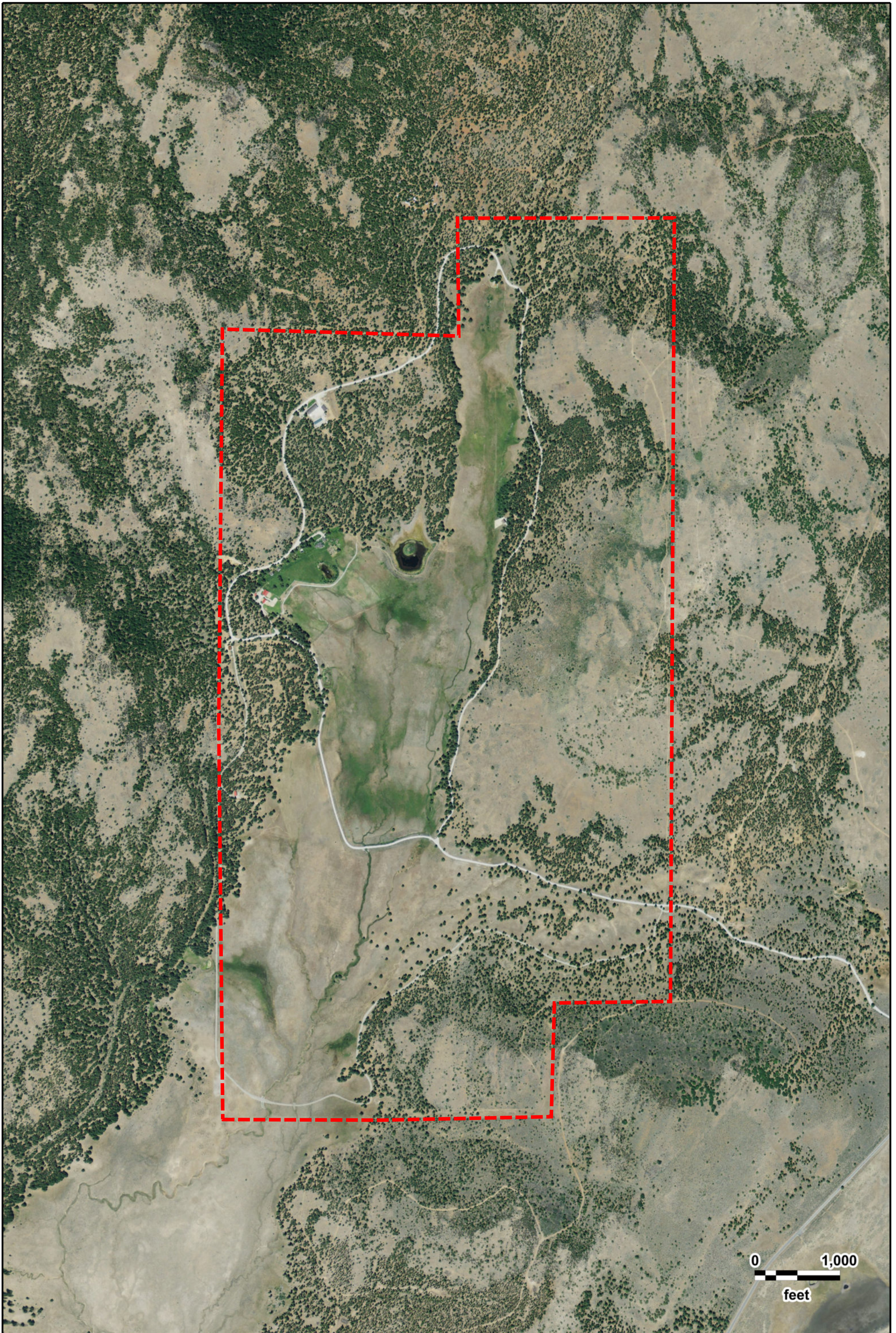
Spring Valley Ranch
USDA
2016

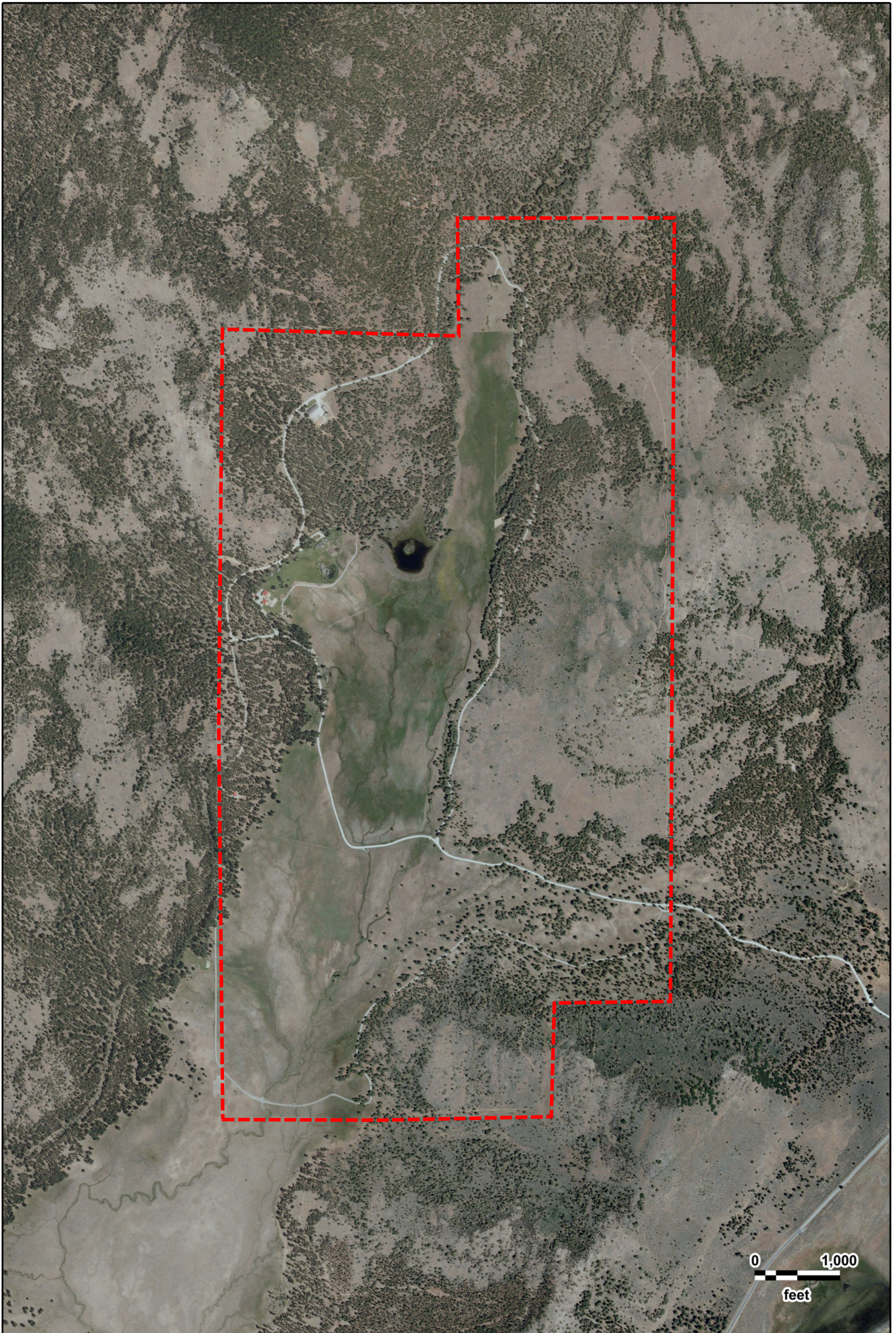
GeoSearch



Spring Valley Ranch
USDA
2014

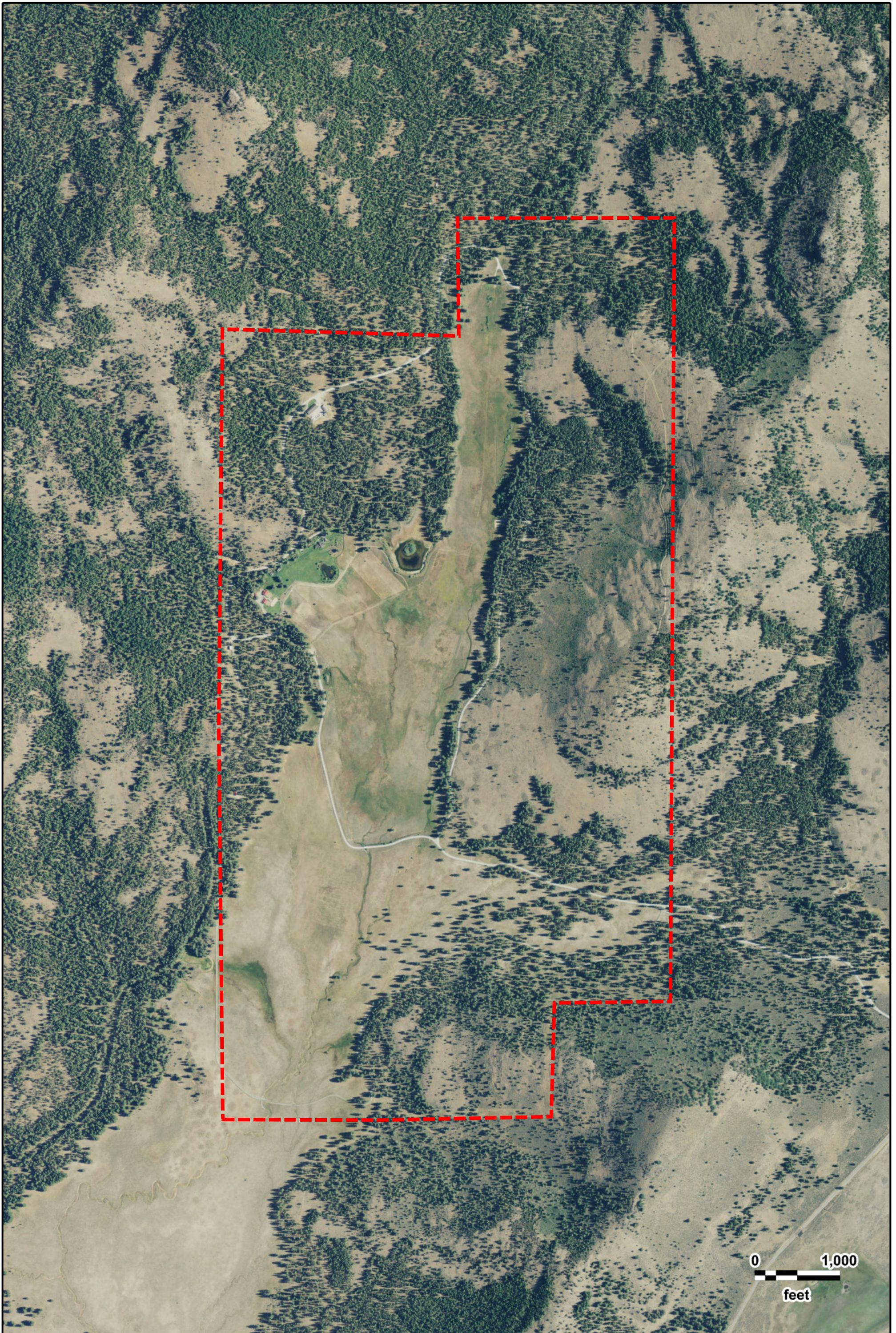
GeoSearch





Spring Valley Ranch
USDA
2010

GeoSearch

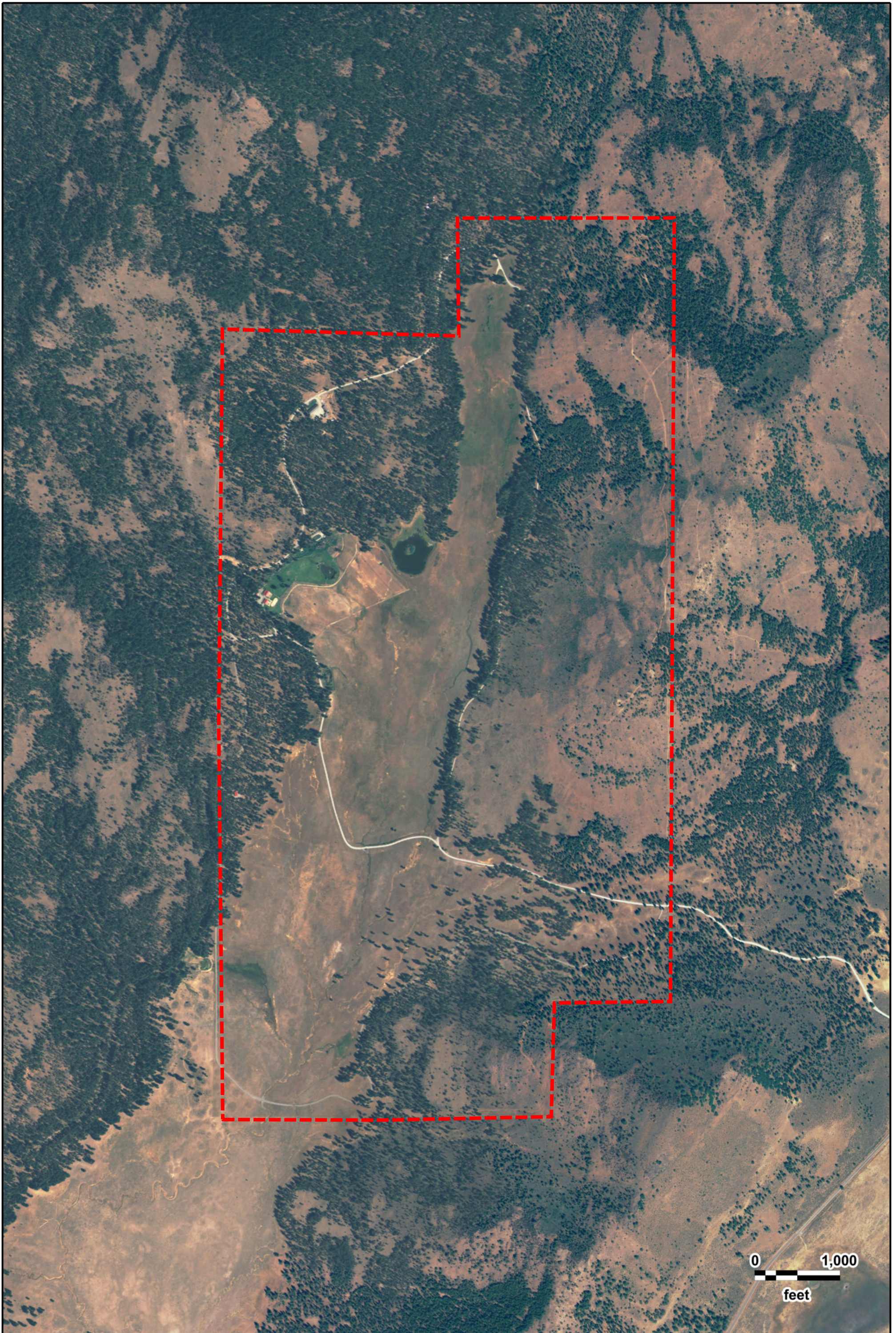


0 1,000
feet



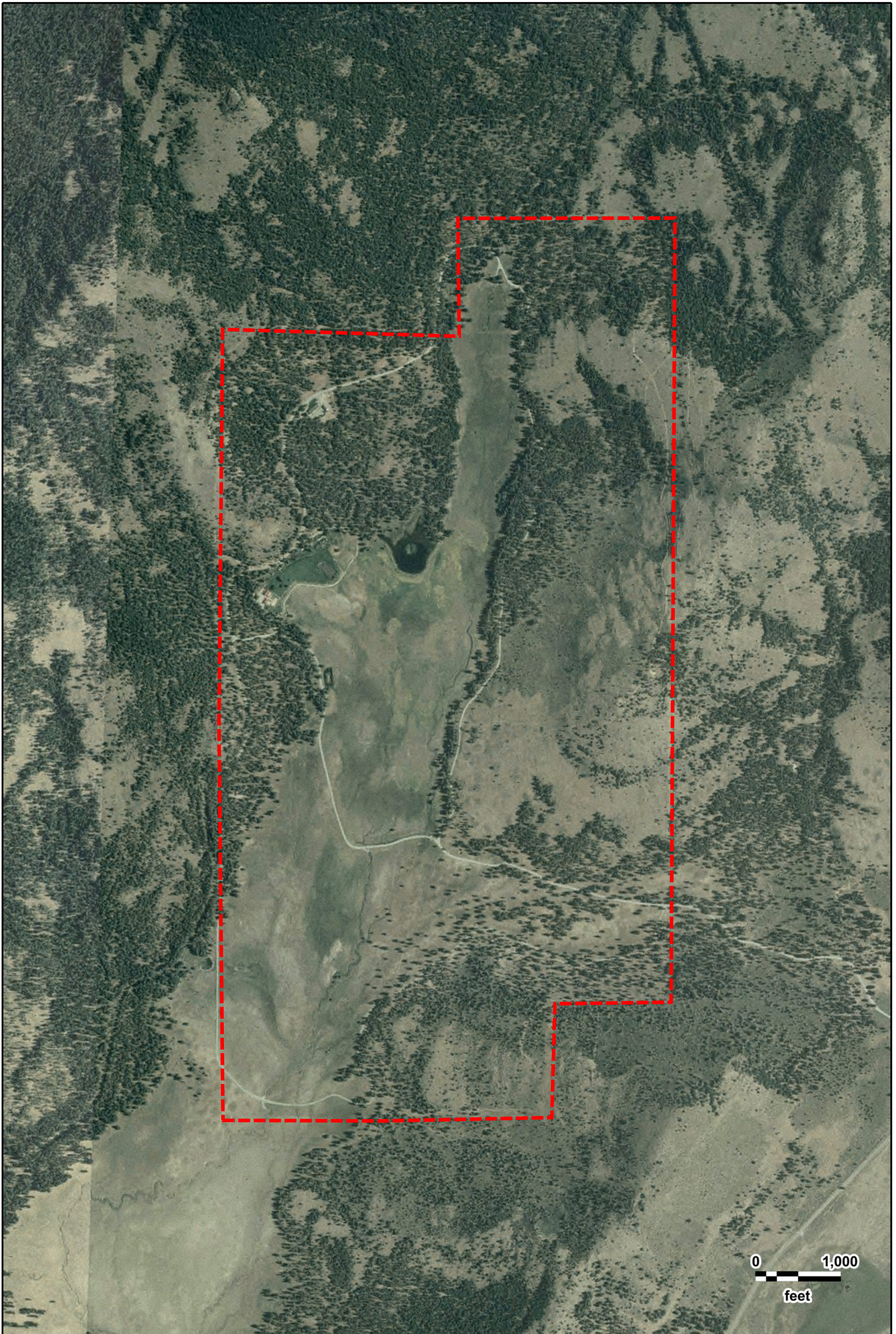
Spring Valley Ranch
USDA
2009

GeoSearch



Spring Valley Ranch
USDA
2005

GeoSearch

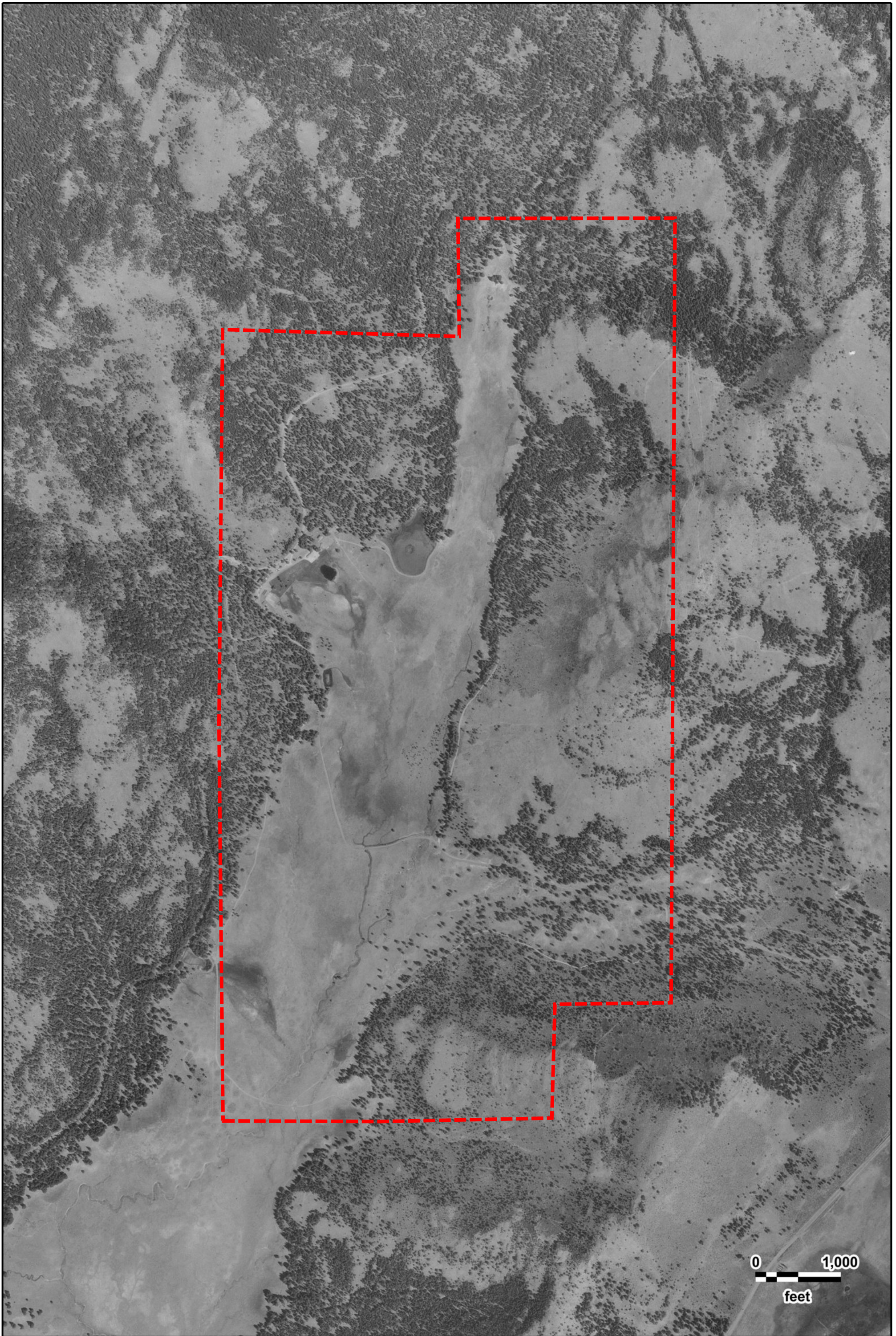


0 1,000
feet



Spring Valley Ranch
USDA
2004

GeoSearch



0 1,000
feet



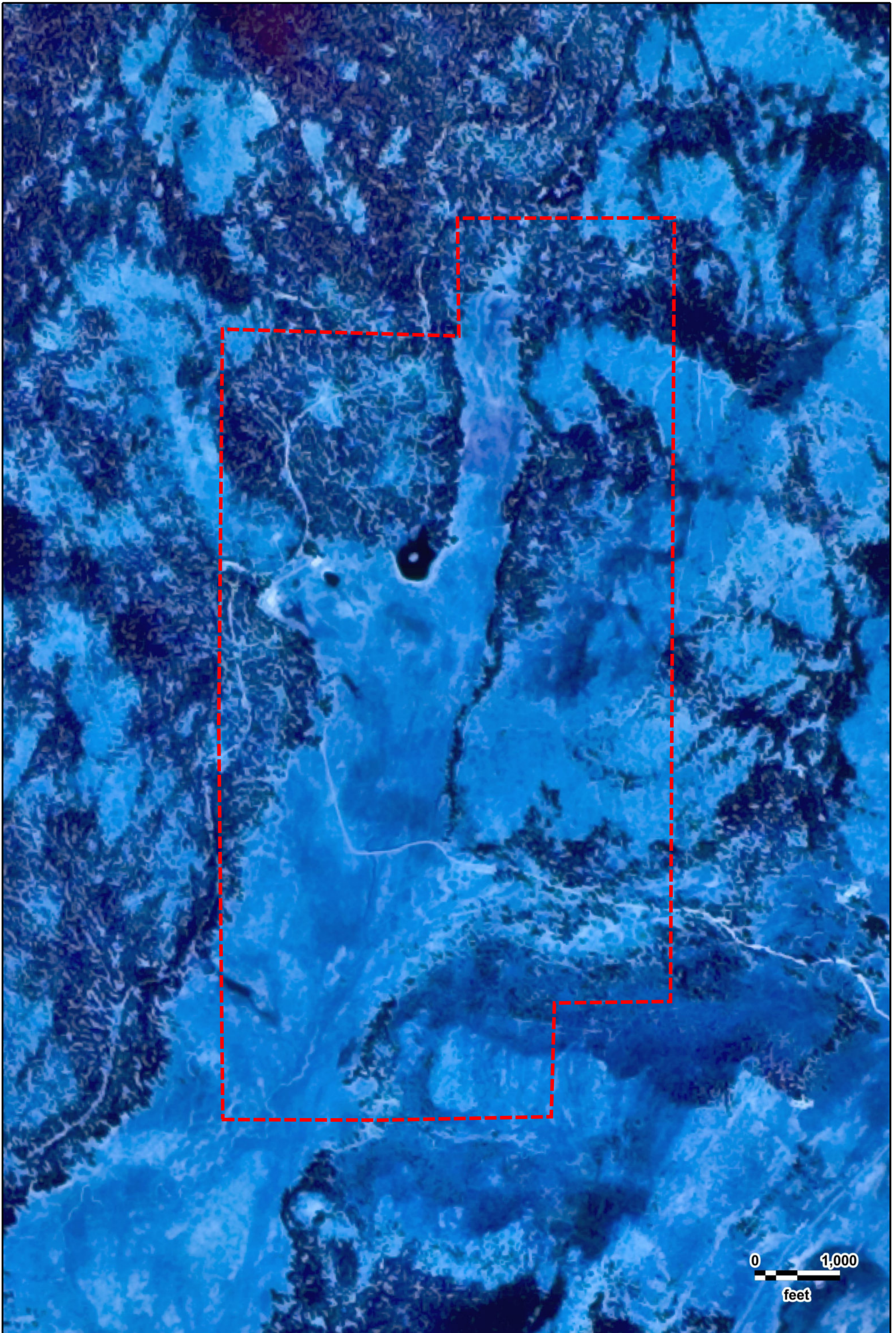
Spring Valley Ranch
USGS
08/13/1998

GeoSearch



Spring Valley Ranch
USGS
06/28/1994

GeoSearch

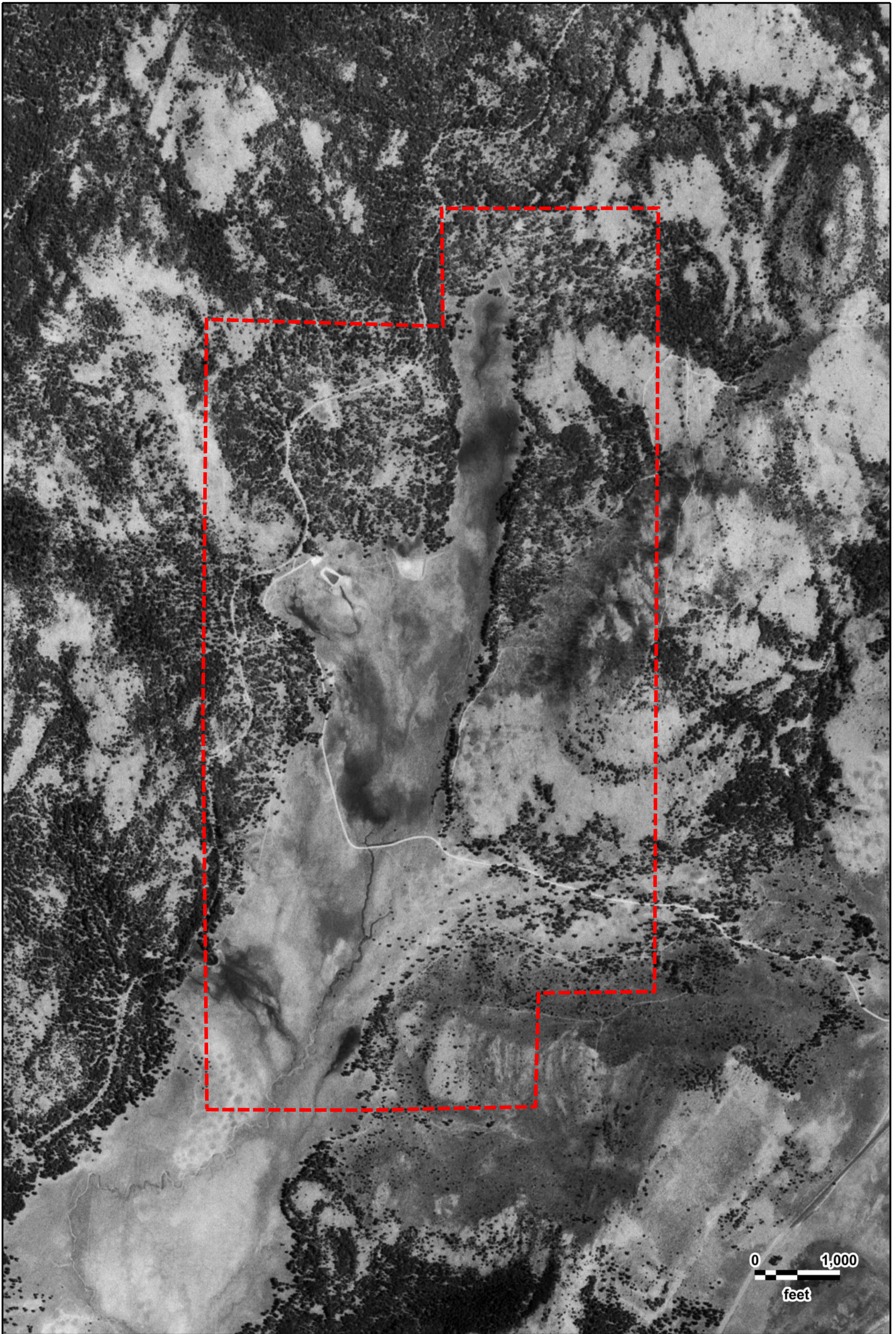


0 1,000
feet



Spring Valley Ranch
USGS
09/01/1984

GeoSearch

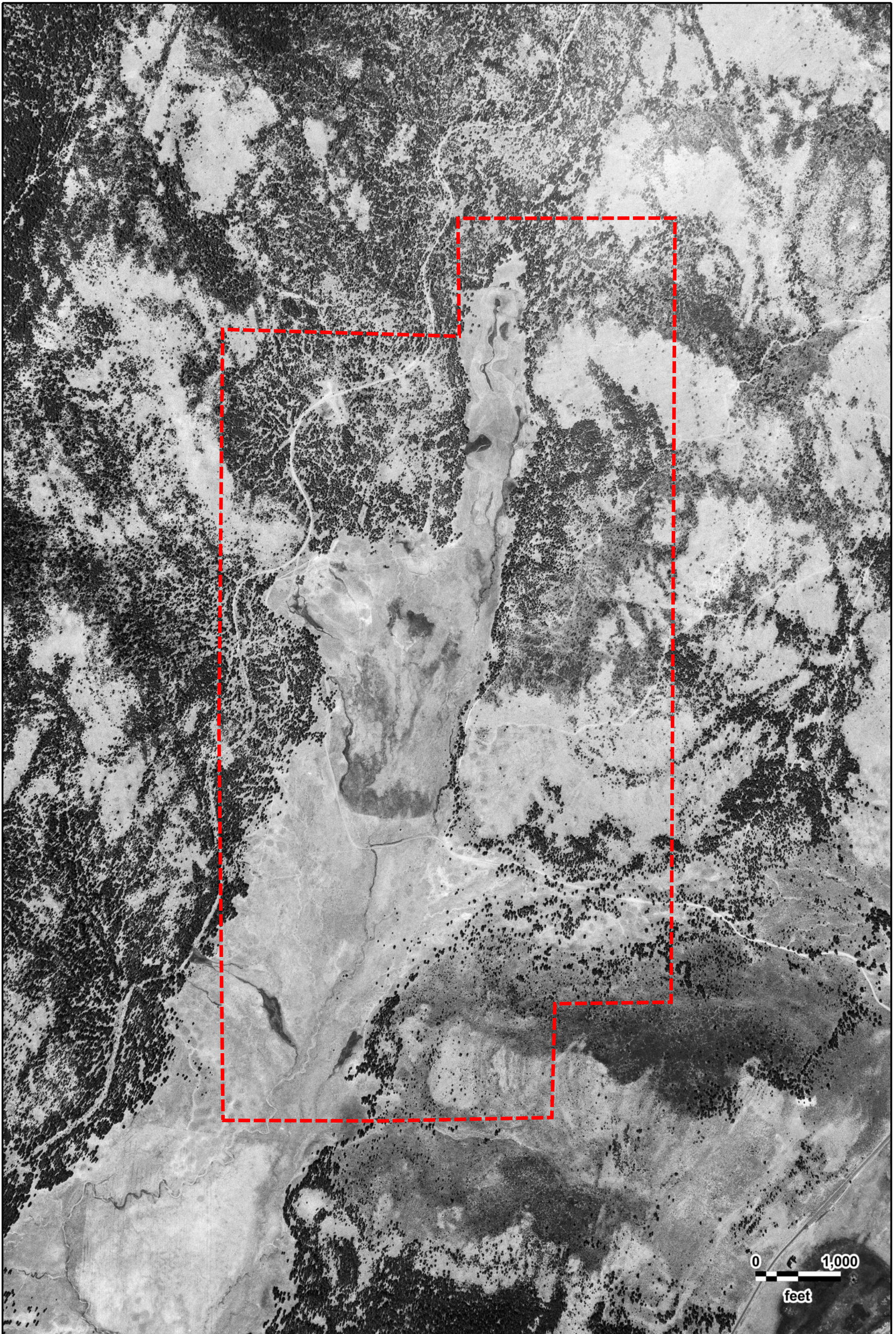


0 1,000
feet



Spring Valley Ranch
USGS
06/22/1977

GeoSearch

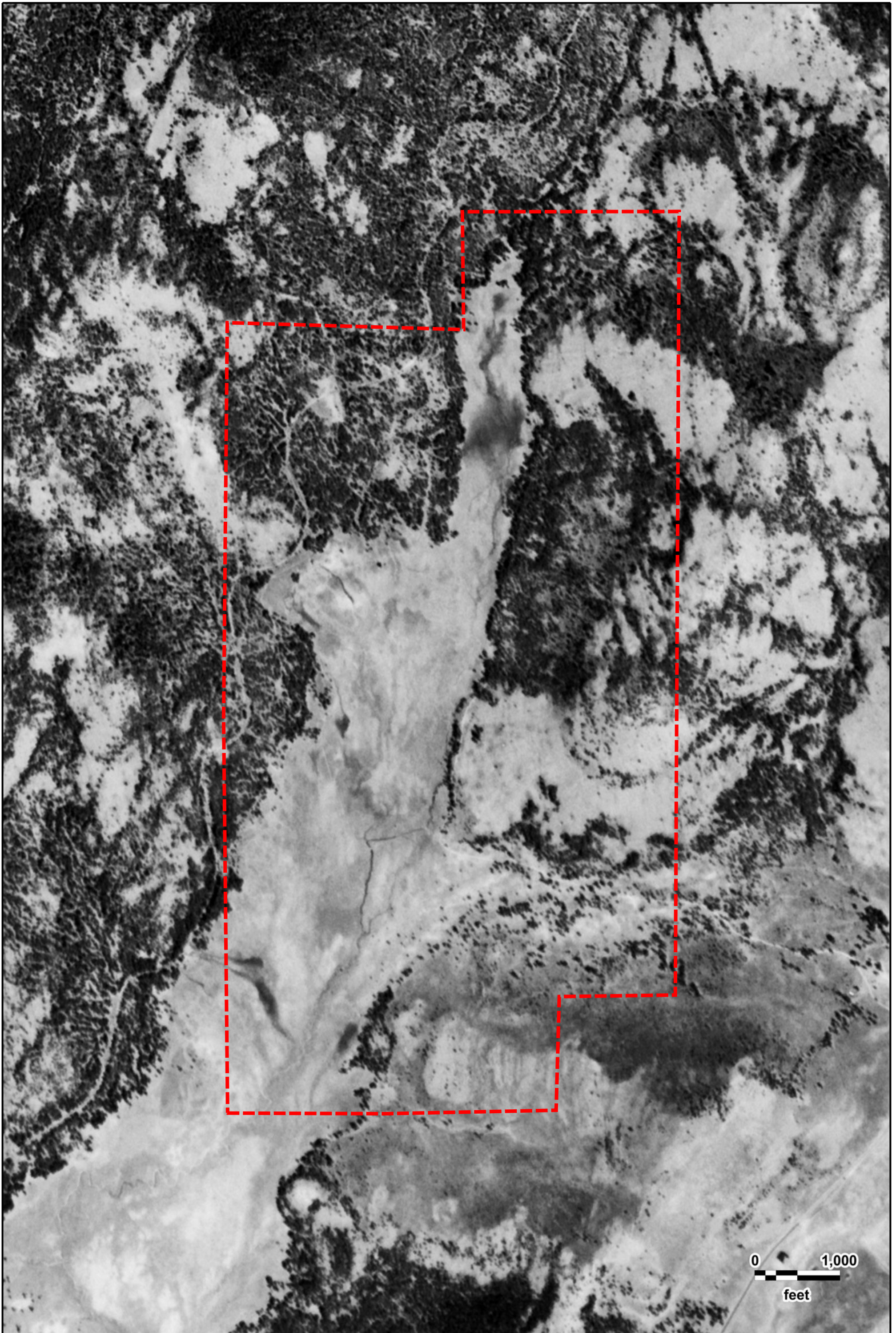


0 1,000
feet



Spring Valley Ranch
USGS
01/19/1974

GeoSearch



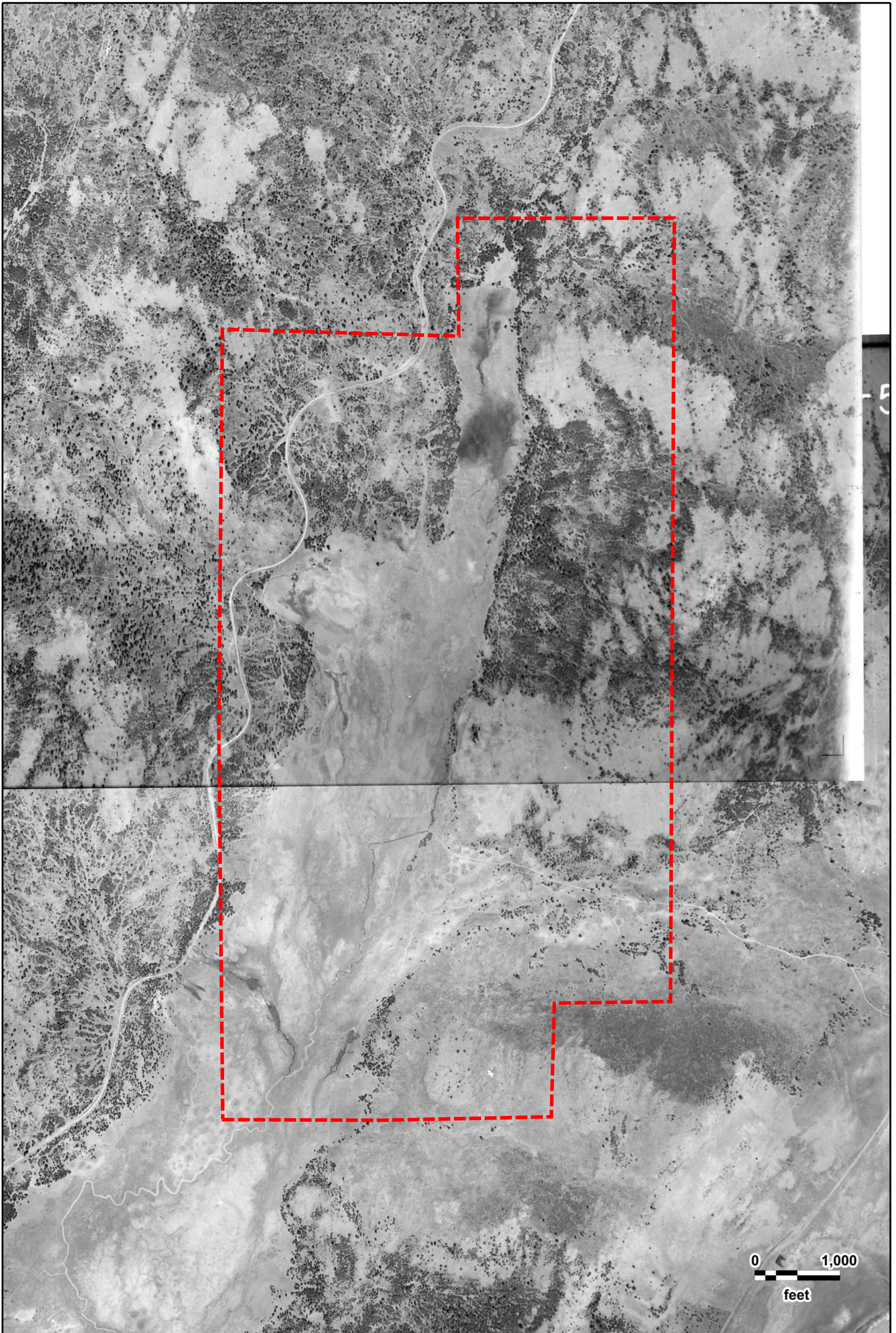


0 1,000
feet



Spring Valley Ranch
USGS
06/26/1953

GeoSearch

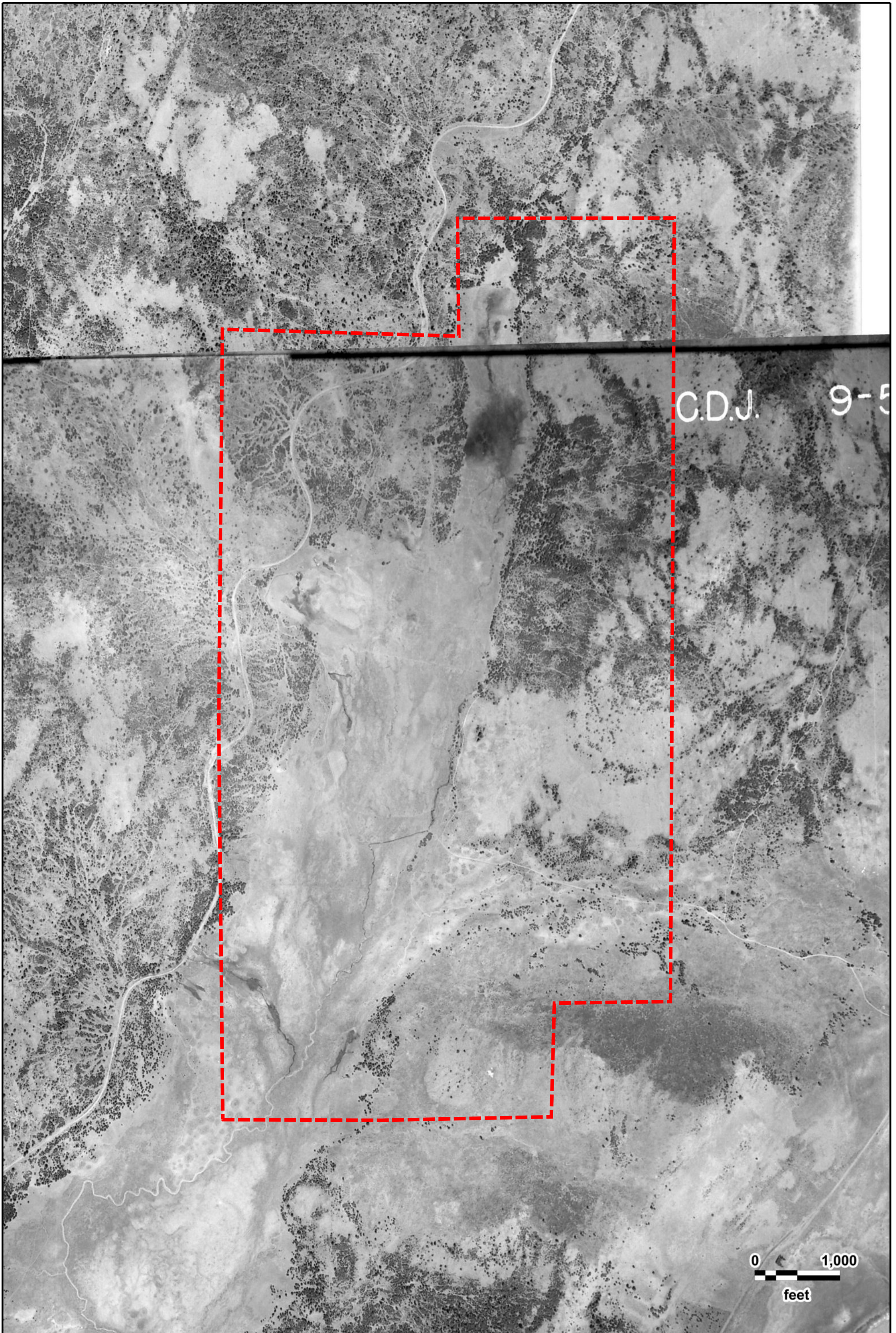


0 1,000
feet



Spring Valley Ranch
ASCS
06/26/1939

GeoSearch



C.D.J. 9-5

0 1,000
feet



Spring Valley Ranch
ASCS
06/23/1939

GeoSearch

Historical Topographic Maps

[NEW: GeoLens by Geosearch](#)

Target Property:

***Spring Valley Ranch
9900 Carmen Valley Trail
Beckwourth, Plumas, California 96122***

Prepared For:

Environmental Science Assoc-San Francisco

Order #: 141120

Job #: 335977

Project #: D191498

Date: 1/30/2020

Target Property Summary

Spring Valley Ranch

9900 Carmen Valley Trail

Beckwourth, Plumas, California 96122

USGS Quadrangle: **Calpine**

Target Property Geometry: **Area**

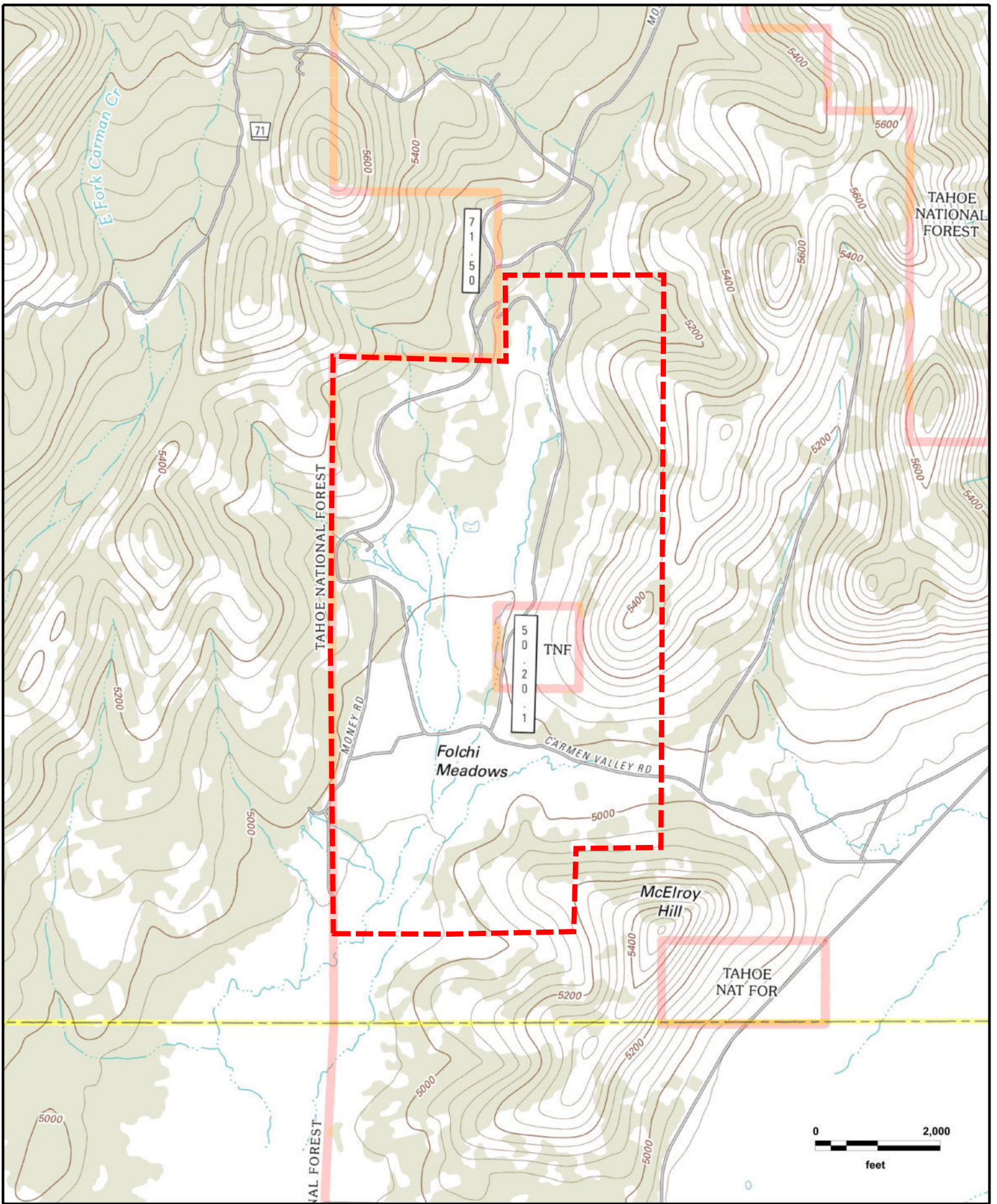
Target Property Longitude(s)/Latitude(s):

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(-120.417796220, 39.737606437), (-120.417849864, 39.741384954), (-120.408794726, 39.741393203),
(-120.408955659, 39.716259706), (-120.413805093, 39.716210189), (-120.413933839, 39.712562345),
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Topographic Map Summary

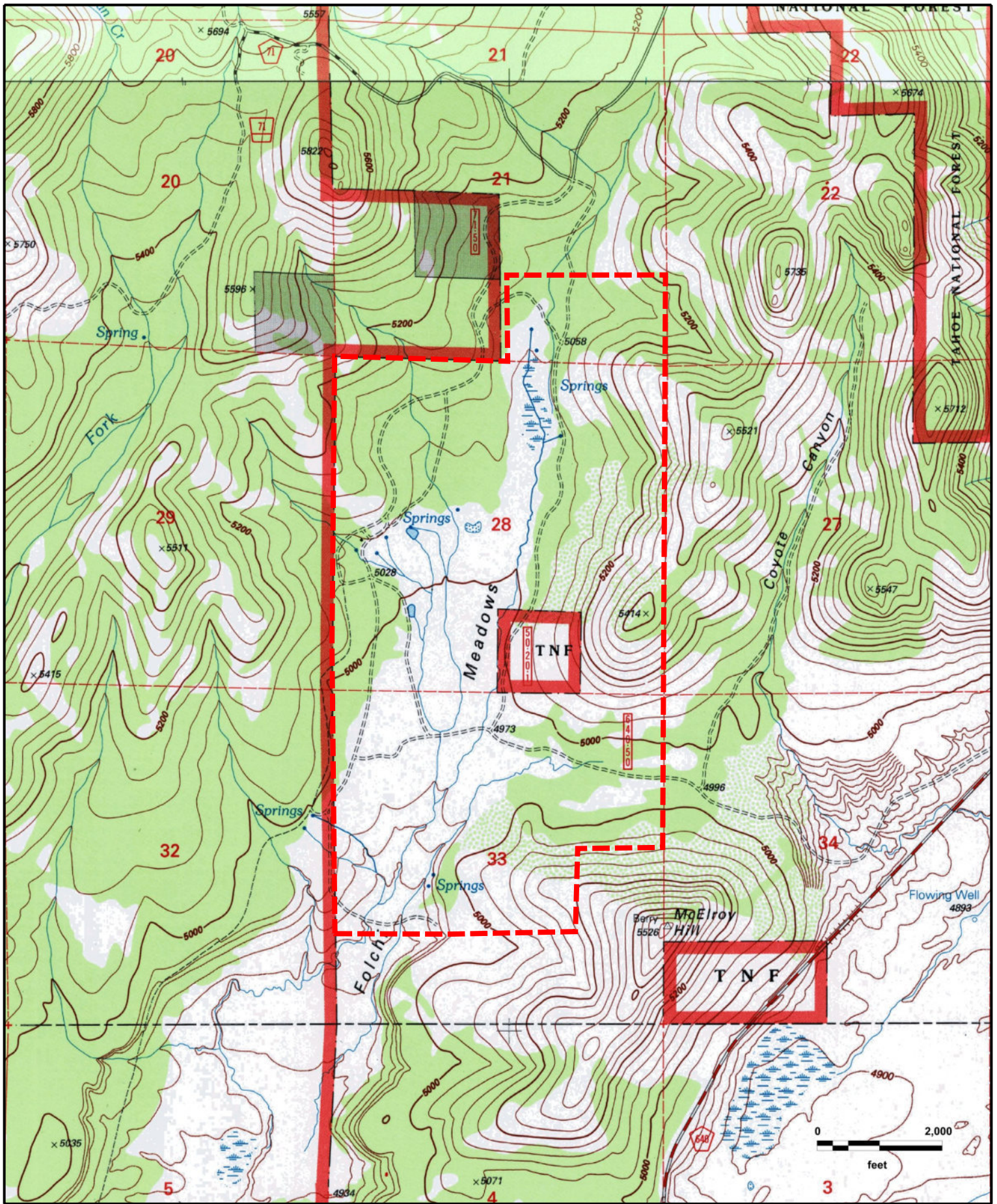
<u>Date</u>	<u>Quadrangle</u>	<u>Scale</u>
2012	PORTOLA, CA (2012) CALPINE, CA (2012)	1" = 2000'
2000	PORTOLA, CA (1994) CALPINE, CA (2000)	1" = 2000'
1981	PORTOLA, CA (1972) CALPINE, CA (1981)	1" = 2000'
1955	PORTOLA, CA (1950) SIERRAVILLE, CA (1955)	1" = 5208'
1894	SIERRAVILLE, CA	1" = 10420'
1892	SIERRAVILLE, CA	1" = 10420'
1890	SIERRAVILLE, CA	1" = 10420'

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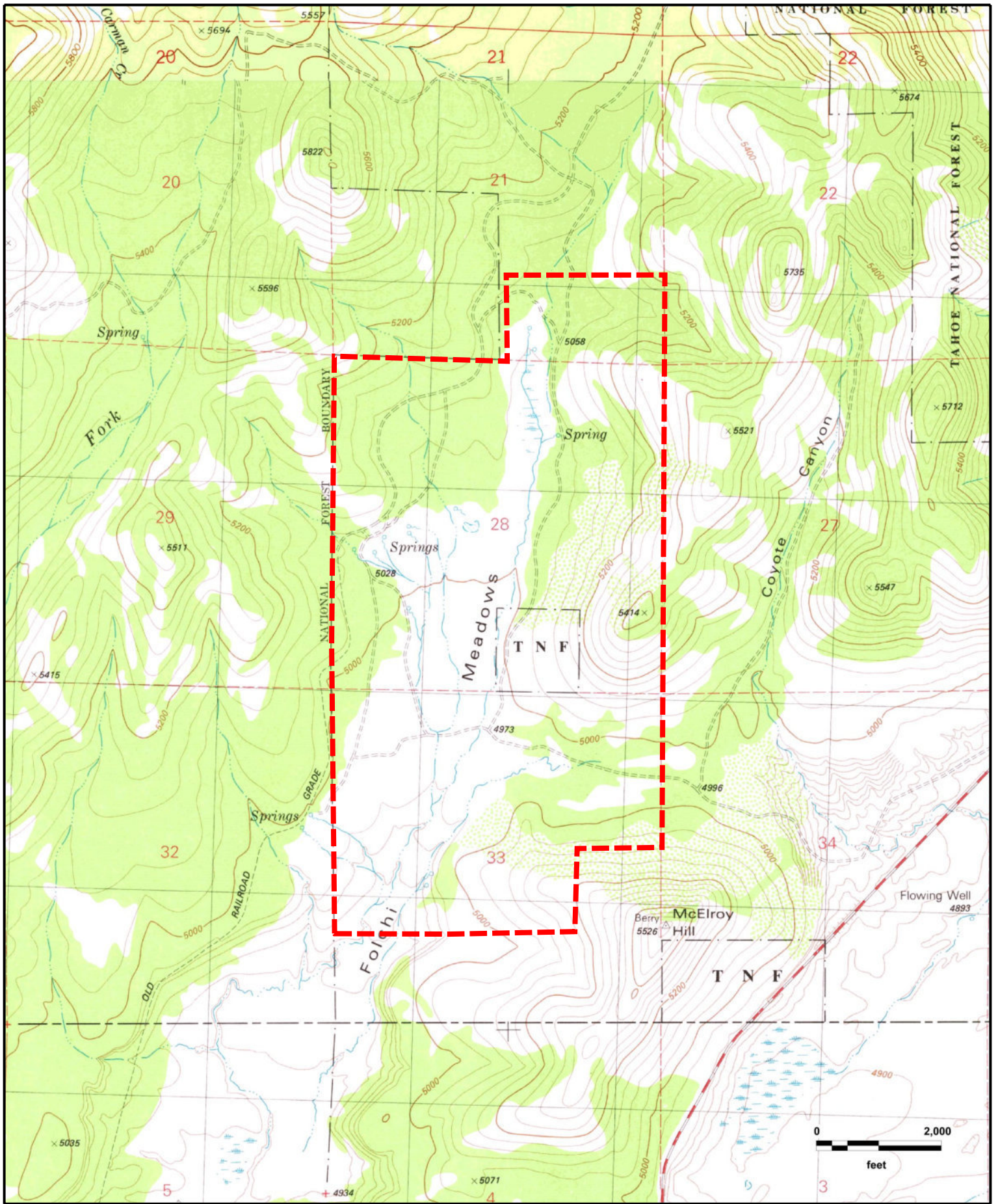
Spring Valley Ranch
 PORTOLA, CA (2012), CALPINE, CA (2012)





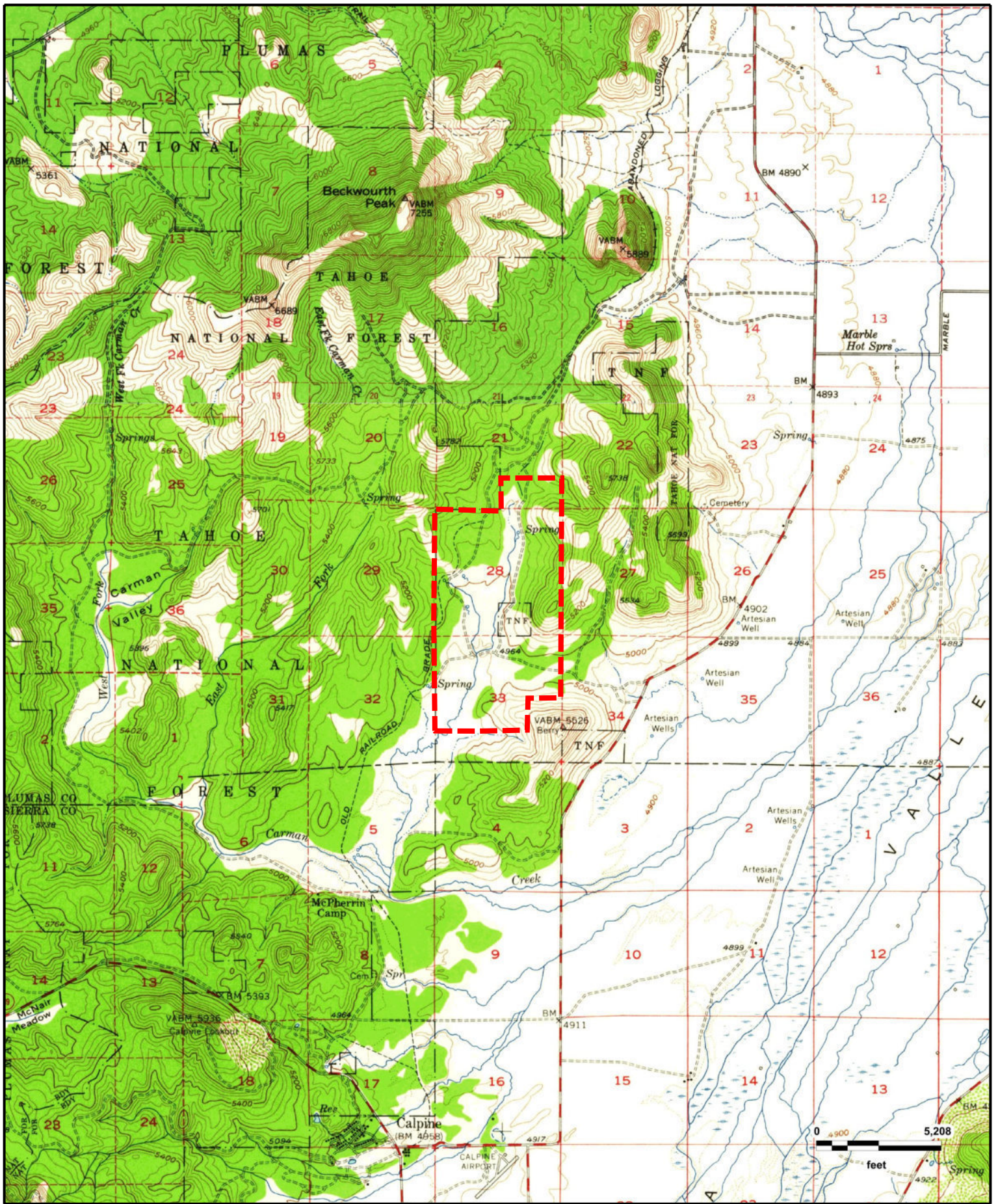
Spring Valley Ranch
 PORTOLA, CA (1994), CALPINE, CA (2000)

GeoSearch



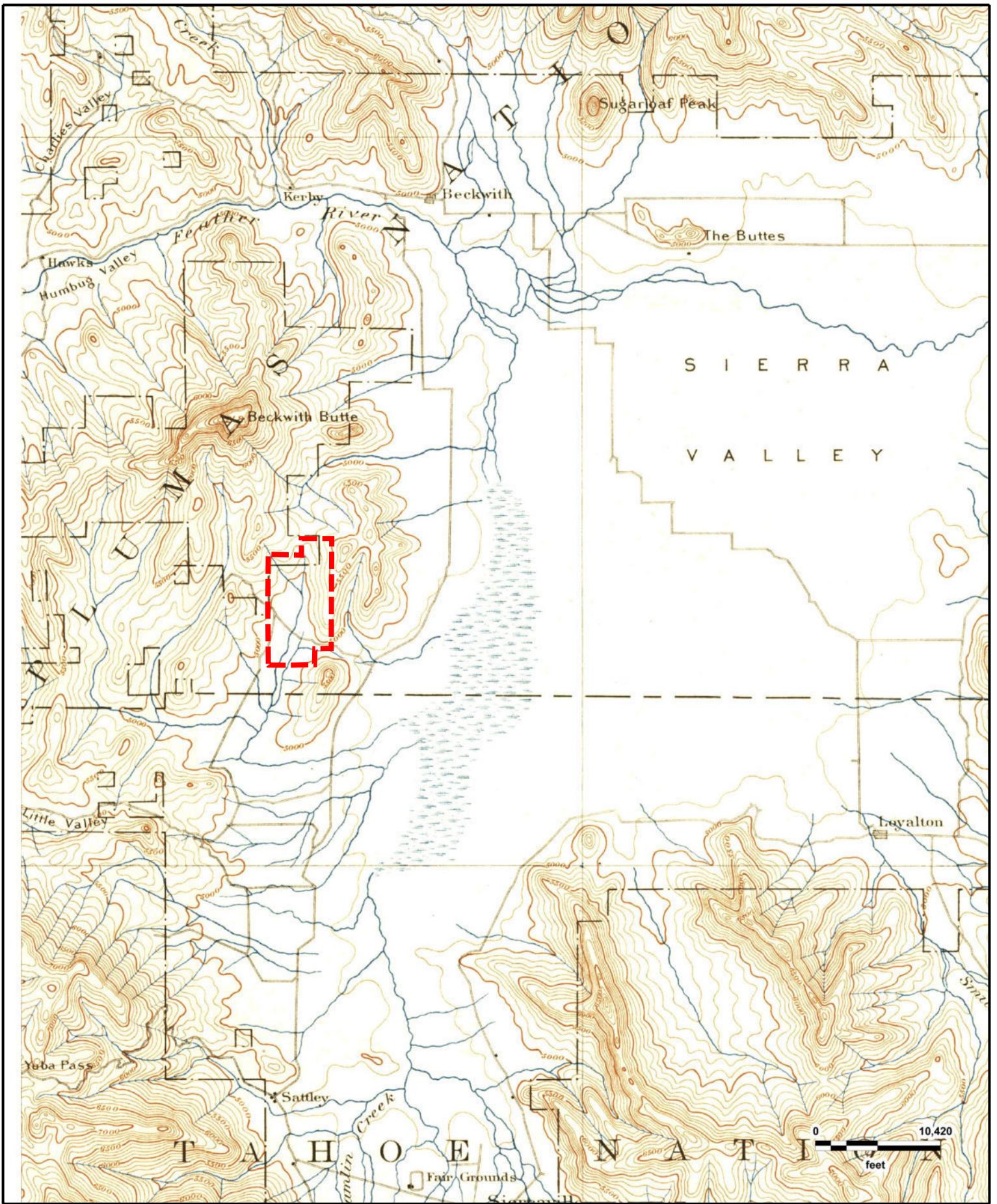
Spring Valley Ranch
 PORTOLA, CA (1972), CALPINE, CA (1981)

GeoSearch



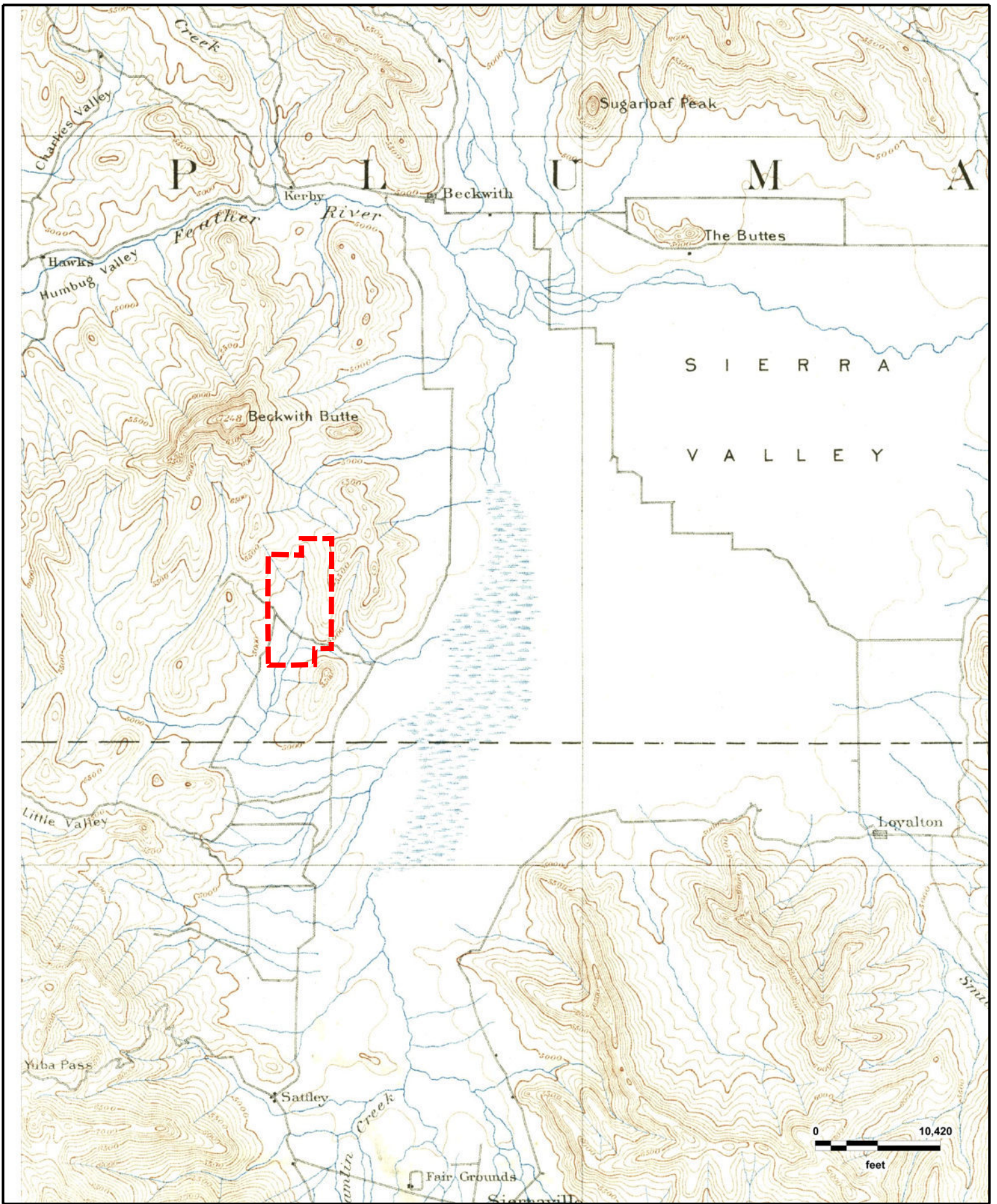
Spring Valley Ranch
PORTOLA, CA (1950), SIERRAVILLE, CA (1955)





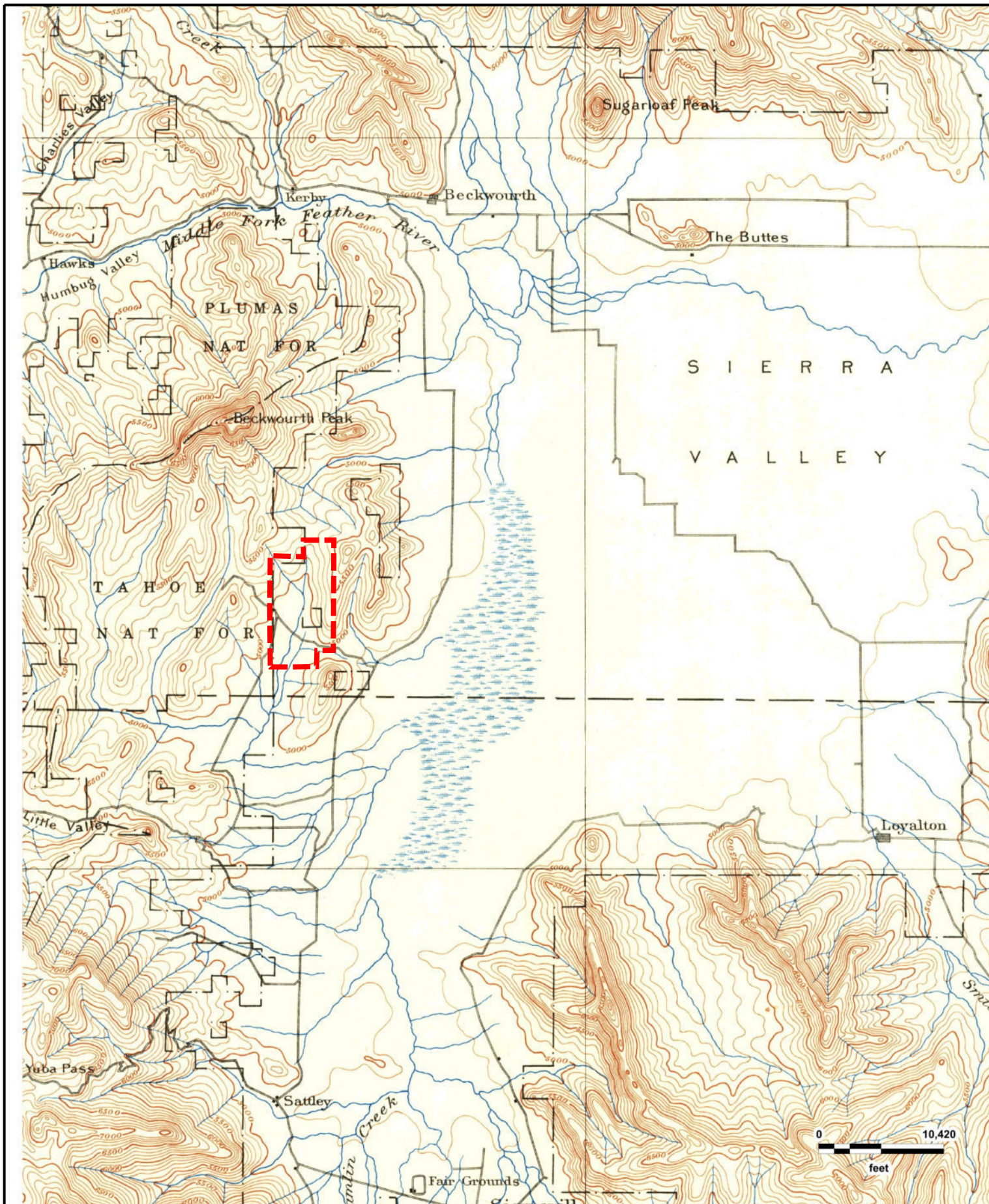
Spring Valley Ranch
SIERRAVILLE, CA (1894)

GeoSearch



Spring Valley Ranch
SIERRAVILLE, CA (1892)

GeoSearch



Spring Valley Ranch
SIERRAVILLE, CA (1890)

GeoSearch



Environmental Lien

Target Property:
Spring Valley Ranch
9900 Carmen Valley Trail
Beckwourth, Plumas County, California 96122

Prepared For:
Environmental Science Assoc-San Francisco

Order #: 141120
Job #: 335976
Project #: D191498
PO #: D191498-1
Date: 02/04/2020

TARGET PROPERTY SUMMARY

Spring Valley Ranch
9900 Carmen Valley Trail
Beckwourth, Plumas County, California 96122

USGS Quadrangle: **Calpine, CA**
Target Property Geometry: **Area**

Target Property Longitude(s)/Latitude(s):

**(-120.427645, 39.712480), (-120.427812, 39.725156), (-120.427656, 39.737829), (-120.417796, 39.737606),
(-120.417850, 39.741385), (-120.408795, 39.741393), (-120.408956, 39.716260), (-120.413805, 39.716210),
(-120.413934, 39.712562), (-120.421058, 39.712451), (-120.427624, 39.712472), (-120.427635, 39.712472),
(-120.427645, 39.712480)**

County/Parish Covered:
Plumas (CA), Sierra (CA)

Zipcode(s) Covered:
Beckwourth CA: 96129
Calpine CA: 96124
Portola CA: 96122

State(s) Covered:
CA

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ENVIRONMENTAL LIEN/AUL SEARCH

We have done a search of Plumas County Records for "Environmental Liens" only on the subject property as identified as 9900 Carmen Valley Trail, Beckwourth, CA. APN: 025-230-016-000 and find the following:

None found

We have done a search of Plumas County Records for "Activity and Use Limitations" (AUL's) only on the subject property as identified as 9900 Carmen Valley Trail, Beckwourth, CA. APN: 025-230-016-000 and find the following:

None found

Attachment 3
Federal Emergency
Management Agency FIRMS
Map



National Flood Hazard Layer FIRMette



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
GENERAL STRUCTURES		Area of Undetermined Flood Hazard Zone D
		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
		17.5 Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
MAP PANELS		Coastal Transect Baseline
		Profile Baseline
		Hydrographic Feature
		Digital Data Available
		No Digital Data Available
		Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

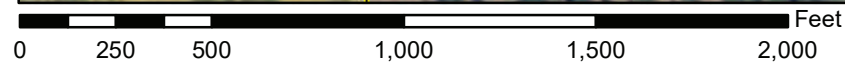
The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 4/3/2020 at 6:56:53 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

39°43'57.99"N



USGS The National Map: Orthoimagery. Data refreshed April, 2019.



1:6,000

39°43'30.31"N

120°25'49.10"W

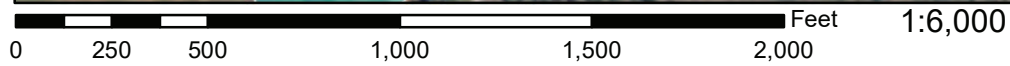
120°25'11.64"W



National Flood Hazard Layer FIRMette



39°44'12.51"N



39°43'44.84"N

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

- | | | |
|------------------------------------|--|--|
| SPECIAL FLOOD HAZARD AREAS | | Without Base Flood Elevation (BFE)
<i>Zone A, V, A99</i> |
| | | With BFE or Depth <i>Zone AE, AO, AH, VE, AR</i> |
| | | Regulatory Floodway |
| OTHER AREAS OF FLOOD HAZARD | | 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile <i>Zone X</i> |
| | | Future Conditions 1% Annual Chance Flood Hazard <i>Zone X</i> |
| | | Area with Reduced Flood Risk due to Levee. See Notes. <i>Zone X</i> |
| | | Area with Flood Risk due to Levee <i>Zone D</i> |
| OTHER AREAS | | NO SCREEN Area of Minimal Flood Hazard <i>Zone X</i> |
| | | Effective LOMRs |
| GENERAL STRUCTURES | | Area of Undetermined Flood Hazard <i>Zone D</i> |
| | | Channel, Culvert, or Storm Sewer |
| | | Levee, Dike, or Floodwall |
| OTHER FEATURES | | Cross Sections with 1% Annual Chance Water Surface Elevation |
| | | Coastal Transect |
| | | Base Flood Elevation Line (BFE) |
| | | Limit of Study |
| | | Jurisdiction Boundary |
| | | Coastal Transect Baseline |
| MAP PANELS | | Profile Baseline |
| | | Hydrographic Feature |
| | | Digital Data Available |
| | | No Digital Data Available |
| | | Unmapped |
- The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **4/3/2020 at 6:58:44 PM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

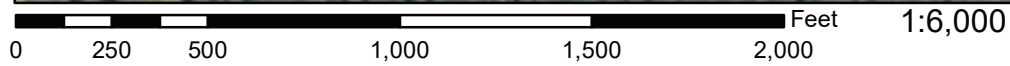


120°24'32.16"W

National Flood Hazard Layer FIRMette



39°43'22.60"N



39°42'54.93"N

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D

OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
		Area of Undetermined Flood Hazard Zone D

GENERAL STRUCTURES		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall

OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance
		17.5 Water Surface Elevation
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
		Profile Baseline
		Hydrographic Feature

MAP PANELS		Digital Data Available
		No Digital Data Available
		Unmapped

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 4/3/2020 at 7:00:27 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

120°24'17.05"W



National Flood Hazard Layer FIRMette



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
		Area of Undetermined Flood Hazard Zone D
GENERAL STRUCTURES		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
		17.5 Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Profile Baseline
MAP PANELS		Digital Data Available
		No Digital Data Available
		Unmapped

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 4/3/2020 at 7:02:03 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

39°43'11.31"N



0 250 500 1,000 1,500 2,000 Feet

1:6,000

39°42'43.64"N

USGS The National Map: Orthoimagery. Data refreshed April, 2019.

120°25'23.60"W

120°24'46.14"W

Attachment 4

Transportation Impact Analysis



December 10, 2020

Ms. Elizabeth Camacho, Partner

LOEB & LOEB LLP

10100 Santa Monica Blvd., Suite 2200

Los Angeles, CA 90067

**RE: TRANSPORTATION IMPACT ANALYSIS FOR THE SPRING VALLEY RANCH
PRIVATE RETREAT AT 9900 WESTSIDE ROAD (COUNTY ROAD A23), PLUMAS
COUNTY, CA.**

Dear Ms. Camacho:

Thank you for contacting our firm regarding the Spring Valley Ranch Private Retreat proposed at 9900 Westside Road on County Road A23 in Plumas County. As we are aware the proposed project involves operating a private retreat, consisting of three residential “Villages” to be built in phases, with up to 83 guest rooms on the site at full buildout. Guests would arrive and depart via a private shuttle that links the site with the Reno-Tahoe International Airport in Washoe County, Nevada. Up to 15 staff may work at the site, in addition to up to three on-site managers.

Plumas County has required a focused transportation impact analysis (TIA) to support the proposed project’s environmental document, and the materials which follow summarize that analysis.

Analysis Approach

Vehicle Miles Traveled (VMT). With the passage of SB 743 and its July 2020 implementation the evaluation of transportation impacts under the California Environmental Quality Act (CEQA) has moved from analysis based on roadway capacity, motorist delay and Level of Service (LOS) to an approach that considers a project’s effects on regional Vehicle Miles Traveled (VMT).

The CEQA Guidelines and the California Governor’s Office of Planning and Research (OPR) document *Technical Advisory on Evaluating Transportation Impacts in CEQA* (California Governor’s Office of Planning and Research 2018) encourage all public agencies to develop and publish thresholds of significance to assist with determining when a project would have significant transportation impacts based on the new metric of VMT, rather than operating LOS. The CEQA Guidelines generally state that projects that decrease VMT can be assumed to have a less than significant transportation impact. The CEQA Guidelines do not provide any specific criteria on how to determine what level of project VMT would be considered a significant impact. This analysis discusses the factors which affect the project’s relative impact to regional VMT based on significance criteria presented in the OPR Technical Advisory.

Many agencies use “screening thresholds” to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. (See e.g., CEQA Guidelines, §§ 15063(c)(3)(C), 15128, and Appendix G.) The OPR technical advisory suggests that lead agencies may screen out VMT impacts using project size, maps of typical VMT characteristics, transit availability, and

provision of affordable housing. This analysis makes use of applicable OPR screening thresholds for this project.

Traffic Operational Analysis. While no longer the evaluation criteria under CEQA, a traffic operational analysis was performed in order to confirm the project's consistency with the goals and policies of the Plumas County General Plan and to address potential impacts relating to safety and alternative transportation modes. The analysis addresses the operation of Beckwourth Calpine Road - Westside Road (County Road A23), quantifies the additional traffic that would be added by the proposed project and considers resulting traffic operations within the context of the requirements of the General Plan. The adequacy of site access was evaluated based on sight distance standards employed by Plumas County.

Existing Setting

The proposed project is located just north of the Sierra County line on Carmen Valley Trail west of County Road A23 (Beckwourth – Calpine Road) in the area north of State Route 89 and south of State Route 70. The section which follows describes the circulation system which is available to serve project traffic.

Roadways. The state highway system provides the key inter-community roadway links within Plumas County. East-west access across Plumas County is provided by State Route (SR) 36 in the northern portion of the county and by SR 70 in the central/southern portions of the county, while SR 89 provides north-south access across the county. SR 147 serves the east side of Lake Almanor, while SR 49 and SR 284 provide access south towards Loyalton and north to Frenchman Reservoir in the far eastern portion of the county. The General Plan notes that in total, there are 1,823 miles of public roadway in Plumas County, including 935 miles of US Forest Service Roads, 674 miles of county roadways and 182 miles of state highways.

State Route 89. State Route 89 (SR 89) originates at an intersection on US 395 in Mono County and continues northerly to its eventual terminus on Interstate 5 in Siskiyou County. To the south SR 89 links the project site with Interstate 80 in the Truckee area of Placer County. To the north SR 89 provides access to Quincy. SR 89 lies in Sierra County directly south of the project, and in this area the facility is a two-lane conventional highway. The most recent data published by the California Department of Transportation indicates that in 2018 SR 89 carried Annual Average Daily Traffic (AADT) volumes that ranged from 830 vehicles per day at the Sierra County / Plumas County line to 1,400 vpd north of Sierraville. Trucks comprise 14% of the daily traffic at the Sierra County / Plumas County line.

State Route 70. State Route 70 (SR 70) originates on SR 99 in Sutter County and continues northeasterly across Butte and Plumas Counties to an intersection on US 395 in Lassen County. In the area of the project SR 70 is a two-lane conventional highway. In 2018 SR 70 carried 4,550 AADT at the Plumas County / Lassen County line, and trucks comprise 4% of the daily traffic near the Beckwourth – Calpine Road intersection.

Beckwourth - Calpine Road (County Road A23). In combination with Westside Road in Sierra County, Beckwourth - Calpine Road links SR 89 and SR 70. County Road A23 is designated a Major Road in the Plumas County General Plan and in the area of the project is a two-lane roadway with limited shoulders. The posted speed limit is 65 mph, and the roadway alignment is generally straight and level. New daily traffic counts collected over two days starting on November 11, 2020 indicated that at the Sierra County line near the project Co Rd A23 carried an average of 643 vpd and that trucks comprised

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8.5% of that volume. Traffic volume counts collected in August 2018 and July 2020 by Plumas County are also available, and that data indicated daily traffic volumes in peak summer season of 998 (2018) and 1,075 (2020) vpd south of SR 70 and 809 (2018) and 834 (2020) vpd at the Sierra County line.

Westside Road. Westside Road extends north from an intersection on SR 89 for about 13 miles to its connection to Co Rd A23 in Plumas County. Westside Road is designated a Collector in the Sierra County General Plan Circulation Element. In the area of the project Westside Road is a two-lane roadway with very limited shoulders. The speed limit on Westside Road is posted at 35 mph for ½ mile immediately north of SR 89, and a prima facie 55 mph limit applies from that point north.

Calpine Road. Calpine Road extends for about 1¼ to link SR 89 and Westside Road in Sierra County south of the proposed project. Calpine Road is designed a Collector in the Sierra County General Plan, and the roadway has two travel lanes and very limited shoulders. A prima facie 55 mph limit applies on Calpine Road.

Carmen Valley Trail. Carmen Valley Trail is an existing private rural road that extends west from Co Rd A23 to the project site. Today the road has a graveled surface and is 12-16 feet wide.

Methods of Analysis. This analysis addresses the project's potential transportation impacts under the California Environmental Quality Act (CEQA) based on consideration of regional Vehicle Miles Traveled (VMT) under SB 743, based on its impact to alternative transportation modes and safety, and based on the consistency of the project's effect on vehicular travel with the standards included in the Plumas County General Plan.

While Plumas County has not adopted guidelines and significance criteria for evaluating a project's impact on regional VMT, the OPR technical advisory provides direction.

The Plumas County General Plan EIR prescribes the methods to be employed to evaluate the operation of the County's circulation system. The primary method used to measure the traffic flow conditions of a roadway facility is Level of Service (LOS). LOS is a qualitative measure, based on quantitative measures of traffic flow such as times of delay, used to describe the operating condition of transportation facilities. LOS ranges from A through F, from the best conditions to the worst conditions, respectively. In general, LOS A represents free-flow conditions with good roadway geometrics, and LOS F represents severe delay caused by stop-and-go conditions. The LOS grades for all roadway types and facilities are generally defined as follows:

- **LOS A** represents free flow travel for vehicles. Individual users are virtually unaffected by others in the traffic stream.
- **LOS B** represents stable flow, but the presence of other users in the traffic stream begins to be noticeable.
- **LOS C** continues to represent stable flow, but it is the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.
- **LOS D** represents high-density, stable flow, at a volume that is approaching unstable conditions.

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- **LOS E** represents unstable operating conditions at or near the capacity level where maneuverability is severely limited and short periods of low traffic speeds may occur.
- **LOS F** is used to define forced or a breakdown traffic flow where roadway volumes have exceeded the maximum roadway capacity for the particular functional class.

At a regional level, traffic conditions in Plumas County are defined by roadway level of service, rather than the level of service of individual intersections. LOS was calculated using the methodology contained in the *Highway Capacity Manual, 2010* (HCM 2010).

The HCM 2010 methodology is the prevailing measurement standard used throughout the United States. These segments were identified, through review of previous traffic analyses and Caltrans Transportation Concept Reports, as the critical segments with relatively poor existing LOS.

Existing Traffic Operating Conditions. Table 1 identified current Levels of Service on Beckwourth – Calpine Road near the project site based on the 2010 HCM, and the results are included in the appendix to this report. These calculations make the “worst case” assumption that Co Ro A23 is a Class I roadway carrying regional traffic.

It is recognized that Year 2020 traffic volume counts were conducted while California experiences the effects of COVID-19 on travel. Our experience has been that these effects have varied very greatly from location to location, with urban areas near schools seeing major reduction in a.m. peak hour traffic volume compared to Pre-Covid conditions, and more rural locations seeing traffic volume reductions that are more modest and have lessened as the duration of COVID has lengthened. In this case, comparison of year 2018 and year 2020 traffic volume data revealed that traffic volumes on Co Rd A23 were highest in July 2020, and this data has been employed for analysis.

Table 1 summarizes current operating Level of Service on Co Rd A23 near the project. As indicated the highway operates at LOS B.

TABLE 1 EXISTING ROADWAY LEVEL OF SERVICE						
Road	Location	Time	Direction	Volume¹ (vph)	Volume / Capacity (v/c)	Level of Service
Beckwourth - Calpine Rd	Sierra County line	AM	NB	24	0.02	B
			SB	33	0.02	B
		PM	NB	27	0.02	B
			SB	47	0.04	B

¹ July 9, 2020 thru July 13, 2020 average daily traffic 834 vehicles per day

Alternative Transportation Modes. The extent of non-automotive transportation facilities has been reviewed.

Public Transit Services. The General Plan EIR reported that several public transit deviated fixed-routes are operated by Plumas Transit Services, a division of Plumas Rural Services. Buses provide a total of 15 daily round trips within Quincy, 3 daily round trips between Quincy and Portola as well as 3 daily round trips between Chester and Quincy. Connections are available to Lassen County transit service at Hamilton Branch and Chester. This service carries approximately 46,000 passenger-trips annually and is available to all, with much of the ridership generated by human service agency clients and Feather River College students. No routes travel on Co Rd A23.

Bicycle and Pedestrian Facilities. While there are many hiking trails in Plumas County, bicycle and pedestrian facilities along main travel corridors and in communities are very limited. The Plumas County Active Transportation Program / Pedestrian and Bicycle Plan (2018) notes that there are no developed pedestrian or bicycle facilities along Co Rd A23 in the vicinity of the proposed project, and no facilities are planned in the future.

General Plan Standards. The Plumas County General Plan contains policies that are relevant to transportation in the area of the project.

4.1.2 Level of Service Standard

The County shall maintain a minimum Level of Service (LOS) standard of LOS D in areas for which Community Plans or Specific Plans have been prepared, and LOS C in other areas of Plumas County. For signalized intersections, LOS standards should be applied to the total intersection LOS. For roundabouts and stop-sign controlled intersections, Level of Service standards shall be applied to the worst approach Level of Service.

4.1.7 General Plan Road Standards

The following road standards shall be applied to the designated planning areas:

Town and Community Planning Area and Master Planned Communities: A paved roadway maintained year-round including snow removal by the State, County or private association. All developments shall be required to provide a paved internal roadway system. A parking lot is an internal roadway system. All development shall make provisions for access to any adjacent lands that are not otherwise served by or shown on a planned roadway alignment to be served by another paved public roadway. Planned roadway alignments and roads serving commercial and industrial parcels shall be paved before issuance of building permits for those parcels. All commercial and industrial parcels shall be served by a structural fire protection entity and shall be within reasonable service distance from existing fire protection facilities and as determined by the appropriate area.

Areas Outside Planning Area: All developments shall have legal access by means of Forest Service Roads or private road easements. All developments shall provide a graded roadway that provides access to each parcel created. If the roads are not in existence, they will be required to be provided before development. Development that

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exceeds these standards may be permitted but will not entitle the developer to the population densities in Town and Community Planning areas.

Project Transportation Characteristics

Project Description. The proposed project would operate as a private retreat facility and working ranch. The retreat facilities would not be open to the public and would not be used to host separate public events or provide facility rentals. The project would provide accommodations for live-in manager(s). The project applicant assumes that up to 15 day-staff and three resident staff will be at the facility conducting agricultural support, maintenance, food and beverage, and housekeeping activities.

After full buildout of all three Villages the project would have the capacity for up to 83 guest rooms for overnight accommodations of guests and 3 residences for resident staff.

Retreat programs would run Monday through Friday, on a weekly basis, each session lasting five days and four nights. Facility operations would be anticipated to include 220 occupied days and 176 occupied nights on an annual basis.

Retreat participants would be transported to and from the facility by way of shuttle busses, minimizing the use of individual vehicles by retreat attendees. Attendee traffic would generally be limited to retreat shuttles on Mondays and Fridays. Regular daily traffic would be limited to daytime staff entering and exiting the site at the beginning and end of each day, and periodic service providers and supply deliveries.

Trip Generation. The number of vehicle trips generated by the operation of the project would depend on the guest travel schedule noted above, on the average occupancy of the vehicles traveling to and from the site and on employee schedules. The following assumptions were made:

Guest Travel. Guest travel will generally be limited to travel to and from the airport in Reno at the beginning and ending of a weekly session. Guests will be shuttled in busses or large vans depending on the size of each group, and at the average occupancy of each bus at 16 persons, 6 buses would be needed to deliver 83 guests to the site at full occupancy upon full buildout of all three Villages. Thus, shuttle activity would result in twelve one-way trips on Monday (six busses bringing guests and then leaving) and on Friday, but no guest travel would occur midweek. While the number of bus trips within peak traffic hours on Co Rd A23 would depend on actual guest travel schedule, this analysis assumes one bus would come and go in each peak hour period.

Employee Travel. Employees who reside off site would be expected to travel to and from the site in personal automobiles. Employees would be likely to reside in nearby communities, and while their work schedules are unknown, this analysis assumes all employee travel to and from the site occurs during peak traffic hours. 30 trips would occur on a daily basis, with fifteen inbound trips in the morning and 15 outbound trips in the evening.

Travel by Employees residing on site. The three on-site residences would generate automobile traffic. As a worst case, each residence is assumed to generate daily trips at nearly the average rate for single family homes published by the Institute of Transportation Engineers (ITE). ITE rates for homes include commute trips which in this case would remain on-site. In this case one daily commute trip in each direction can be deleted from the average ITE trip generation rate to account for this travel that would remain on site (i.e., internal trips).

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Miscellaneous Trips. Deliveries to the site may be expected throughout the week (i.e., UPS, FedEx, etc.) and the supplies needed to operate a retreat would also be transported to the site. Two deliveries are assumed each day, with one round trip in both the am and p.m. peak hour.

Based on these assumptions, the project is estimated to generate a total of 68 trips (i.e., ½ inbound and ½ outbound) over the course of a Monday or Friday, with 58 daily trips expected on midweek days.

Trip Distribution. The directional distribution of project trips has been identified. Guest travel would be between the site and the Reno International Airport which is 55 miles away via SR 70 to US 395. Travel by employees living off site would likely be to and from the site and Portola (12 miles via SR 70), Graeagle (18 miles via SR 89), Quincy (45 miles via SR 70) or the Cold Springs Valley area of north Reno (35 mile via SR 70). Most of those destinations would be north of the site via Beckwourth Calpine Road and SR 70.

**TABLE 2
 TRIP GENERATION FORECASTS**

Description	Unit	Quantity	Vehicle Occupancy	Trip Generation					
				Daily		AM Peak Hour		PM Peak Hour	
				Monday & Friday	Tuesday - Thursday	In	Out	In	Out
Guest Travel	guests	83	16 ¹	12	0	1	1	1	1
Employee Residences	dwelling	3	n.a. ²	22	22	1	1	1	1
Employees	employee	15	1	30	30	15	0	0	15
Deliveries / Miscellaneous	each	2	1	4	4	1	1	1	1
total				68	56	18	3	3	18

¹ assumes various busses / vans with average vehicle occupancy of 16 persons
² based on ITE Trip Generation Manual, 10th Edition average daily rate for single family detached housing (i.e., 9.44 trips per dwelling) less two home-based work trips that remain on site (i.e., 9.44-2.0 = 7.44 trips per du)

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Project Transportation Impacts

Regional VMT. The proposed project incorporates measures to reduce its regional VMT. The most significant measure is the provision for shuttle bus service for guests traveling to and from the site. As noted earlier, rather than asking guest to drive personal vehicles the project’s shuttle busses would link the site with the Reno-Tahoe International Airport.

As noted in the analysis of trip generation, the project is estimated to result in 68 daily trips on Monday and Friday and 58 daily trips on midway days. As indicated in Table 3, average distance for each trip purpose was identified and applied to forecast vehicle miles traveled. For travel associated with on-site residences and by employees living off site, the weighted average of distances to identified communities was used as the applicable distance. Under this assumption the project could generate 1,808 VMT on Monday and Friday and 1,148 VMT on Tuesday thru Thursday.

While formal guidelines have not been adopted by Plumas county, the OPR directive notes that many local agencies have developed screening thresholds to indicate when detailed analysis of VMT is needed. The number of trips generated by the project is an applicable screening tool. The directive notes that absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day¹ generally may be assumed to cause a less-than-significant transportation impact.

Because the project would generate fewer than 110 daily trips at full buildout of all three Villages, and there is no substantial evidence indicating that the project would generate a potentially significant level of VMT or inconsistency with an SCS, its impact on regional VMT would be less than significant.

TABLE 3 DAILY VEHICLE MILES TRAVELED (VMT) FORECASTS					
Description	Average Distance (miles)	Nonday & Friday		Tuesday thru Thursday	
		Daily Trips	Vehicle Miles Traveled (VMT)	Daily Trips	Vehicle Miles Traveled (VMT)
<i>Project as Proposed</i>					
Guest Travel	55 ¹	12	660	0	0
Employee Residences	20.5 ²	22	451	22	451
Employees Living off site	20.5	30	615	30	615
Deliveries / Miscellaneous	20.5	4	82	4	82
Total		68	1,808	56	1,148
¹ Distance to Reno-Tahoe international Airport ² Weighted average of distance to Portola (60% of trips and 12 miles), Reno (20% of trips and 40 miles), Quincy (10% of trips and 35 miles) and Graeagle (10% of trips and 18 miles). Based on ITE Trip Generation Manual, 10 th Edition average daily rate for single family detached housing (i.e., 9.44 trips per dwelling) less two home-based work trips that remain on site (i.e., 9.44-2.0 = 7.44 trips per du)					

¹ CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

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Project Impacts to Alternative Transportation Modes. The extent of possible impacts to alternative transportation modes has been considered.

Transit. Based on the project's limited employment and the use of shuttle bus service for guests, the project would not create an appreciable demand for public transit service and would not contribute to the need for routes serving the Co Rd A23 corridor.

Pedestrian and Bicycle Travel. The project does not interfere with the use of any existing facility for bicyclists or pedestrians, nor does the project interfere with any plans for future facilities for these travel modes. The project contains amenities that will allow guests to remain on site throughout the duration of their visit. The project at this location is unlikely to generate off-site pedestrian or bicycle activity.

The project's impact to alternative transportation modes is not significant and the project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

Project Safety Impacts. Project employees, deliveries and guest shuttle bus service will make use of the existing area circulation system, and its relative impact to safety has been considered at key locations.

Site Access on Co Rd A23. The existing site access on Co Rd A23 is located at a location where the alignment of this county road is straight and level. The sight distance in each direction exceeds the applicable minimum requirement employed by Plumas County (i.e., Caltrans Highway Design Manual (HDM) Table 201.2) of 660 feet at 65 mph. Based on the background peak hour traffic volume on Co Rd A23 (i.e., 81 vph) and the limited share of project traffic likely to arrive from the south and make left turns into the site (i.e., < 5 vph) a separate left turn lane is not justified under the guidelines presented in the AASHTO publication *A Policy on Geometric Design of Highways and Streets*². Based on these factors, the project will not cause a safety impact at the site access. However, the presence of bus traffic at this location is likely to result in deterioration of the graveled approach to the paved roadway over time. Regular maintenance would avoid such deterioration, or use of a paved approach to reduce the need for regular maintenance could be considered.

Intersections on Co Rd A23. The extent to which the project could cause or exacerbate a safety problem at intersections on Co Rd A23 has been considered. The *SR 70 / Co Rd A23 intersection* is on the primary route to and from the site. The intersection has been improved with high speed design features (i.e., eastbound and westbound right turn lanes) and includes corner radii that would accommodate the turning requirements of busses. The current design does not include separate left turn lanes on SR 70. Because the existing westbound right turn lane can act as "bypass lane" and allow approaching motorist to move around a vehicle stopped to turn left, the volume of left turning traffic that the project might add to the intersection (i.e., <10 vph) would not create the need to widen the intersection to provide a separate left turn lane.

The *Westside Road / Calpine Road intersection* is a "Tee" controlled by a stop sign on the Calpine Road approach. Sight distance satisfies minimum standards in each direction. While no left turn lane is

² A Policy on Geometric Design of Highways and Street, American Association of State Highway and Transportation Official, 2018, Table 9-25

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provided, the proposed project will not increase the number of northbound left turns and create the need for a turn lane.

The *SR 89 / Westside Road intersection* in Sierra County is a “Tee” controlled by a stop sign on Westside Road. The intersection is located along the outside of a broad horizontal curve, and the sight distance from Westside Road in each direction satisfies minimum requirements for the prima facie 55 speed limit. While no left turn lane is provided on SR 70, due to the presence of Calpine Road the proposed project will not increase the number of southbound left turns and will not create the need for a turn lane.

Based on these considerations the proposed project does not result in a significant safety impact and would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.

Project Effects on Traffic Operations

Plus Project Conditions. While no longer a significance criteria under CEQA, the effects of the project on the Level of Service on Co Rd A23 has been reviewed in order to confirm the project’s consistency with General Plan goals and policies. This assessment makes the “worst case” assumption that 100% of the project’s traffic uses Co Rd A23 north of the access. As noted in Table 4, under these conditions Co Rd A23 continues to operate at LOS B. Because the Level of Service on Co Rd A23 will continue to satisfy the Plumas County General Plan’s LOS C minimum standard for locations outside Community Plan areas with the project, the effect of the project is consistent with General Plan Policy.

TABLE 4 PLUS PROJECT ROADWAY LEVEL OF SERVICE										
Road	Location	Time	Direction	Existing ¹ Plus Project				Year 2040 ² Plus Project		
				Volume (vph)		V/C	LOS	Total Volume (vph)	V/C	LOS
				Project only	Total					
Beckwourth - Calpine Rd	North of Site access	AM	NB	3	27	0.02	B	32	0.03	B
			SB	18	51	0.04	B	58	0.05	B
		PM	NB	18	45	0.04	B	51	0.05	B
			SB	3	50	0.05	B	61	0.06	B

¹ July 2020
² July 2020 volumes and increased by 22%

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Cumulative Traffic Effects. The cumulative effects of the proposed project have been considered within the context of available information. The 2020 Plumas County Regional Transportation Plan (RTP) discusses future traffic volume growth from a regional perspective. That document noted that although the population in Plumas County was not expected to increase over the life of the RTP, traffic volumes may rise as the population of surrounding counties grows and freight traffic increases. An annual growth rate of 1% was assumed for state highways in the RTP analysis.

Assuming that the growth rate for state highways is also applicable to Co Rd A23, then the Year 2020 traffic volumes on Co Rd A23 could increase by another 22%. As shown in Table 4, LOS B conditions would remain under these assumptions. Because the General Plan LOS C minimum is satisfied, the project is consistent with General Plan policy on Transportation.

Please feel free to contact me if you have any questions or need more information.

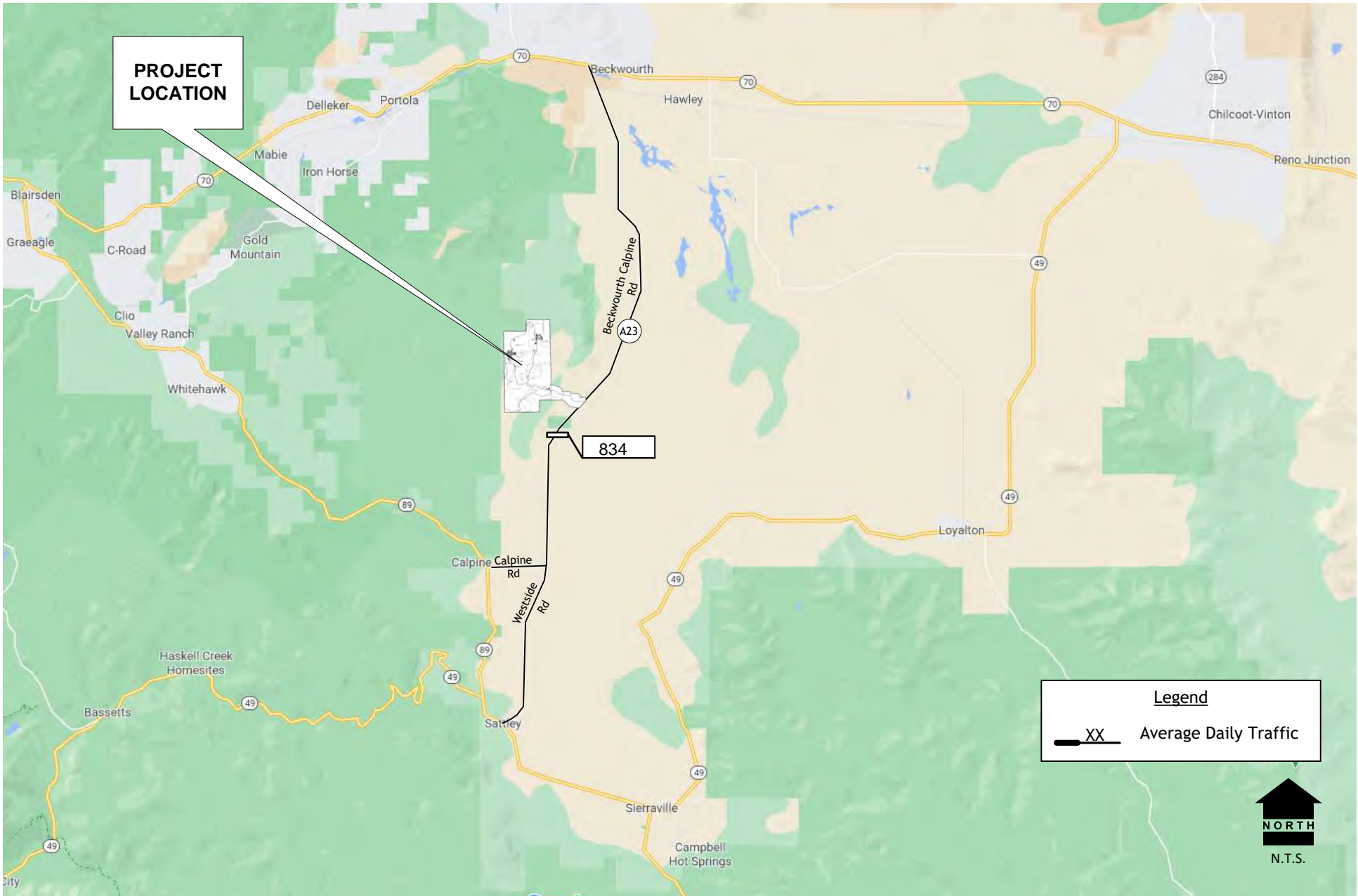
Sincerely Yours,

KD Anderson & Associates, Inc.

A handwritten signature in black ink, appearing to read 'K D Anderson', with a long horizontal flourish extending to the right.

Kenneth D. Anderson, P.E.
President

Attachments: traffic counts, LOS calculations, access photos



PROJECT LOCATION

Prepared by NDS/ATD
 Prepared by National Data & Surveying Services

VOLUME

Westside Rd S/O Carmen Valley Rd

Day: Thursday
 Date: 11/12/2020

City: Plumas County
 Project #: CA20_100086_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					309	338	0	0	647		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	3	3	0	0	6
00:15	0	1	0	0	1	12:15	5	2	0	0	7
00:30	1	0	0	0	1	12:30	3	9	0	0	12
00:45	0	1	0	1	2	12:45	7	18	4	18	36
01:00	0	0	0	0		13:00	7	4	0	0	11
01:15	0	1	0	0	1	13:15	11	4	0	0	15
01:30	0	0	0	0		13:30	6	6	0	0	12
01:45	0	0	1	0	1	13:45	8	32	7	21	53
02:00	1	0	0	0	1	14:00	6	6	0	0	12
02:15	0	1	0	0	1	14:15	3	2	0	0	5
02:30	0	0	0	0		14:30	9	4	0	0	13
02:45	0	1	0	1	2	14:45	3	21	2	14	35
03:00	0	0	0	0		15:00	9	5	0	0	14
03:15	0	0	0	0		15:15	8	4	0	0	12
03:30	0	1	0	0	1	15:30	8	3	0	0	11
03:45	1	1	0	1	2	15:45	8	33	5	17	50
04:00	2	0	0	0	2	16:00	7	5	0	0	12
04:15	0	0	0	0		16:15	6	14	0	0	20
04:30	0	1	0	0	1	16:30	18	12	0	0	30
04:45	0	2	1	2	4	16:45	11	42	5	36	78
05:00	0	0	0	0		17:00	8	5	0	0	13
05:15	0	2	0	0	2	17:15	7	14	0	0	21
05:30	0	4	0	0	4	17:30	11	1	0	0	12
05:45	0	4	10	0	14	17:45	7	33	1	21	54
06:00	0	12	0	0	12	18:00	4	2	0	0	6
06:15	0	7	0	0	7	18:15	3	0	0	0	3
06:30	0	4	0	0	4	18:30	6	2	0	0	8
06:45	1	1	3	26	27	18:45	1	14	1	5	19
07:00	0	12	0	0	12	19:00	5	0	0	0	5
07:15	2	13	0	0	15	19:15	5	0	0	0	5
07:30	5	6	0	0	11	19:30	2	7	0	0	9
07:45	2	9	6	37	46	19:45	2	14	2	9	23
08:00	6	11	0	0	17	20:00	0	3	0	0	3
08:15	4	8	0	0	12	20:15	1	0	0	0	1
08:30	4	7	0	0	11	20:30	0	0	0	0	
08:45	5	19	4	30	49	20:45	1	2	1	4	6
09:00	6	8	0	0	14	21:00	2	2	0	0	4
09:15	4	10	0	0	14	21:15	3	0	0	0	3
09:30	2	7	0	0	9	21:30	3	3	0	0	6
09:45	6	18	8	33	51	21:45	0	8	1	6	14
10:00	3	6	0	0	9	22:00	0	1	0	0	1
10:15	6	6	0	0	12	22:15	0	0	0	0	
10:30	3	5	0	0	8	22:30	1	0	0	0	1
10:45	7	19	2	19	38	22:45	0	1	0	1	2
11:00	3	9	0	0	12	23:00	0	1	0	0	1
11:15	6	4	0	0	10	23:15	1	0	0	0	1
11:30	3	5	0	0	8	23:30	4	1	0	0	5
11:45	3	15	5	23	38	23:45	0	5	0	2	7
TOTALS	86	184			270	TOTALS	223	154			377
SPLIT %	31.9%	68.1%			41.7%	SPLIT %	59.2%	40.8%			58.3%

DAILY TOTALS					NB	SB	EB	WB	Total
					309	338	0	0	647
AM Peak Hour	08:00	07:00		07:15	PM Peak Hour	16:30	15:45		16:30
AM Pk Volume	19	37		51	PM Pk Volume	44	36		80
Pk Hr Factor	0.792	0.712		0.750	Pk Hr Factor	0.611	0.643		0.667
7 - 9 Volume	28	67	0	95	4 - 6 Volume	75	57	0	132
7 - 9 Peak Hour	08:00	07:00		07:15	4 - 6 Peak Hour	16:30	16:00		16:30
7 - 9 Pk Volume	19	37	0	51	4 - 6 Pk Volume	44	36	0	80
Pk Hr Factor	0.792	0.712	0.000	0.750	Pk Hr Factor	0.611	0.643	0.000	0.667

Prepared by National Data & Surveying Services
CLASSIFICATION
 Westside Rd S/O Carmen Valley Rd

Day: Thursday
 Date: 11/12/2020

City: Plumas County
 Project #: CA20_100086_001n

North Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30	2	1	0	1	0	0	1	0	0	0	0	0	0	5
07:45	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00	3	3	0	0	0	0	0	0	0	0	0	0	0	6
08:15	3	1	0	0	0	0	0	0	0	0	0	0	0	4
08:30	1	2	0	1	0	0	0	0	0	0	0	0	0	4
08:45	1	3	0	0	1	0	0	0	0	0	0	0	0	5
09:00	2	0	0	1	0	0	2	1	0	0	0	0	0	6
09:15	2	1	0	0	0	0	1	0	0	0	0	0	0	4
09:30	2	0	0	0	0	0	0	0	0	0	0	0	0	2
09:45	1	3	0	1	1	0	0	0	0	0	0	0	0	6
10:00	2	0	0	0	0	0	1	0	0	0	0	0	0	3
10:15	4	1	0	1	0	0	0	0	0	0	0	0	0	6
10:30	1	2	0	0	0	0	0	0	0	0	0	0	0	3
10:45	1	3	0	2	0	0	1	0	0	0	0	0	0	7
11:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
11:15	4	1	0	1	0	0	0	0	0	0	0	0	0	6
11:30	2	1	0	0	0	0	0	0	0	0	0	0	0	3
11:45	1	1	0	1	0	0	0	0	0	0	0	0	0	3
12:00 PM	2	1	0	0	0	0	0	0	0	0	0	0	0	3
12:15	0	2	0	2	0	0	1	0	0	0	0	0	0	5
12:30	2	0	0	1	0	0	0	0	0	0	0	0	0	3
12:45	3	3	1	0	0	0	0	0	0	0	0	0	0	7
13:00	5	2	0	0	0	0	0	0	0	0	0	0	0	7
13:15	6	5	0	0	0	0	0	0	0	0	0	0	0	11
13:30	4	1	0	0	0	0	1	0	0	0	0	0	0	6
13:45	4	3	0	1	0	0	0	0	0	0	0	0	0	8
14:00	0	4	0	2	0	0	0	0	0	0	0	0	0	6
14:15	2	1	0	0	0	0	0	0	0	0	0	0	0	3
14:30	5	3	0	1	0	0	0	0	0	0	0	0	0	9
14:45	0	2	0	4	0	0	0	0	0	0	0	0	0	3
15:00	4	1	0	4	0	0	0	0	0	0	0	0	0	9
15:15	3	3	0	2	0	0	3	0	0	0	0	0	0	8
15:30	2	6	0	0	0	0	0	0	0	0	0	0	0	8
15:45	3	4	0	0	0	0	1	0	0	0	0	0	0	8
16:00	3	2	0	2	0	0	0	0	0	0	0	0	0	7
16:15	5	1	0	0	0	0	0	0	0	0	0	0	0	6
16:30	8	6	0	4	0	0	0	0	0	0	0	0	0	18
16:45	7	0	0	4	0	0	0	0	0	0	0	0	0	11
17:00	1	5	0	2	0	0	0	0	0	0	0	0	0	8
17:15	6	1	0	0	0	0	0	0	0	0	0	0	0	7
17:30	7	2	0	2	0	0	0	0	0	0	0	0	0	11
17:45	2	4	0	1	0	0	0	0	0	0	0	0	0	7
18:00	1	2	0	1	0	0	0	0	0	0	0	0	0	4
18:15	2	1	0	0	0	0	0	0	0	0	0	0	0	3
18:30	3	2	0	1	0	0	0	0	0	0	0	0	0	6
18:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	3	2	0	0	0	0	0	0	0	0	0	0	0	5
19:15	4	1	0	0	0	0	0	0	0	0	0	0	0	5
19:30	1	1	0	0	0	0	0	0	0	0	0	0	0	2
19:45	2	0	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21:00	1	0	0	1	0	0	0	0	0	0	0	0	0	2
21:15	1	1	0	0	0	0	1	0	0	0	0	0	0	3
21:30	3	0	0	0	0	0	0	0	0	0	0	0	0	3
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:30	0	1	1	2	0	0	0	0	0	0	0	0	0	4
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	144	59	2	16	2	11	1	1	1	1	1	1	1	170
% of Totals	40%	32%	1%	15%	1%	1%	0%	0%	0%	0%	0%	0%	0%	100%
AM Volumes	0	30	25	0	11	2	0	7	1	0	0	0	0	86
% AM	0	13%	8%	0%	4%	1%	0%	2%	0%	0%	0%	0%	0%	26%
AM Peak Hour	0	07:30	08:00	0	11:45	08:00	0	08:30	08:15	0	0	0	0	08:00
Volume	0	9	8	0	4	1	0	3	3	0	0	0	0	19
PM Volumes	0	108	74	2	35	0	0	4	0	0	0	0	0	223
% PM	0	35%	24%	1%	15%	0%	0%	1%	0%	0%	0%	0%	0%	72%
PM Peak Hour	0	16:00	15:15	12:00	16:00	0	0	12:00	0	0	0	0	0	16:30
Volume	0	23	15	1	10	0	0	1	0	0	0	0	0	44
Directional Peak Periods	AM 7-9		NOON 12-2				PM 4-6		Off Peak Volumes					
All Classes	Volume	28	Volume	50	Volume	75	Volume	156	%	9%	16%	24%	50%	
Classification Definitions	1 Motorcycles	4 Buses	7 >=4-Axe Single Units	10 >>6-Axe Single Trailers	13 >>7-Axe Multi-Trailers	2 Passenger Cars	5 2-Axe, 6-Tire Single Units	8 <=4-Axe Single Trailers	11 <=5-Axe Multi-Trailers	3 2-Axe, 4-Tire Single Units	6 3-Axe Single Units	9 5-Axe Single Trailers	12 6-Axe Multi-Trailers	

Prepared by National Data & Surveying Services
CLASSIFICATION
 Westside Rd S/O Carmen Valley Rd

Day: Thursday
 Date: 11/12/2020

City: Plumas County
 Project #: CA20_100086_0015

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	2	0	0	0	0	0	0	0	0	2
05:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:45	0	2	1	0	1	0	0	0	0	0	0	0	0	4
06:00	0	4	4	0	3	0	0	1	0	0	0	0	0	12
06:15	0	2	5	0	0	0	0	0	0	0	0	0	0	7
06:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4
06:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
07:00	0	3	5	0	4	0	0	0	0	0	0	0	0	12
07:15	0	5	5	0	0	0	0	3	0	0	0	0	0	13
07:30	0	2	3	0	0	1	0	0	0	0	0	0	0	6
07:45	0	3	2	0	1	0	0	0	0	0	0	0	0	6
08:00	0	3	4	0	2	0	0	2	0	0	0	0	0	11
08:15	0	6	1	0	1	0	0	0	0	0	0	0	0	8
08:30	0	3	2	0	2	0	0	0	0	0	0	0	0	7
08:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
09:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
09:15	0	6	3	0	1	0	0	0	0	0	0	0	0	10
09:30	0	3	3	0	1	0	0	0	0	0	0	0	0	7
09:45	0	4	2	0	1	1	0	0	0	0	0	0	0	8
10:00	0	1	4	0	1	0	0	0	0	0	0	0	0	6
10:15	0	2	3	0	0	0	0	1	0	0	0	0	0	6
10:30	0	2	1	0	2	0	0	0	0	0	0	0	0	5
10:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
11:00	0	3	5	0	1	0	0	0	0	0	0	0	0	9
11:15	0	1	1	0	2	0	0	0	0	0	0	0	0	4
11:30	0	2	3	0	0	0	0	0	0	0	0	0	0	5
11:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
12:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
12:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:30	0	5	3	0	1	0	0	0	0	0	0	0	0	9
12:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
13:00	0	2	1	0	0	0	0	1	0	0	0	0	0	4
13:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
13:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6
13:45	0	3	3	0	1	0	0	0	0	0	0	0	0	7
14:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6
14:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
14:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4
14:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
15:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
15:15	0	2	0	0	1	0	0	0	1	0	0	0	0	4
15:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
15:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
16:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
16:15	0	8	4	0	1	0	0	1	0	0	0	0	0	14
16:30	0	8	3	0	1	0	0	0	0	0	0	0	0	12
16:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
17:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
17:15	0	6	5	0	2	0	0	1	0	0	0	0	0	14
17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	2	0	0	0	0	0	0	0	0	2
18:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	4	2	0	1	0	0	0	0	0	0	0	0	7
19:45	0	1	0	0	0	1	0	0	0	0	0	0	0	2
20:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	170	117	116	116	121	121	121	121	121	121	121	121	121	100%

AM Volumes	0	.80	.69	0	.26	.2	0	.4	.3	0	0	0	0	0	1.84
% AMH		24%	20%		8%	3%		1%	3%						5%
AM Peak Hour		09:00	07:00		05:15	06:45		07:15	06:30						07:00
Volume		18	15		6	1		2	3						37
PM Volumes	0	.90	.48	0	.12	0	0	.3	.1	0	0	0	0	0	1.58
% PMH		27%	14%		4%	0%		3%	0%						4%
PM Peak Hour		15:45	13:15		16:30			12:15	14:30						15:45
Volume		28	11		3			1	1						38
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes	
All Classes	Volume	67				39				57				175	
	%	20%				12%				17%				52%	

Classification Definitions			
1 Motorcycles	4 Buses	7 >=4-Axe Single Units	10 >>6-Axe Single Trailers
2 Passenger Cars	5 2-Axe, 6-Tire Single Units	8 <=4-Axe Single Trailers	11 <=5-Axe Multi-Trailers
3 2-Axe, 4-Tire Single Units	6 3-Axe Single Units	9 5-Axe Single Trailers	12 6-Axe Multi-Trailers

CLASSIFICATION

Westside Rd S/O Carmen Valley Rd

Day: Thursday
Date: 11/12/2020

City: Plumas County
Project #: CA20_100086_001n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:00	0	6	1	0	1	0	0	1	0	0	0	0	0	9
08:00	0	8	9	0	1	1	0	0	0	0	0	0	0	19
09:00	0	7	4	0	2	1	0	3	1	0	0	0	0	18
10:00	0	8	6	0	3	0	0	2	0	0	0	0	0	19
11:00	0	9	4	0	2	0	0	0	0	0	0	0	0	15
12:00 PM	0	7	6	1	3	0	0	1	0	0	0	0	0	18
13:00	0	19	11	0	1	0	0	1	0	0	0	0	0	32
14:00	0	7	10	0	4	0	0	0	0	0	0	0	0	21
15:00	0	12	14	0	6	0	0	1	0	0	0	0	0	33
16:00	0	23	9	0	10	0	0	0	0	0	0	0	0	42
17:00	0	16	12	0	5	0	0	0	0	0	0	0	0	33
18:00	0	7	5	0	2	0	0	0	0	0	0	0	0	14
19:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
20:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
21:00	0	5	1	0	1	0	0	1	0	0	0	0	0	8
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	2	1	2	0	0	0	0	0	0	0	0	5
Totals		148	99	2	46	2		11	1					309
% of Totals		48%	32%	1%	15%	1%		4%	0%					100%

AM Volumes	0	40	25	0	11	2	0	7	1	0	0	0	0	86
% AM		13%	8%		4%	1%		2%	0%					28%
AM Peak Hour		11:00	08:00		10:00	08:00		09:00	09:00					08:00
Volume		9	9		3	1		3	1					19
PM Volumes	0	108	74	2	35	0	0	4	0	0	0	0	0	223
% PM		35%	24%	1%	11%			1%						72%
PM Peak Hour		16:00	15:00	12:00	16:00			12:00						16:00
Volume		23	14	1	10			1						42
Directional Peak Periods		AM 7-9				NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes		Volume			Volume			Volume			Volume			
		28	↔	9%	50	↔	16%	75	↔	24%	156	↔	50%	

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Westside Rd S/O Carmen Valley Rd

Day: Thursday
Date: 11/12/2020

City: Plumas County
Project #: CA20_100086_001s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:00	0	5	2	0	3	0	0	0	0	0	0	0	0	10
06:00	0	10	12	0	3	0	0	1	0	0	0	0	0	26
07:00	0	13	15	0	5	1	0	0	3	0	0	0	0	37
08:00	0	14	9	0	5	0	0	2	0	0	0	0	0	30
09:00	0	18	11	0	3	1	0	0	0	0	0	0	0	33
10:00	0	6	9	0	3	0	0	1	0	0	0	0	0	19
11:00	0	10	10	0	3	0	0	0	0	0	0	0	0	23
12:00 PM	0	11	5	0	2	0	0	0	0	0	0	0	0	18
13:00	0	11	8	0	1	0	0	1	0	0	0	0	0	21
14:00	0	8	6	0	0	0	0	0	0	0	0	0	0	14
15:00	0	12	3	0	1	0	0	0	1	0	0	0	0	17
16:00	0	24	9	0	2	0	0	1	0	0	0	0	0	36
17:00	0	11	7	0	2	0	0	1	0	0	0	0	0	21
18:00	0	2	1	0	2	0	0	0	0	0	0	0	0	5
19:00	0	5	2	0	2	0	0	0	0	0	0	0	0	9
20:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
21:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Totals		170	117		38	2		7	4					338
% of Totals		50%	35%		11%	1%		2%	1%					100%

AM Volumes	0	80	69	0	26	2	0	4	3	0	0	0	0	184
% AM		24%	20%		8%	1%		1%	1%					54%
AM Peak Hour		09:00	07:00		07:00	07:00		08:00	07:00					07:00
Volume		18	15		5	1		2	3					37
PM Volumes	0	90	48	0	12	0	0	3	1	0	0	0	0	154
% PM		27%	14%		4%			1%	0%					46%
PM Peak Hour		16:00	16:00		12:00			13:00	15:00					16:00
Volume		24	9		2			1	1					36

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	67	20%	39	12%	57	17%	175	52%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Westside Rd S/O Carmen Valley Rd

Day: Thursday
Date: 11/12/2020

City: Plumas County
Project #: CA20_100086_001

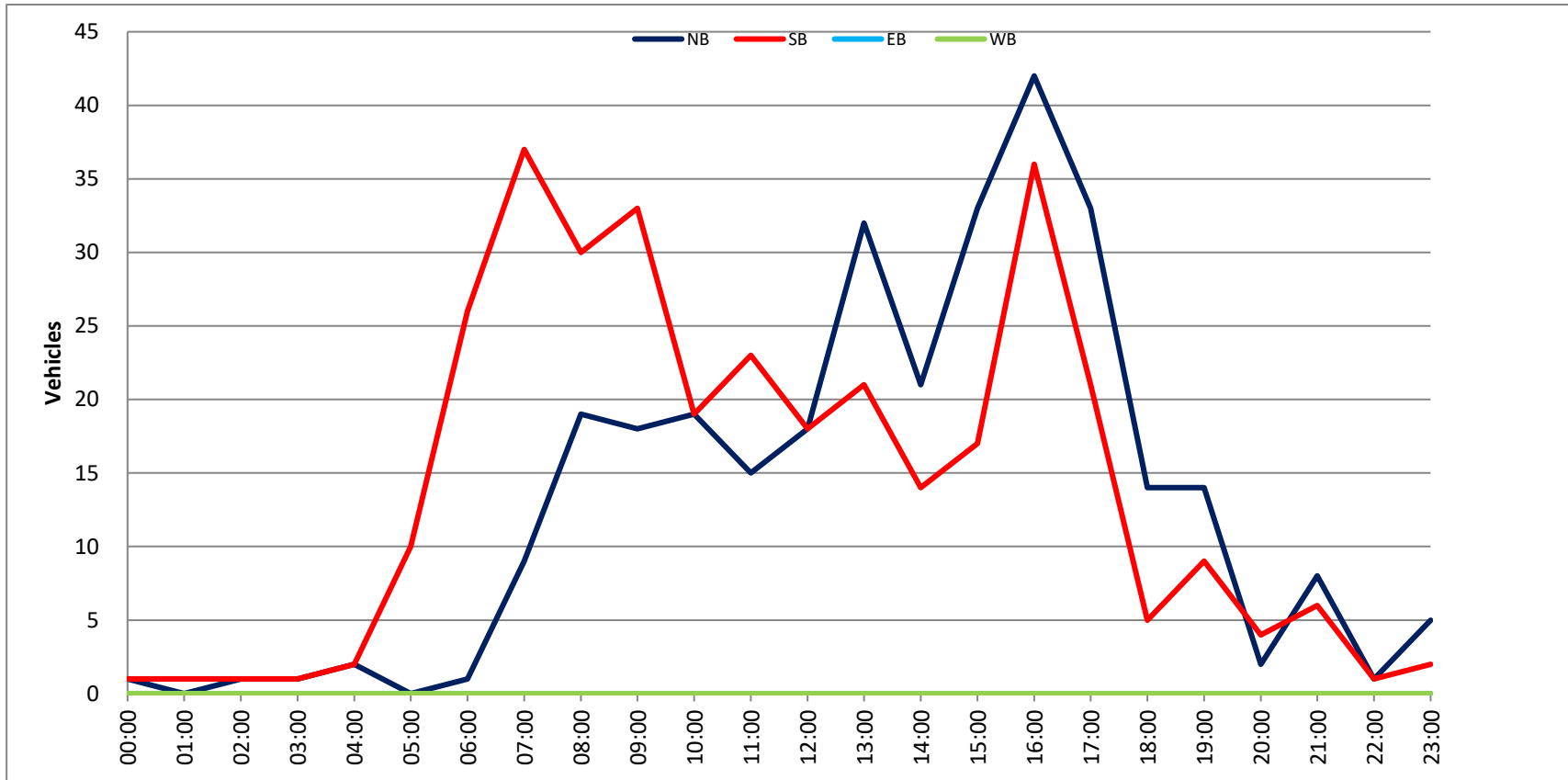
Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	1	0	0	0	0	0	2
03:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
04:00	0	1	2	0	1	0	0	0	0	0	0	0	0	4
05:00	0	5	2	0	3	0	0	0	0	0	0	0	0	10
06:00	0	10	12	0	4	0	0	1	0	0	0	0	0	27
07:00	0	19	16	0	6	1	0	1	3	0	0	0	0	46
08:00	0	22	18	0	6	1	0	2	0	0	0	0	0	49
09:00	0	25	15	0	5	2	0	3	1	0	0	0	0	51
10:00	0	14	15	0	6	0	0	3	0	0	0	0	0	38
11:00	0	19	14	0	5	0	0	0	0	0	0	0	0	38
12:00 PM	0	18	11	1	5	0	0	1	0	0	0	0	0	36
13:00	0	30	19	0	2	0	0	2	0	0	0	0	0	53
14:00	0	15	16	0	4	0	0	0	0	0	0	0	0	35
15:00	0	24	17	0	7	0	0	1	1	0	0	0	0	50
16:00	0	47	18	0	12	0	0	1	0	0	0	0	0	78
17:00	0	27	19	0	7	0	0	1	0	0	0	0	0	54
18:00	0	9	6	0	4	0	0	0	0	0	0	0	0	19
19:00	0	15	6	0	2	0	0	0	0	0	0	0	0	23
20:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
21:00	0	8	4	0	1	0	0	1	0	0	0	0	0	14
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	4	1	2	0	0	0	0	0	0	0	0	7
Totals		318	216	2	84	4		18	5					647
% of Totals		49%	33%	0%	13%	1%		3%	1%					100%

AM Volumes	0	120	94	0	37	4	0	11	4	0	0	0	0	270
% AM		19%	15%		6%	1%		2%	1%					42%
AM Peak Hour		09:00	08:00		07:00	09:00		09:00	07:00					09:00
Volume		25	18		6	2		3	3					51
PM Volumes	0	198	122	2	47	0	0	7	1	0	0	0	0	377
% PM		31%	19%	0%	7%			1%	0%					58%
PM Peak Hour		16:00	13:00	12:00	16:00			13:00	15:00					16:00
Volume		47	19	1	12			2	1					78

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	95	15%	89	14%	132	20%	331	51%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	



Prepared by NDS/ATD
 Prepared by National Data & Surveying Services

VOLUME
 Westside Rd S/O Carmen Valley Rd

Day: Friday
 Date: 11/13/2020

City: Plumas County
 Project #: CA20_100086_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					326	312	0	0	638		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	7	4	0	0	11
00:15	0	0	0	0		12:15	10	3	0	0	13
00:30	0	0	0	0		12:30	4	3	0	0	7
00:45	0	0	0	0		12:45	5	26	3	13	47
01:00	0	0	0	0		13:00	5	4	0	0	9
01:15	0	0	0	0		13:15	8	4	0	0	12
01:30	0	0	0	0		13:30	4	6	0	0	10
01:45	0	1	1	0	1 1	13:45	3	20	5	19	47
02:00	0	0	0	0		14:00	4	5	0	0	9
02:15	0	0	0	0		14:15	9	5	0	0	14
02:30	0	0	0	0		14:30	7	5	0	0	12
02:45	0	0	0	0		14:45	16	36	7	22	81
03:00	0	0	0	0		15:00	9	7	0	0	16
03:15	0	0	0	0		15:15	6	7	0	0	13
03:30	0	0	0	0		15:30	10	10	0	0	20
03:45	0	0	0	0		15:45	10	35	9	33	87
04:00	0	0	0	0		16:00	6	5	0	0	11
04:15	1	1	0	0	2	16:15	11	7	0	0	18
04:30	0	0	0	0		16:30	8	12	0	0	20
04:45	0	1	1	2	1 3	16:45	14	39	10	34	97
05:00	1	2	0	0	3	17:00	9	9	0	0	18
05:15	0	1	0	0	1	17:15	7	4	0	0	11
05:30	2	3	0	0	5	17:30	3	12	0	0	15
05:45	1	4	3	9	4 13	17:45	6	25	4	29	64
06:00	2	3	0	0	5	18:00	4	1	0	0	5
06:15	1	4	0	0	5	18:15	4	3	0	0	7
06:30	0	2	0	0	2	18:30	6	5	0	0	11
06:45	3	6	5	14	8 20	18:45	4	18	2	11	35
07:00	3	11	0	0	14	19:00	4	0	0	0	4
07:15	2	7	0	0	9	19:15	2	2	0	0	4
07:30	7	6	0	0	13	19:30	1	0	0	0	1
07:45	1	13	5	29	6 42	19:45	4	11	1	3	19
08:00	8	5	0	0	13	20:00	1	1	0	0	2
08:15	5	5	0	0	10	20:15	2	3	0	0	5
08:30	3	3	0	0	6	20:30	1	1	0	0	2
08:45	5	21	8	21	13 42	20:45	1	5	0	5	11
09:00	5	5	0	0	10	21:00	1	2	0	0	3
09:15	3	6	0	0	9	21:15	0	2	0	0	2
09:30	1	8	0	0	9	21:30	1	0	0	0	1
09:45	3	12	6	25	9 37	21:45	0	2	0	4	6
10:00	2	7	0	0	9	22:00	0	0	0	0	0
10:15	7	7	0	0	14	22:15	0	0	0	0	0
10:30	6	4	0	0	10	22:30	1	0	0	0	1
10:45	8	23	5	23	13 46	22:45	0	1	0	0	1
11:00	6	6	0	0	12	23:00	0	0	0	0	0
11:15	7	2	0	0	9	23:15	0	0	0	0	0
11:30	7	3	0	0	10	23:30	0	0	0	0	0
11:45	8	28	4	15	12 43	23:45	0	0	0	0	0
TOTALS	108	139			247	TOTALS	218	173			391
SPLIT %	43.7%	56.3%			38.7%	SPLIT %	55.8%	44.2%			61.3%

DAILY TOTALS					NB	SB	EB	WB	Total
					326	312	0	0	638
AM Peak Hour	11:30	06:45			10:15	PM Peak Hour	16:15	16:15	16:15
AM Pk Volume	32	29			49	PM Pk Volume	42	38	80
Pk Hr Factor	0.800	0.659			0.875	Pk Hr Factor	0.750	0.792	0.833
7 - 9 Volume	34	50	0	0	84	4 - 6 Volume	64	63	127
7 - 9 Peak Hour	07:30	07:00			07:00	4 - 6 Peak Hour	16:15	16:15	16:15
7 - 9 Pk Volume	21	29	0	0	42	4 - 6 Pk Volume	42	38	80
Pk Hr Factor	0.656	0.659	0.000	0.000	0.750	Pk Hr Factor	0.750	0.792	0.833

CLASSIFICATION

Westside Rd S/O Carmen Valley Rd

Day: Friday
Date: 11/13/2020City: Plumas County
Project #: CA20_100086_001n**North Bound**

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	2	0	1	0	0	0	0	0	0	0	0	3
07:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
07:15	0	1	0	0	1	0	0	0	0	0	0	0	0	2
07:30	0	2	1	0	4	0	0	0	0	0	0	0	0	7
07:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8
08:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
08:30	0	1	1	0	0	0	0	1	0	0	0	0	0	3
08:45	0	2	1	0	2	0	0	0	0	0	0	0	0	5
09:00	0	2	1	0	1	0	0	1	0	0	0	0	0	5
09:15	0	0	2	0	1	0	0	0	0	0	0	0	0	3
09:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
09:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
10:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7
10:30	0	1	3	0	0	0	0	0	0	0	0	0	0	6
10:45	0	3	3	0	1	0	0	1	0	0	0	0	0	8
11:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
11:15	0	4	0	0	3	0	0	0	0	0	0	0	0	7
11:30	0	2	3	0	2	0	0	0	0	0	0	0	0	7
11:45	0	5	2	0	1	0	0	0	0	0	0	0	0	8
12:00 PM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
12:15	0	3	5	0	2	0	0	0	0	0	0	0	0	10
12:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4
12:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5
13:00	0	1	4	0	0	0	0	0	0	0	0	0	0	5
13:15	0	2	6	0	0	0	0	0	0	0	0	0	0	8
13:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
13:45	0	1	1	0	1	0	0	0	0	0	0	0	0	3
14:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
14:15	0	6	2	0	1	0	0	0	0	0	0	0	0	9
14:30	0	3	3	0	1	0	0	0	0	0	0	0	0	7
14:45	0	8	5	0	2	0	0	1	0	0	0	0	0	16
15:00	0	2	3	0	4	0	0	0	0	0	0	0	0	9
15:15	0	3	3	0	0	0	0	3	0	0	0	0	0	6
15:30	0	6	2	0	2	0	0	0	0	0	0	0	0	10
15:45	0	2	6	0	1	0	0	1	0	0	0	0	0	10
16:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
16:15	0	5	5	0	1	0	0	0	0	0	0	0	0	11
16:30	0	4	3	0	1	0	0	0	0	0	0	0	0	8
16:45	0	6	5	0	3	0	0	0	0	0	0	0	0	14
17:00	0	4	4	0	1	0	0	0	0	0	0	0	0	9
17:15	0	2	2	0	2	0	0	1	0	0	0	0	0	7
17:30	0	2	0	0	1	0	0	0	0	0	0	0	0	3
17:45	0	2	2	0	2	0	0	0	0	0	0	0	0	6
18:00	0	0	3	0	1	0	0	0	0	0	0	0	0	4
18:15	0	2	1	0	0	0	0	1	0	0	0	0	0	4
18:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
18:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
19:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
19:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
19:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
19:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		150	116		53			7						223
% of Totals		40%	30%		10%			2%						100%
AM Volumes	0	49	32	0	24	0	0	3	0	0	0	0	0	108
% AM		33%	28%		45%			4%						48%
AM Peak Hour		11:15	11:30		06:45			08:15						11:30
Volume		15	12		7			2						32
PM Volumes	0	103	84	0	29	0	0	4	0	0	0	0	0	218
% PM		31%	26%		5%			1%						62%
PM Peak Hour		14:00	15:45		14:15			14:00						16:15
Volume		8	17		8			1						42
Directional Peak Periods		AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes						
All Classes		Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	
		34	10%	46	14%	64	20%	182	56%					
Classification Definitions														
1	Motorcycles	4	Buses	7	>=4-Axe Single Units	10	>=6-Axe Single Trailers	13	>=7-Axe Multi-Trailers					
2	Passenger Cars	5	2-Axe, 6-Tire Single Units	8	<=4-Axe Single Trailers	11	<=5-Axe Multi-Trailers							
3	2-Axe, 4-Tire Single Units	6	3-Axe Single Units	9	5-Axe Single Trailers	12	6-Axe Multi-Trailers							

Prepared by National Data & Surveying Services
CLASSIFICATION
 Westside Rd S/O Carmen Valley Rd

Day: Friday
 Date: 11/13/2020

City: Plumas County
 Project #: CA20_100086_0015

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	1	0	0	2	0	0	0	0	0	0	0	0	3
05:45	0	2	0	0	1	0	0	0	0	0	0	0	0	3
06:00	0	1	0	0	2	0	0	0	0	0	0	0	0	3
06:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
06:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:45	0	1	2	0	1	0	0	1	0	0	0	0	0	5
07:00	0	5	5	0	1	0	0	0	0	0	0	0	0	11
07:15	0	5	1	0	1	0	0	0	0	0	0	0	0	7
07:30	0	2	4	0	0	0	0	0	0	0	0	0	0	6
07:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
08:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5
08:15	0	2	1	0	2	0	0	0	0	0	0	0	0	5
08:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
08:45	0	3	5	0	0	0	0	0	0	0	0	0	0	8
09:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5
09:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
09:30	0	6	1	0	1	0	0	0	0	0	0	0	0	8
09:45	0	3	3	0	0	0	0	0	0	0	0	0	0	6
10:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7
10:15	0	2	0	0	3	1	0	1	0	0	0	0	0	7
10:30	0	2	1	0	1	0	0	0	0	0	0	0	0	4
10:45	0	2	3	0	0	0	0	0	0	0	0	0	0	5
11:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
11:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
11:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
11:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
12:00 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
12:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3
12:30	0	2	0	0	0	0	0	1	0	0	0	0	0	3
12:45	0	2	2	0	1	0	0	0	0	0	0	0	0	5
13:00	0	0	2	0	1	1	0	0	0	0	0	0	0	4
13:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
13:30	0	3	3	0	0	0	0	0	0	0	0	0	0	6
13:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5
14:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
14:15	0	2	1	0	2	0	0	0	0	0	0	0	0	5
14:30	0	3	1	0	1	0	0	0	0	0	0	0	0	5
14:45	0	2	4	0	1	0	0	0	0	0	0	0	0	7
15:00	0	2	3	0	2	0	0	0	0	0	0	0	0	7
15:15	0	4	3	0	0	0	0	0	0	0	0	0	0	7
15:30	0	5	2	0	3	0	0	0	0	0	0	0	0	10
15:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9
16:00	0	2	0	0	3	0	0	0	0	0	0	0	0	5
16:15	0	4	2	0	1	0	0	0	0	0	0	0	0	7
16:30	0	4	6	0	2	0	0	0	0	0	0	0	0	12
16:45	0	5	3	0	2	0	0	0	0	0	0	0	0	10
17:00	0	4	2	1	2	0	0	0	0	0	0	0	0	9
17:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
17:30	0	4	6	0	2	0	0	0	0	0	0	0	0	12
17:45	0	2	1	0	1	0	0	0	0	0	0	0	0	4
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3
18:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
18:45	1	1	0	0	0	0	0	0	0	0	0	0	0	2
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
20:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	1	160	101	1	44	2	3	1	1	1	1	1	1	112
% of Totals	0%	51%	32%	0%	14%	1%	1%	1%	1%	1%	1%	1%	1%	100%

AM Volumes	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total		
AM Peak Hour	18	12	5	1	1	1	1	1	1	1	1	1	1	29		
PM Peak Hour	18:00	15:00	16:15	16:15	16:00	12:15	12:00							38		
Directional Peak Periods	AM 7-9		NOON 12-2				PM 4-6			Off Peak Volumes						
All Classes	Volume	50	Volume	32	Volume	63	Volume	167	%	16%	%	10%	%	20%	%	54%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axe Single Units	10 >>6-Axe Single Trailers	13 >>7-Axe Multi-Trailers
2 Passenger Cars	5 2-Axe, 6-Tire Single Units	8 <=4-Axe Single Trailers	11 <=5-Axe Multi-Trailers	
3 2-Axe, 4-Tire Single Units	6 3-Axe Single Units	9 5-Axe Single Trailers	12 6-Axe Multi-Trailers	

CLASSIFICATION

Westside Rd S/O Carmen Valley Rd

Day: Friday
Date: 11/13/2020

City: Plumas County
Project #: CA20_100086_001n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
06:00	0	2	3	0	1	0	0	0	0	0	0	0	0	6
07:00	0	5	2	0	6	0	0	0	0	0	0	0	0	13
08:00	0	11	6	0	3	0	0	1	0	0	0	0	0	21
09:00	0	4	4	0	3	0	0	1	0	0	0	0	0	12
10:00	0	10	8	0	4	0	0	1	0	0	0	0	0	23
11:00	0	14	7	0	7	0	0	0	0	0	0	0	0	28
12:00 PM	0	12	11	0	3	0	0	0	0	0	0	0	0	26
13:00	0	7	12	0	1	0	0	0	0	0	0	0	0	20
14:00	0	19	12	0	4	0	0	1	0	0	0	0	0	36
15:00	0	13	14	0	7	0	0	1	0	0	0	0	0	35
16:00	0	18	16	0	5	0	0	0	0	0	0	0	0	39
17:00	0	10	8	0	6	0	0	1	0	0	0	0	0	25
18:00	0	9	7	0	1	0	0	1	0	0	0	0	0	18
19:00	0	5	4	0	2	0	0	0	0	0	0	0	0	11
20:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		150	116		53			7						326
% of Totals		46%	36%		16%			2%						100%

AM Volumes	0	49	32	0	24	0	0	3	0	0	0	0	0	108		
% AM		15%	10%		7%			1%						33%		
AM Peak Hour		11:00	10:00		11:00			08:00						11:00		
Volume		14	8		7			1						28		
PM Volumes	0	101	84	0	29	0	0	4	0	0	0	0	0	218		
% PM		31%	26%		9%			1%						67%		
PM Peak Hour		14:00	16:00		15:00			14:00						16:00		
Volume		19	16		7			1						39		
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes		
All Classes		Volume		%		Volume		%		Volume		%		Volume	%	
		34	↔	10%		46	↔	14%		64	↔	20%		182	↔	56%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Westside Rd S/O Carmen Valley Rd

Day: Friday
Date: 11/13/2020

City: Plumas County
Project #: CA20_100086_001s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	6	0	0	3	0	0	0	0	0	0	0	0	9
06:00	0	5	5	0	3	0	0	1	0	0	0	0	0	14
07:00	0	16	11	0	2	0	0	0	0	0	0	0	0	29
08:00	0	10	8	0	3	0	0	0	0	0	0	0	0	21
09:00	0	16	7	0	2	0	0	0	0	0	0	0	0	25
10:00	0	10	6	0	5	1	0	1	0	0	0	0	0	23
11:00	0	7	7	0	1	0	0	0	0	0	0	0	0	15
12:00 PM	0	7	3	0	2	0	0	1	0	0	0	0	0	13
13:00	0	8	9	0	1	1	0	0	0	0	0	0	0	19
14:00	0	9	9	0	4	0	0	0	0	0	0	0	0	22
15:00	0	19	9	0	5	0	0	0	0	0	0	0	0	33
16:00	0	15	11	0	8	0	0	0	0	0	0	0	0	34
17:00	0	14	9	1	5	0	0	0	0	0	0	0	0	29
18:00	1	6	4	0	0	0	0	0	0	0	0	0	0	11
19:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
20:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	1	160	101	1	44	2		3						312
% of Totals	0%	51%	32%	0%	14%	1%		1%						100%

AM Volumes	0	73	44	0	19	1	0	2	0	0	0	0	0	139
% AM		23%	14%		6%	0%		1%						45%
AM Peak Hour		07:00	07:00		10:00	10:00		06:00						07:00
Volume		16	11		5	1		1						29
PM Volumes	1	87	57	1	25	1	0	1	0	0	0	0	0	173
% PM	0%	28%	18%	0%	8%	0%		0%						55%
PM Peak Hour	18:00	15:00	16:00	17:00	16:00	13:00		12:00						16:00
Volume	1	19	11	1	8	1		1						34

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	50	16%	32	10%	63	20%	167	54%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Westside Rd S/O Carmen Valley Rd

Day: Friday

Date: 11/13/2020

City: Plumas County

Project #: CA20_100086_001

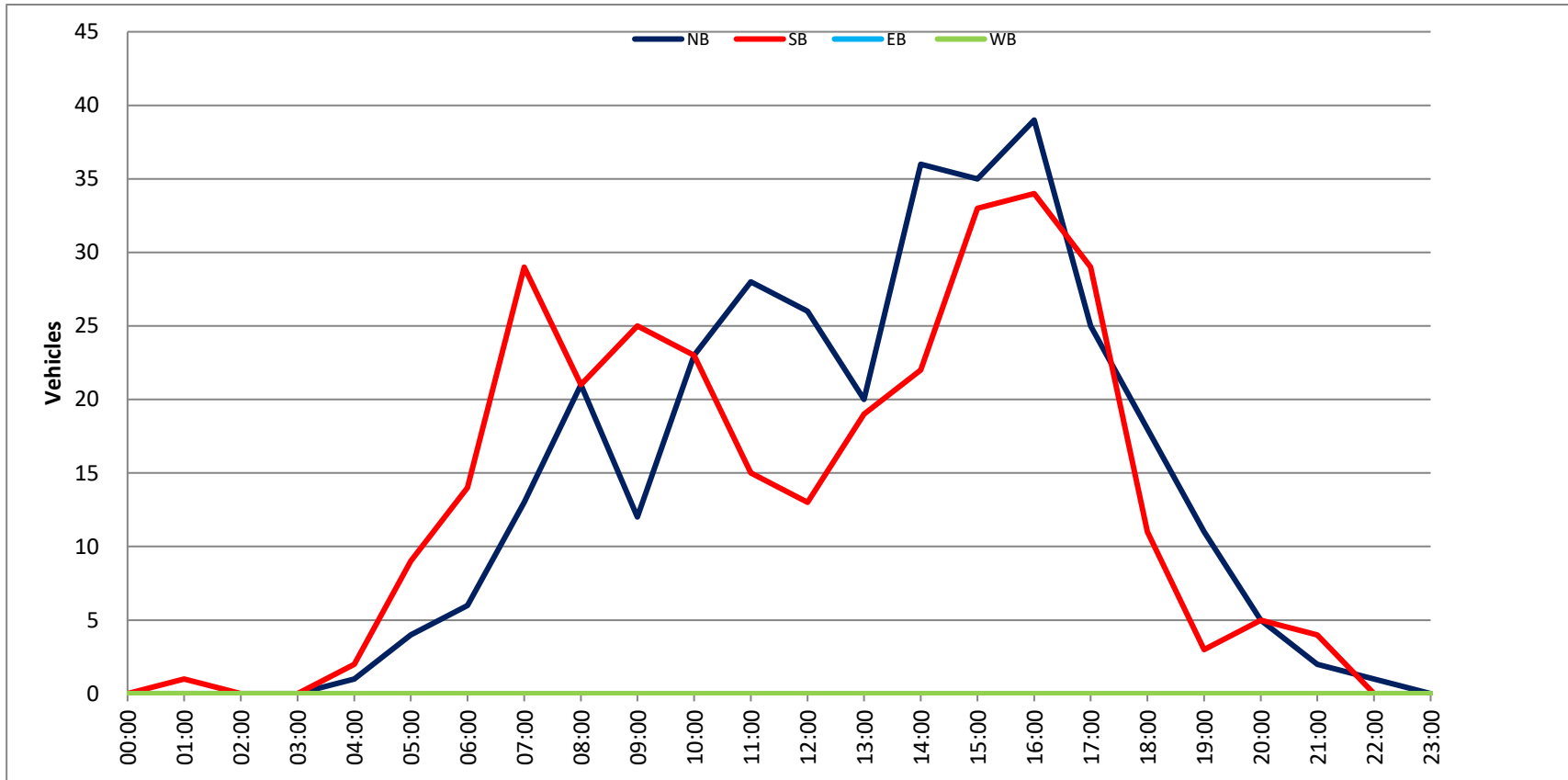
Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	8	2	0	3	0	0	0	0	0	0	0	0	13
06:00	0	7	8	0	4	0	0	1	0	0	0	0	0	20
07:00	0	21	13	0	8	0	0	0	0	0	0	0	0	42
08:00	0	21	14	0	6	0	0	1	0	0	0	0	0	42
09:00	0	20	11	0	5	0	0	1	0	0	0	0	0	37
10:00	0	20	14	0	9	1	0	2	0	0	0	0	0	46
11:00	0	21	14	0	8	0	0	0	0	0	0	0	0	43
12:00 PM	0	19	14	0	5	0	0	1	0	0	0	0	0	39
13:00	0	15	21	0	2	1	0	0	0	0	0	0	0	39
14:00	0	28	21	0	8	0	0	1	0	0	0	0	0	58
15:00	0	32	23	0	12	0	0	1	0	0	0	0	0	68
16:00	0	33	27	0	13	0	0	0	0	0	0	0	0	73
17:00	0	24	17	1	11	0	0	1	0	0	0	0	0	54
18:00	1	15	11	0	1	0	0	1	0	0	0	0	0	29
19:00	0	7	5	0	2	0	0	0	0	0	0	0	0	14
20:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
21:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	1	310	217	1	97	2		10						638
% of Totals	0%	49%	34%	0%	15%	0%		2%						100%

AM Volumes	0	122	76	0	43	1	0	5	0	0	0	0	0	247
% AM		19%	12%		7%	0%		1%						39%
AM Peak Hour		07:00	08:00		10:00	10:00		10:00						10:00
Volume		21	14		9	1		2						46
PM Volumes	1	188	141	1	54	1	0	5	0	0	0	0	0	391
% PM	0%	29%	22%	0%	8%	0%		1%						61%
PM Peak Hour	18:00	16:00	16:00	17:00	16:00	13:00		12:00						16:00
Volume	1	33	27	1	13	1		1						73
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume			%	Volume		%	Volume		%	Volume		%	
	84	↔		13%	78	↔	12%	127	↔	20%	349	↔	55%	

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	



Plumas County Public Works

1834 East Main Street
Quincy, CA 95971
530-283-6268

sn 032054

Site Code: 9F32 03
Latitude: 39' 43.1290 North
Longitude: 120' 13.2160 West
Beckwourth Calpine Rd
South of Hwy 70
Date Start: 07-Aug-18

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/07/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	11	9	0	4	1	0	0	1	0	0	0	0	0	26
13:00	0	12	7	0	5	1	0	0	1	0	0	0	0	0	26
14:00	0	13	3	1	1	0	0	0	0	0	0	0	0	0	18
15:00	0	12	9	1	1	0	0	1	1	0	0	0	0	0	25
16:00	0	14	9	0	3	0	0	0	0	0	0	0	0	0	26
17:00	0	19	8	1	0	0	0	0	0	0	0	0	0	0	28
18:00	0	5	5	1	1	0	0	0	0	0	0	0	0	1	13
19:00	0	11	4	0	1	0	0	0	0	0	0	0	0	0	16
20:00	0	8	5	1	2	0	0	0	0	0	0	0	0	0	16
21:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
22:00	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	108	61	5	20	2	0	1	3	0	0	0	0	1	201
Percent	0.0%	53.7%	30.3%	2.5%	10.0%	1.0%	0.0%	0.5%	1.5%	0.0%	0.0%	0.0%	0.0%	0.5%	
AM Peak Vol.															
PM Peak Vol.		17:00	12:00	14:00	13:00	12:00		15:00	12:00					18:00	
		19	9	1	5	1		1	1					1	

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Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/08/18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	2	3	0	2	1	0	0	0	0	0	0	0	0	8
05:00	0	8	12	0	4	1	0	0	2	0	0	0	0	0	27
06:00	0	19	14	0	7	0	0	1	0	0	0	0	0	0	41
07:00	0	14	12	0	2	1	0	2	1	0	0	0	0	0	32
08:00	0	16	6	0	7	0	0	1	0	0	0	0	0	0	30
09:00	0	8	5	1	4	1	0	1	0	0	0	0	0	0	20
10:00	0	17	12	2	3	0	0	0	0	0	0	0	0	1	35
11:00	0	18	6	0	4	0	0	0	1	0	0	0	0	0	29
12 PM	0	9	9	0	4	0	0	1	0	0	0	0	0	0	23
13:00	0	15	10	0	1	1	0	1	0	0	0	0	0	0	28
14:00	0	11	12	0	4	1	0	2	0	0	0	0	0	0	30
15:00	0	16	8	0	4	0	0	0	0	0	0	0	0	0	28
16:00	0	21	9	0	3	0	0	2	0	0	0	0	0	0	35
17:00	0	18	10	0	2	0	0	0	0	0	0	0	0	0	30
18:00	0	15	5	0	0	0	0	1	0	0	0	0	0	0	21
19:00	0	9	3	0	0	0	0	1	0	0	0	0	0	0	13
20:00	0	8	6	0	3	0	0	0	1	0	0	0	0	0	18
21:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	234	149	3	54	7	0	13	5	0	0	0	0	1	466
Percent	0.0%	50.2%	32.0%	0.6%	11.6%	1.5%	0.0%	2.8%	1.1%	0.0%	0.0%	0.0%	0.0%	0.2%	
AM Peak		06:00	06:00	10:00	06:00	01:00		07:00	05:00					10:00	
Vol.		19	14	2	7	1		2	2					1	
PM Peak		16:00	14:00		12:00	13:00		14:00	20:00						
Vol.		21	12		4	1		2	1						

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South of Hwy 70
Date Start: 07-Aug-18

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/09/18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	1	0	0	1	0	0	0	0	0	0	0	0	3
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	7	0	4	2	0	0	0	0	0	0	0	0	15
05:00	0	8	7	0	2	0	0	0	1	0	0	0	0	0	18
06:00	0	19	17	0	5	1	0	0	1	0	0	0	0	0	43
07:00	0	13	7	0	6	1	0	2	0	0	0	0	0	0	29
08:00	0	15	6	0	6	0	0	3	0	0	0	0	0	1	31
09:00	0	12	7	0	4	2	0	0	1	0	0	0	0	1	27
10:00	1	8	9	1	4	1	0	0	0	0	0	0	0	0	24
11:00	0	14	7	0	1	0	0	3	0	0	0	0	0	0	25
12 PM	0	12	12	0	8	1	0	1	0	0	0	0	0	0	34
13:00	0	21	13	0	4	0	0	0	0	0	0	0	0	1	39
14:00	0	20	13	0	2	1	0	0	1	0	0	0	0	2	39
15:00	0	6	7	0	4	1	0	1	0	0	0	0	0	0	19
16:00	0	22	6	0	4	1	0	1	0	0	0	0	0	0	34
17:00	0	14	7	0	0	0	0	1	0	0	0	0	0	0	22
18:00	2	16	4	0	6	0	0	0	0	0	0	0	0	2	30
19:00	0	8	2	0	0	0	0	0	1	0	0	0	0	0	11
20:00	0	8	4	0	1	0	0	0	0	0	0	0	0	0	13
21:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
22:00	0	3	2	1	0	0	0	0	0	0	0	0	0	0	6
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	3	234	141	2	61	12	0	12	5	0	0	0	0	7	477
Percent	0.6%	49.1%	29.6%	0.4%	12.8%	2.5%	0.0%	2.5%	1.0%	0.0%	0.0%	0.0%	0.0%	1.5%	
AM Peak	10:00	06:00	06:00	10:00	07:00	04:00		08:00	05:00					08:00	
Vol.	1	19	17	1	6	2		3	1					1	
PM Peak	18:00	16:00	13:00	22:00	12:00	12:00		12:00	14:00					14:00	
Vol.	2	22	13	1	8	1		1	1					2	

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Beckwourth Calpine Rd
South of Hwy 70
Date Start: 07-Aug-18

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/10/18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	3	7	0	2	1	0	0	0	0	0	0	0	0	13
05:00	0	8	4	0	4	1	0	0	1	0	0	0	0	0	18
06:00	0	11	9	0	4	0	0	2	0	0	0	0	0	0	26
07:00	0	17	14	0	2	0	0	0	0	0	0	0	0	0	33
08:00	0	14	7	0	6	1	0	0	0	0	0	0	0	0	28
09:00	1	44	19	0	2	1	0	2	2	0	0	0	0	0	71
10:00	0	90	19	0	9	2	0	2	0	0	0	0	0	0	122
11:00	0	55	17	0	7	3	0	2	1	0	0	0	0	3	88
12 PM	0	31	13	0	5	1	0	0	0	0	0	0	0	0	50
13:00	0	18	9	0	3	2	0	3	0	0	0	0	0	1	36
14:00	1	26	6	0	7	4	0	0	0	0	0	0	0	0	44
15:00	0	19	15	0	3	2	0	3	0	0	0	0	0	0	42
16:00	1	20	14	1	2	0	0	1	0	0	0	0	0	0	39
17:00	0	19	6	0	4	0	0	1	0	0	0	0	0	0	30
18:00	0	16	7	0	3	0	0	2	0	0	0	0	0	0	28
19:00	0	9	8	0	2	0	0	1	0	0	0	0	0	0	20
20:00	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
21:00	0	7	3	0	0	0	0	1	1	0	0	0	0	0	12
22:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
Total	3	424	187	1	65	19	0	20	5	0	0	0	0	4	728
Percent	0.4%	58.2%	25.7%	0.1%	8.9%	2.6%	0.0%	2.7%	0.7%	0.0%	0.0%	0.0%	0.0%	0.5%	
AM Peak	09:00	10:00	09:00		10:00	11:00		06:00	09:00					11:00	
Vol.	1	90	19		9	3		2	2					3	
PM Peak	14:00	12:00	15:00	16:00	14:00	14:00		13:00	21:00					13:00	
Vol.	1	31	15	1	7	4		3	1					1	

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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/11/18	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
05:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
06:00	0	8	6	0	1	0	0	1	0	0	0	0	0	0	16
07:00	0	7	2	0	3	0	0	0	1	0	0	0	0	0	13
08:00	0	20	6	0	0	0	0	0	0	0	0	0	0	1	27
09:00	2	14	8	0	4	0	0	2	1	0	0	0	0	0	31
10:00	0	18	6	0	1	0	0	1	0	0	0	0	0	0	26
11:00	0	13	7	0	5	0	0	0	0	0	0	0	0	1	26
12 PM	0	11	7	0	6	0	0	0	0	0	0	0	0	2	26
13:00	1	16	4	1	2	0	0	0	0	0	0	0	0	0	24
14:00	0	13	8	0	3	0	0	0	0	0	0	0	0	0	24
15:00	0	15	11	0	3	0	0	1	1	0	0	0	0	0	31
16:00	0	28	4	0	3	0	0	0	0	0	0	0	0	0	35
17:00	0	11	11	0	1	0	0	0	0	0	0	0	0	0	23
18:00	0	16	6	0	2	0	0	0	0	0	0	0	0	0	24
19:00	0	8	4	0	1	0	0	0	0	0	0	0	0	0	13
20:00	0	9	3	0	1	0	0	0	0	0	0	0	0	0	13
21:00	0	9	2	0	1	0	0	1	1	0	0	0	0	0	14
22:00	1	9	3	0	1	0	0	0	0	0	0	0	0	0	14
23:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
Total	5	241	104	1	39	0	0	6	4	0	0	0	0	4	404
Percent	1.2%	59.7%	25.7%	0.2%	9.7%	0.0%	0.0%	1.5%	1.0%	0.0%	0.0%	0.0%	0.0%	1.0%	
AM Peak	09:00	08:00	09:00		11:00			09:00	07:00					08:00	
Vol.	2	20	8		5			2	1					1	
PM Peak	13:00	16:00	15:00	13:00	12:00			15:00	15:00					12:00	
Vol.	1	28	11	1	6			1	1					2	

Plumas County Public Works

1834 East Main Street
Quincy, CA 95971
530-283-6268

sn 032054

Site Code: 9F32 03
Latitude: 39' 43.1290 North
Longitude: 120' 13.2160 West
Beckwourth Calpine Rd
South of Hwy 70
Date Start: 07-Aug-18

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/12/18	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	4	3	0	1	0	0	0	0	0	0	0	0	0	8
06:00	0	5	5	0	0	0	0	0	0	0	0	0	0	0	10
07:00	0	10	2	0	3	0	0	0	0	0	0	0	0	0	15
08:00	0	12	6	0	3	0	0	0	0	0	0	0	0	0	21
09:00	0	17	13	0	3	0	0	1	0	0	0	0	0	2	36
10:00	2	28	10	0	2	0	0	2	0	0	0	0	0	1	45
11:00	4	27	13	0	2	0	0	1	0	0	0	0	0	2	49
12 PM	1	24	11	0	4	0	0	2	0	0	0	0	0	0	42
13:00	1	20	4	0	3	0	0	4	0	0	0	0	0	2	34
14:00	3	14	11	1	2	1	0	2	0	0	0	0	0	1	35
15:00	0	20	11	1	0	0	0	0	0	0	0	0	0	0	32
16:00	0	25	5	1	2	0	0	1	0	0	0	0	0	0	34
17:00	1	16	4	0	1	0	0	0	0	0	0	0	0	1	23
18:00	0	10	8	0	2	0	0	2	0	0	1	0	0	0	23
19:00	0	7	6	0	2	0	0	0	0	0	0	0	0	0	15
20:00	0	6	2	0	2	0	0	0	0	0	0	0	0	0	10
21:00	0	8	4	0	1	0	0	2	0	0	0	0	0	0	15
22:00	0	2	6	0	0	0	0	0	0	0	0	0	0	1	9
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	13	261	129	3	33	1	0	17	0	0	1	0	0	10	468
Percent	2.8%	55.8%	27.6%	0.6%	7.1%	0.2%	0.0%	3.6%	0.0%	0.0%	0.2%	0.0%	0.0%	2.1%	
AM Peak	11:00	10:00	09:00		07:00			10:00						09:00	
Vol.	4	28	13		3			2						2	
PM Peak	14:00	16:00	12:00	14:00	12:00	14:00		13:00			18:00			13:00	
Vol.	3	25	11	1	4	1		4			1			2	

Plumas County Public Works

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sn 032054

Site Code: 9F32 03
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Beckwourth Calpine Rd
South of Hwy 70
Date Start: 07-Aug-18

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/13/18	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
01:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	4	8	0	4	0	0	0	0	0	0	0	0	0	16
05:00	0	9	6	0	2	1	0	0	2	0	0	0	0	0	20
06:00	1	18	11	0	3	0	0	1	1	0	0	0	0	0	35
07:00	0	16	10	0	2	1	0	1	0	0	0	0	0	0	30
08:00	2	15	4	0	8	2	0	0	0	0	0	0	0	0	31
09:00	5	18	7	1	4	0	0	0	0	0	0	0	0	0	35
10:00	0	16	6	0	3	3	0	1	1	0	0	0	0	0	30
11:00	0	17	9	1	4	2	0	0	0	0	0	0	0	0	33
12 PM	0	16	12	0	3	1	0	2	1	0	0	0	0	0	35
13:00	0	22	13	0	4	1	0	1	1	0	0	0	0	0	42
14:00	0	22	10	0	1	1	0	0	0	0	0	0	0	2	36
15:00	0	16	4	0	7	1	0	0	1	0	0	0	0	0	29
16:00	0	14	5	1	1	1	0	0	0	0	0	0	0	0	22
17:00	0	11	6	0	3	0	0	0	0	0	0	0	0	0	20
18:00	0	12	5	0	4	0	0	0	0	0	0	0	0	0	21
19:00	0	11	9	0	3	0	0	0	1	0	0	0	0	0	24
20:00	0	6	7	0	0	0	0	0	0	0	0	0	0	0	13
21:00	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
Total	8	255	136	3	59	15	0	6	8	0	0	1	0	2	493
Percent	1.6%	51.7%	27.6%	0.6%	12.0%	3.0%	0.0%	1.2%	1.6%	0.0%	0.0%	0.2%	0.0%	0.4%	
AM Peak	09:00	06:00	06:00	09:00	08:00	10:00		06:00	05:00			00:00			
Vol.	5	18	11	1	8	3		1	2			1			
PM Peak		13:00	13:00	16:00	15:00	12:00		12:00	12:00					14:00	
Vol.		22	13	1	7	1		2	1					2	

Plumas County Public Works

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sn 032054

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Beckwourth Calpine Rd
South of Hwy 70
Date Start: 07-Aug-18

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/14/18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	3	6	0	3	1	0	0	0	0	0	0	0	0	13
05:00	0	12	8	0	2	1	0	0	1	0	0	0	0	0	24
06:00	0	15	13	0	6	0	0	0	0	0	0	0	0	0	34
07:00	1	14	10	0	3	2	0	1	1	0	0	0	0	0	32
08:00	0	11	9	0	4	0	0	2	1	0	0	0	0	0	27
09:00	0	11	5	1	2	2	0	0	0	0	0	0	0	1	22
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	69	52	1	20	7	0	3	3	0	0	0	0	1	157
Percent	0.6%	43.9%	33.1%	0.6%	12.7%	4.5%	0.0%	1.9%	1.9%	0.0%	0.0%	0.0%	0.0%	0.6%	
AM Peak	07:00	06:00	06:00	09:00	06:00	07:00		08:00	05:00					09:00	
Vol.	1	15	13	1	6	2		2	1					1	
PM Peak															
Vol.															
Grand Total	33	1826	959	19	351	63	0	78	33	0	1	1	0	30	3394
Percent	1.0%	53.8%	28.3%	0.6%	10.3%	1.9%	0.0%	2.3%	1.0%	0.0%	0.0%	0.0%	0.0%	0.9%	

Plumas County Public Works

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sn 032054

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Beckwourth Calpine Rd
South of Hwy 70
Date Start: 07-Aug-18

Direction 2

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/07/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	9	12	0	2	0	0	0	3	0	0	0	0	1	27
13:00	0	11	5	1	3	0	0	0	1	0	0	0	0	1	22
14:00	0	9	12	0	5	0	0	1	0	0	0	0	0	2	29
15:00	0	15	7	0	2	0	0	0	1	0	0	0	0	0	25
16:00	0	22	24	1	9	0	0	0	0	0	0	0	0	0	56
17:00	0	23	8	1	1	0	0	0	1	0	0	0	0	1	35
18:00	0	15	5	1	3	0	0	1	0	0	0	0	0	0	25
19:00	0	9	7	0	1	0	0	0	0	0	0	0	0	0	17
20:00	0	6	3	0	1	0	0	0	0	0	0	0	0	0	10
21:00	0	4	3	2	2	0	0	1	0	0	0	0	0	0	12
22:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	129	86	6	30	0	0	3	6	0	0	0	0	5	265
Percent	0.0%	48.7%	32.5%	2.3%	11.3%	0.0%	0.0%	1.1%	2.3%	0.0%	0.0%	0.0%	0.0%	1.9%	
AM Peak Vol.															
PM Peak Vol.		17:00 23	16:00 24	21:00 2	16:00 9			14:00 1	12:00 3					14:00 2	

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Beckwourth Calpine Rd
South of Hwy 70
Date Start: 07-Aug-18

Direction 2															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/08/18	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	1	0	0	0	0	1	0	0	0	0	0	1	5
06:00	0	4	7	0	4	1	0	0	0	0	0	0	0	0	16
07:00	0	7	4	0	3	0	0	0	1	0	0	0	0	0	15
08:00	0	11	2	0	3	0	0	1	1	0	0	0	0	0	18
09:00	0	10	10	0	2	1	0	1	0	0	0	0	0	0	24
10:00	0	19	11	1	4	0	0	0	1	0	0	0	0	0	36
11:00	0	10	8	1	2	1	0	0	0	0	0	0	0	0	22
12 PM	0	11	7	0	3	1	0	0	0	0	0	0	0	0	22
13:00	0	8	12	0	12	0	0	0	1	0	0	0	0	0	33
14:00	0	11	13	0	3	1	0	0	1	0	0	0	0	0	29
15:00	0	25	16	0	5	0	0	0	3	0	0	0	0	0	49
16:00	0	23	18	0	6	0	0	0	0	0	0	0	0	0	47
17:00	0	19	11	1	8	0	0	1	1	0	0	0	0	0	41
18:00	0	16	6	0	6	0	0	1	0	0	0	0	0	0	29
19:00	0	18	6	0	1	0	0	0	1	0	0	0	0	0	26
20:00	0	7	5	0	0	0	0	0	0	0	0	0	0	0	12
21:00	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
22:00	0	2	1	0	0	0	0	1	0	0	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	208	146	3	62	5	0	6	10	0	0	0	0	1	441
Percent	0.0%	47.2%	33.1%	0.7%	14.1%	1.1%	0.0%	1.4%	2.3%	0.0%	0.0%	0.0%	0.0%	0.2%	
AM Peak		10:00	10:00	10:00	06:00	06:00		05:00	07:00					05:00	
Vol.		19	11	1	4	1		1	1					1	
PM Peak		15:00	16:00	17:00	13:00	12:00		17:00	15:00						
Vol.		25	18	1	12	1		1	3						

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Direction 2

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/09/18	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
01:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
05:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
06:00	0	5	6	0	0	0	0	2	0	0	0	0	0	0	13
07:00	1	11	0	0	1	1	0	0	2	0	0	0	0	0	16
08:00	0	10	7	0	3	1	0	0	1	0	0	0	0	0	22
09:00	0	9	9	0	3	1	0	0	0	0	0	0	0	2	24
10:00	0	12	10	0	4	2	0	2	0	0	0	0	0	1	31
11:00	1	20	8	0	6	1	0	2	0	0	0	0	0	0	38
12 PM	0	15	9	2	5	1	0	2	0	0	0	0	0	0	34
13:00	1	18	13	0	5	0	0	0	1	0	0	0	0	1	39
14:00	1	22	12	0	6	1	0	1	0	0	0	0	0	3	46
15:00	0	18	15	0	4	1	0	1	4	0	0	0	0	3	46
16:00	0	29	20	0	10	1	0	1	0	0	0	0	0	0	61
17:00	0	17	9	0	4	0	0	1	0	0	0	0	0	0	31
18:00	1	26	8	0	1	0	0	1	0	0	0	0	0	0	37
19:00	2	9	6	0	1	0	0	0	1	0	0	0	0	0	19
20:00	0	5	5	0	1	0	0	0	0	0	0	0	0	0	11
21:00	0	6	2	0	2	0	0	0	0	0	0	0	0	0	10
22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
Total	7	243	145	2	58	10	0	14	10	0	0	0	0	10	499
Percent	1.4%	48.7%	29.1%	0.4%	11.6%	2.0%	0.0%	2.8%	2.0%	0.0%	0.0%	0.0%	0.0%	2.0%	
AM Peak	07:00	11:00	10:00		11:00	10:00		06:00	07:00					09:00	
Vol.	1	20	10		6	2		2	2					2	
PM Peak	19:00	16:00	16:00	12:00	16:00	12:00		12:00	15:00					14:00	
Vol.	2	29	20	2	10	1		2	4					3	

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Direction 2															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/10/18	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	4	2	0	0	0	0	0	1	0	0	0	0	0	7
06:00	0	2	5	0	1	0	0	0	0	0	0	0	0	0	8
07:00	0	8	4	0	2	0	0	2	2	0	0	0	0	1	19
08:00	0	10	2	0	4	0	0	1	0	0	0	0	0	2	19
09:00	1	23	7	0	4	1	0	0	0	0	0	0	0	1	37
10:00	0	77	25	0	5	1	0	2	0	0	0	0	0	2	112
11:00	0	49	18	0	7	3	0	0	3	0	0	0	0	1	81
12 PM	0	51	21	0	7	1	0	1	0	0	0	0	0	0	81
13:00	1	32	10	0	7	1	0	1	1	0	0	0	0	1	54
14:00	1	44	18	0	10	2	0	3	1	0	0	0	0	0	79
15:00	0	12	15	0	3	2	0	1	0	0	0	0	0	0	33
16:00	3	26	9	0	7	0	0	2	0	0	0	0	0	1	48
17:00	0	25	14	0	7	0	0	2	0	0	0	0	0	0	48
18:00	1	21	8	0	5	0	0	1	0	0	0	0	0	0	36
19:00	2	11	8	0	4	0	0	0	0	0	0	0	0	0	25
20:00	0	13	8	0	1	0	0	1	1	0	0	0	0	0	24
21:00	0	13	8	0	1	0	0	0	0	0	0	0	0	0	22
22:00	0	7	3	0	2	0	0	0	0	0	0	0	0	0	12
23:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
Total	9	439	187	0	78	11	0	17	9	0	0	0	0	9	759
Percent	1.2%	57.8%	24.6%	0.0%	10.3%	1.4%	0.0%	2.2%	1.2%	0.0%	0.0%	0.0%	0.0%	1.2%	
AM Peak	09:00	10:00	10:00		11:00	11:00		07:00	11:00					08:00	
Vol.	1	77	25		7	3		2	3					2	
PM Peak	16:00	12:00	12:00		14:00	14:00		14:00	13:00					13:00	
Vol.	3	51	21		10	2		3	1					1	

Plumas County Public Works

1834 East Main Street
Quincy, CA 95971
530-283-6268

sn 032054

Site Code: 9F32 03
Latitude: 39' 43.1290 North
Longitude: 120' 13.2160 West
Beckwourth Calpine Rd
South of Hwy 70
Date Start: 07-Aug-18

Direction 2

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/11/18	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
06:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
07:00	2	7	3	0	5	0	0	0	0	0	0	0	0	1	18
08:00	0	10	3	0	1	0	0	0	0	0	0	0	0	0	14
09:00	0	9	6	0	4	0	0	0	1	0	0	0	0	0	20
10:00	0	16	6	1	3	0	0	2	0	0	0	0	0	0	28
11:00	0	14	5	0	4	0	0	0	0	0	0	0	0	0	23
12 PM	1	19	7	1	3	0	0	0	0	0	0	0	0	0	31
13:00	0	17	9	0	4	0	0	1	0	0	0	0	0	0	31
14:00	0	11	7	0	4	0	0	0	0	0	0	0	0	0	22
15:00	0	19	3	1	2	0	0	0	0	0	0	0	0	0	25
16:00	0	14	13	0	4	0	0	0	0	0	0	0	0	0	31
17:00	0	19	7	0	1	0	0	1	0	0	0	0	0	2	30
18:00	1	13	4	0	4	0	0	0	0	0	0	0	0	0	22
19:00	0	8	6	0	1	0	0	0	0	0	0	0	0	0	15
20:00	0	19	4	1	0	0	0	0	0	0	0	0	0	0	24
21:00	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
22:00	0	5	5	0	0	0	0	0	0	0	0	0	0	0	10
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	4	218	98	4	42	0	0	4	1	0	0	0	0	3	374
Percent	1.1%	58.3%	26.2%	1.1%	11.2%	0.0%	0.0%	1.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.8%	
AM Peak	07:00	10:00	09:00	10:00	07:00			10:00	09:00					07:00	
Vol.	2	16	6	1	5			2	1					1	
PM Peak	12:00	12:00	16:00	12:00	13:00			13:00						17:00	
Vol.	1	19	13	1	4			1						2	

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Beckwourth Calpine Rd
South of Hwy 70
Date Start: 07-Aug-18

Direction 2															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/12/18	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
07:00	0	4	1	0	4	0	0	0	0	0	0	0	0	0	9
08:00	0	7	4	0	4	0	0	0	0	0	0	0	0	0	15
09:00	1	12	3	0	2	0	0	1	0	0	0	0	0	1	20
10:00	0	10	8	0	1	0	0	0	0	0	0	0	0	1	20
11:00	0	12	8	0	0	0	0	0	0	0	0	0	0	1	21
12 PM	0	19	5	1	2	0	0	1	0	0	0	0	0	1	29
13:00	1	14	12	0	2	0	0	2	0	0	0	0	0	3	34
14:00	1	14	9	0	1	0	0	1	0	0	0	0	0	1	27
15:00	0	19	14	0	3	0	0	0	0	0	0	0	0	2	38
16:00	0	15	3	0	1	0	0	0	0	0	0	0	0	1	20
17:00	0	12	2	0	3	0	0	0	0	0	0	0	0	1	18
18:00	1	27	9	0	2	0	0	2	0	0	0	0	0	2	43
19:00	0	14	4	0	2	0	0	1	0	0	0	0	0	0	21
20:00	0	15	3	1	2	0	0	0	0	0	0	0	0	1	22
21:00	0	5	5	0	2	0	0	0	0	0	0	0	0	0	12
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
Total	4	213	100	2	31	0	0	8	0	0	0	0	0	15	373
Percent	1.1%	57.1%	26.8%	0.5%	8.3%	0.0%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	
AM Peak	09:00	09:00	10:00		07:00			09:00						09:00	
Vol.	1	12	8		4			1						1	
PM Peak	13:00	18:00	15:00	12:00	15:00			13:00						13:00	
Vol.	1	27	14	1	3			2						3	

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Beckwourth Calpine Rd
South of Hwy 70
Date Start: 07-Aug-18

Direction 2															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/13/18	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:00	1	1	0	0	0	1	0	0	0	0	0	0	0	0	3
05:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
06:00	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
07:00	0	12	5	0	4	1	0	1	0	0	0	0	0	0	23
08:00	0	24	4	0	2	1	0	1	2	0	0	0	0	1	35
09:00	0	15	9	0	1	1	0	0	0	0	0	0	0	0	26
10:00	0	16	12	0	2	1	0	2	1	0	0	0	0	0	34
11:00	1	15	5	0	4	2	0	0	0	0	0	0	0	0	27
12 PM	0	15	14	0	9	1	0	1	2	0	0	0	0	2	44
13:00	0	14	12	0	6	1	0	1	1	0	0	0	0	0	35
14:00	0	20	13	0	2	1	0	0	3	0	0	0	0	0	39
15:00	0	15	15	0	3	1	0	0	0	0	0	0	0	0	34
16:00	1	22	15	0	8	1	0	1	0	0	0	0	0	0	48
17:00	1	27	13	1	7	0	0	0	1	0	0	0	0	0	50
18:00	1	11	6	0	6	0	0	0	0	0	0	0	0	1	25
19:00	0	10	6	0	1	0	0	0	0	0	0	0	0	0	17
20:00	0	7	6	0	3	0	0	0	0	0	0	0	0	0	16
21:00	0	12	2	0	2	0	0	0	0	0	0	0	0	0	16
22:00	0	1	3	0	0	0	0	0	1	0	0	0	0	0	5
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	5	256	145	1	62	12	0	7	12	0	0	0	0	4	504
Percent	1.0%	50.8%	28.8%	0.2%	12.3%	2.4%	0.0%	1.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.8%	
AM Peak	04:00	08:00	10:00		07:00	11:00		10:00	08:00					08:00	
Vol.	1	24	12		4	2		2	2					1	
PM Peak	16:00	17:00	15:00	17:00	12:00	12:00		12:00	14:00					12:00	
Vol.	1	27	15	1	9	1		1	3					2	

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sn 032054

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Beckwourth Calpine Rd
South of Hwy 70
Date Start: 07-Aug-18

Direction 2															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/14/18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	2	0	0	0	0	0	1	0	0	0	0	0	4
06:00	0	6	4	0	0	0	0	0	1	0	0	0	0	0	11
07:00	0	10	3	0	1	0	0	2	1	0	0	0	0	0	17
08:00	0	16	7	0	3	0	0	0	3	0	0	0	0	0	29
09:00	0	13	9	0	3	2	0	2	1	0	0	0	0	1	31
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	48	25	0	7	2	0	4	7	0	0	0	0	1	94
Percent	0.0%	51.1%	26.6%	0.0%	7.4%	2.1%	0.0%	4.3%	7.4%	0.0%	0.0%	0.0%	0.0%	1.1%	
AM Peak		08:00	09:00		08:00	09:00		07:00	08:00					09:00	
Vol.		16	9		3	2		2	3					1	
PM Peak															
Vol.															
Grand Total	29	1754	932	18	370	40	0	63	55	0	0	0	0	48	3309
Percent	0.9%	53.0%	28.2%	0.5%	11.2%	1.2%	0.0%	1.9%	1.7%	0.0%	0.0%	0.0%	0.0%	1.5%	

Plumas County Public Works

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Beckwourth Calpine Rd
South of Hwy 70
Date Start: 07-Aug-18

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/07/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	20	21	0	6	1	0	0	4	0	0	0	0	1	53
13:00	0	23	12	1	8	1	0	0	2	0	0	0	0	1	48
14:00	0	22	15	1	6	0	0	1	0	0	0	0	0	2	47
15:00	0	27	16	1	3	0	0	1	2	0	0	0	0	0	50
16:00	0	36	33	1	12	0	0	0	0	0	0	0	0	0	82
17:00	0	42	16	2	1	0	0	0	1	0	0	0	0	1	63
18:00	0	20	10	2	4	0	0	1	0	0	0	0	0	1	38
19:00	0	20	11	0	2	0	0	0	0	0	0	0	0	0	33
20:00	0	14	8	1	3	0	0	0	0	0	0	0	0	0	26
21:00	0	5	3	2	3	0	0	1	0	0	0	0	0	0	14
22:00	0	4	2	0	2	0	0	0	0	0	0	0	0	0	8
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	237	147	11	50	2	0	4	9	0	0	0	0	6	466
Percent	0.0%	50.9%	31.5%	2.4%	10.7%	0.4%	0.0%	0.9%	1.9%	0.0%	0.0%	0.0%	0.0%	1.3%	
AM Peak Vol.															
PM Peak Vol.		17:00	16:00	17:00	16:00	12:00		14:00	12:00					14:00	
		42	33	2	12	1		1	4					2	

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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/08/18	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	2	3	0	2	1	0	0	0	0	0	0	0	0	8
05:00	0	10	13	0	4	1	0	1	2	0	0	0	0	1	32
06:00	0	23	21	0	11	1	0	1	0	0	0	0	0	0	57
07:00	0	21	16	0	5	1	0	2	2	0	0	0	0	0	47
08:00	0	27	8	0	10	0	0	2	1	0	0	0	0	0	48
09:00	0	18	15	1	6	2	0	2	0	0	0	0	0	0	44
10:00	0	36	23	3	7	0	0	0	1	0	0	0	0	1	71
11:00	0	28	14	1	6	1	0	0	1	0	0	0	0	0	51
12 PM	0	20	16	0	7	1	0	1	0	0	0	0	0	0	45
13:00	0	23	22	0	13	1	0	1	1	0	0	0	0	0	61
14:00	0	22	25	0	7	2	0	2	1	0	0	0	0	0	59
15:00	0	41	24	0	9	0	0	0	3	0	0	0	0	0	77
16:00	0	44	27	0	9	0	0	2	0	0	0	0	0	0	82
17:00	0	37	21	1	10	0	0	1	1	0	0	0	0	0	71
18:00	0	31	11	0	6	0	0	2	0	0	0	0	0	0	50
19:00	0	27	9	0	1	0	0	1	1	0	0	0	0	0	39
20:00	0	15	11	0	3	0	0	0	1	0	0	0	0	0	30
21:00	0	9	5	0	0	0	0	0	0	0	0	0	0	0	14
22:00	0	3	5	0	0	0	0	1	0	0	0	0	0	0	9
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	442	295	6	116	12	0	19	15	0	0	0	0	2	907
Percent	0.0%	48.7%	32.5%	0.7%	12.8%	1.3%	0.0%	2.1%	1.7%	0.0%	0.0%	0.0%	0.0%	0.2%	
AM Peak		10:00	10:00	10:00	06:00	09:00		07:00	05:00					05:00	
Vol.		36	23	3	11	2		2	2					1	
PM Peak		16:00	16:00	17:00	13:00	14:00		14:00	15:00						
Vol.		44	27	1	13	2		2	3						

Plumas County Public Works

1834 East Main Street
Quincy, CA 95971
530-283-6268

sn 032054

Site Code: 9F32 03
Latitude: 39' 43.1290 North
Longitude: 120' 13.2160 West
Beckwourth Calpine Rd
South of Hwy 70
Date Start: 07-Aug-18

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/09/18	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
01:00	0	1	3	0	0	1	0	0	0	0	0	0	0	0	5
02:00	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	3	7	0	4	2	0	1	0	0	0	0	0	0	17
05:00	0	9	8	0	3	0	0	0	1	0	0	0	0	0	21
06:00	0	24	23	0	5	1	0	2	1	0	0	0	0	0	56
07:00	1	24	7	0	7	2	0	2	2	0	0	0	0	0	45
08:00	0	25	13	0	9	1	0	3	1	0	0	0	0	1	53
09:00	0	21	16	0	7	3	0	0	1	0	0	0	0	3	51
10:00	1	20	19	1	8	3	0	2	0	0	0	0	0	1	55
11:00	1	34	15	0	7	1	0	5	0	0	0	0	0	0	63
12 PM	0	27	21	2	13	2	0	3	0	0	0	0	0	0	68
13:00	1	39	26	0	9	0	0	0	1	0	0	0	0	2	78
14:00	1	42	25	0	8	2	0	1	1	0	0	0	0	5	85
15:00	0	24	22	0	8	2	0	2	4	0	0	0	0	3	65
16:00	0	51	26	0	14	2	0	2	0	0	0	0	0	0	95
17:00	0	31	16	0	4	0	0	2	0	0	0	0	0	0	53
18:00	3	42	12	0	7	0	0	1	0	0	0	0	0	2	67
19:00	2	17	8	0	1	0	0	0	2	0	0	0	0	0	30
20:00	0	13	9	0	2	0	0	0	0	0	0	0	0	0	24
21:00	0	10	5	0	2	0	0	0	0	0	0	0	0	0	17
22:00	0	5	3	1	0	0	0	0	0	0	0	0	0	0	9
23:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
Total	10	477	286	4	119	22	0	26	15	0	0	0	0	17	976
Percent	1.0%	48.9%	29.3%	0.4%	12.2%	2.3%	0.0%	2.7%	1.5%	0.0%	0.0%	0.0%	0.0%	1.7%	
AM Peak	07:00	11:00	06:00	10:00	08:00	09:00		11:00	07:00					09:00	
Vol.	1	34	23	1	9	3		5	2					3	
PM Peak	18:00	16:00	13:00	12:00	16:00	12:00		12:00	15:00					14:00	
Vol.	3	51	26	2	14	2		3	4					5	

Plumas County Public Works

1834 East Main Street
Quincy, CA 95971
530-283-6268

sn 032054

Site Code: 9F32 03
Latitude: 39' 43.1290 North
Longitude: 120' 13.2160 West
Beckwourth Calpine Rd
South of Hwy 70
Date Start: 07-Aug-18

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/10/18	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	6	7	0	2	1	0	0	0	0	0	0	0	0	16
05:00	0	12	6	0	4	1	0	0	2	0	0	0	0	0	25
06:00	0	13	14	0	5	0	0	2	0	0	0	0	0	0	34
07:00	0	25	18	0	4	0	0	2	2	0	0	0	0	1	52
08:00	0	24	9	0	10	1	0	1	0	0	0	0	0	2	47
09:00	2	67	26	0	6	2	0	2	2	0	0	0	0	1	108
10:00	0	167	44	0	14	3	0	4	0	0	0	0	0	2	234
11:00	0	104	35	0	14	6	0	2	4	0	0	0	0	4	169
12 PM	0	82	34	0	12	2	0	1	0	0	0	0	0	0	131
13:00	1	50	19	0	10	3	0	4	1	0	0	0	0	2	90
14:00	2	70	24	0	17	6	0	3	1	0	0	0	0	0	123
15:00	0	31	30	0	6	4	0	4	0	0	0	0	0	0	75
16:00	4	46	23	1	9	0	0	3	0	0	0	0	0	1	87
17:00	0	44	20	0	11	0	0	3	0	0	0	0	0	0	78
18:00	1	37	15	0	8	0	0	3	0	0	0	0	0	0	64
19:00	2	20	16	0	6	0	0	1	0	0	0	0	0	0	45
20:00	0	20	12	0	1	0	0	1	1	0	0	0	0	0	35
21:00	0	20	11	0	1	0	0	1	1	0	0	0	0	0	34
22:00	0	11	6	0	2	0	0	0	0	0	0	0	0	0	19
23:00	0	3	4	0	1	0	0	0	0	0	0	0	0	0	8
Total	12	863	374	1	143	30	0	37	14	0	0	0	0	13	1487
Percent	0.8%	58.0%	25.2%	0.1%	9.6%	2.0%	0.0%	2.5%	0.9%	0.0%	0.0%	0.0%	0.0%	0.9%	
AM Peak	09:00	10:00	10:00		10:00	11:00		10:00	11:00					11:00	
Vol.	2	167	44		14	6		4	4					4	
PM Peak	16:00	12:00	12:00	16:00	14:00	14:00		13:00	13:00					13:00	
Vol.	4	82	34	1	17	6		4	1					2	

Plumas County Public Works

1834 East Main Street
Quincy, CA 95971
530-283-6268

sn 032054

Site Code: 9F32 03
Latitude: 39' 43.1290 North
Longitude: 120' 13.2160 West
Beckwourth Calpine Rd
South of Hwy 70
Date Start: 07-Aug-18

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/11/18	1	0	3	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
05:00	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
06:00	0	10	8	0	1	0	0	1	0	0	0	0	0	0	20
07:00	2	14	5	0	8	0	0	0	1	0	0	0	0	1	31
08:00	0	30	9	0	1	0	0	0	0	0	0	0	0	1	41
09:00	2	23	14	0	8	0	0	2	2	0	0	0	0	0	51
10:00	0	34	12	1	4	0	0	3	0	0	0	0	0	0	54
11:00	0	27	12	0	9	0	0	0	0	0	0	0	0	1	49
12 PM	1	30	14	1	9	0	0	0	0	0	0	0	0	2	57
13:00	1	33	13	1	6	0	0	1	0	0	0	0	0	0	55
14:00	0	24	15	0	7	0	0	0	0	0	0	0	0	0	46
15:00	0	34	14	1	5	0	0	1	1	0	0	0	0	0	56
16:00	0	42	17	0	7	0	0	0	0	0	0	0	0	0	66
17:00	0	30	18	0	2	0	0	1	0	0	0	0	0	2	53
18:00	1	29	10	0	6	0	0	0	0	0	0	0	0	0	46
19:00	0	16	10	0	2	0	0	0	0	0	0	0	0	0	28
20:00	0	28	7	1	1	0	0	0	0	0	0	0	0	0	37
21:00	0	14	4	0	2	0	0	1	1	0	0	0	0	0	22
22:00	1	14	8	0	1	0	0	0	0	0	0	0	0	0	24
23:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
Total	9	459	202	5	81	0	0	10	5	0	0	0	0	7	778
Percent	1.2%	59.0%	26.0%	0.6%	10.4%	0.0%	0.0%	1.3%	0.6%	0.0%	0.0%	0.0%	0.0%	0.9%	
AM Peak	07:00	10:00	09:00	10:00	11:00			10:00	09:00					07:00	
Vol.	2	34	14	1	9			3	2					1	
PM Peak	12:00	16:00	17:00	12:00	12:00			13:00	15:00					12:00	
Vol.	1	42	18	1	9			1	1					2	

Plumas County Public Works

1834 East Main Street
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sn 032054

Site Code: 9F32 03
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Beckwourth Calpine Rd
South of Hwy 70
Date Start: 07-Aug-18

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/12/18	1	4	5	0	0	0	0	0	0	0	0	0	0	0	10
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	6	3	0	1	0	0	0	0	0	0	0	0	0	10
06:00	0	5	7	0	0	0	0	0	0	0	0	0	0	0	12
07:00	0	14	3	0	7	0	0	0	0	0	0	0	0	0	24
08:00	0	19	10	0	7	0	0	0	0	0	0	0	0	0	36
09:00	1	29	16	0	5	0	0	2	0	0	0	0	0	3	56
10:00	2	38	18	0	3	0	0	2	0	0	0	0	0	2	65
11:00	4	39	21	0	2	0	0	1	0	0	0	0	0	3	70
12 PM	1	43	16	1	6	0	0	3	0	0	0	0	0	1	71
13:00	2	34	16	0	5	0	0	6	0	0	0	0	0	5	68
14:00	4	28	20	1	3	1	0	3	0	0	0	0	0	2	62
15:00	0	39	25	1	3	0	0	0	0	0	0	0	0	2	70
16:00	0	40	8	1	3	0	0	1	0	0	0	0	0	1	54
17:00	1	28	6	0	4	0	0	0	0	0	0	0	0	2	41
18:00	1	37	17	0	4	0	0	4	0	0	1	0	0	2	66
19:00	0	21	10	0	4	0	0	1	0	0	0	0	0	0	36
20:00	0	21	5	1	4	0	0	0	0	0	0	0	0	1	32
21:00	0	13	9	0	3	0	0	2	0	0	0	0	0	0	27
22:00	0	3	6	0	0	0	0	0	0	0	0	0	0	1	10
23:00	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
Total	17	474	229	5	64	1	0	25	0	0	1	0	0	25	841
Percent	2.0%	56.4%	27.2%	0.6%	7.6%	0.1%	0.0%	3.0%	0.0%	0.0%	0.1%	0.0%	0.0%	3.0%	
AM Peak	11:00	11:00	11:00		07:00			09:00						09:00	
Vol.	4	39	21		7			2						3	
PM Peak	14:00	12:00	15:00	12:00	12:00	14:00		13:00			18:00			13:00	
Vol.	4	43	25	1	6	1		6			1			5	

Plumas County Public Works

1834 East Main Street
Quincy, CA 95971
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sn 032054

Site Code: 9F32 03
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Beckwourth Calpine Rd
South of Hwy 70
Date Start: 07-Aug-18

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/13/18	0	4	0	0	0	0	0	0	0	0	0	1	0	0	5
01:00	0	2	0	0	0	1	0	0	1	0	0	0	0	0	4
02:00	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
03:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
04:00	1	5	8	0	4	1	0	0	0	0	0	0	0	0	19
05:00	0	14	7	0	2	1	0	0	2	0	0	0	0	0	26
06:00	1	23	13	0	4	0	0	1	1	0	0	0	0	0	43
07:00	0	28	15	0	6	2	0	2	0	0	0	0	0	0	53
08:00	2	39	8	0	10	3	0	1	2	0	0	0	0	1	66
09:00	5	33	16	1	5	1	0	0	0	0	0	0	0	0	61
10:00	0	32	18	0	5	4	0	3	2	0	0	0	0	0	64
11:00	1	32	14	1	8	4	0	0	0	0	0	0	0	0	60
12 PM	0	31	26	0	12	2	0	3	3	0	0	0	0	2	79
13:00	0	36	25	0	10	2	0	2	2	0	0	0	0	0	77
14:00	0	42	23	0	3	2	0	0	3	0	0	0	0	2	75
15:00	0	31	19	0	10	2	0	0	1	0	0	0	0	0	63
16:00	1	36	20	1	9	2	0	1	0	0	0	0	0	0	70
17:00	1	38	19	1	10	0	0	0	1	0	0	0	0	0	70
18:00	1	23	11	0	10	0	0	0	0	0	0	0	0	1	46
19:00	0	21	15	0	4	0	0	0	1	0	0	0	0	0	41
20:00	0	13	13	0	3	0	0	0	0	0	0	0	0	0	29
21:00	0	18	4	0	3	0	0	0	0	0	0	0	0	0	25
22:00	0	1	3	0	0	0	0	0	1	0	0	0	0	0	5
23:00	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
Total	13	511	281	4	121	27	0	13	20	0	0	1	0	6	997
Percent	1.3%	51.3%	28.2%	0.4%	12.1%	2.7%	0.0%	1.3%	2.0%	0.0%	0.0%	0.1%	0.0%	0.6%	
AM Peak	09:00	08:00	10:00	09:00	08:00	10:00		10:00	05:00			00:00		08:00	
Vol.	5	39	18	1	10	4		3	2			1		1	
PM Peak	16:00	14:00	12:00	16:00	12:00	12:00		12:00	12:00					12:00	
Vol.	1	42	26	1	12	2		3	3					2	

Plumas County Public Works

1834 East Main Street
Quincy, CA 95971
530-283-6268

sn 032054

Site Code: 9F32 03
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Longitude: 120' 13.2160 West
Beckwourth Calpine Rd
South of Hwy 70
Date Start: 07-Aug-18

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/14/18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	4	6	0	3	1	0	0	0	0	0	0	0	0	14
05:00	0	13	10	0	2	1	0	0	2	0	0	0	0	0	28
06:00	0	21	17	0	6	0	0	0	1	0	0	0	0	0	45
07:00	1	24	13	0	4	2	0	3	2	0	0	0	0	0	49
08:00	0	27	16	0	7	0	0	2	4	0	0	0	0	0	56
09:00	0	24	14	1	5	4	0	2	1	0	0	0	0	2	53
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	117	77	1	27	9	0	7	10	0	0	0	0	2	251
Percent	0.4%	46.6%	30.7%	0.4%	10.8%	3.6%	0.0%	2.8%	4.0%	0.0%	0.0%	0.0%	0.0%	0.8%	
AM Peak	07:00	08:00	06:00	09:00	08:00	09:00		07:00	08:00					09:00	
Vol.	1	27	17	1	7	4		3	4					2	
PM Peak															
Vol.															
Grand Total	62	3580	1891	37	721	103	0	141	88	0	1	1	0	78	6703
Percent	0.9%	53.4%	28.2%	0.6%	10.8%	1.5%	0.0%	2.1%	1.3%	0.0%	0.0%	0.0%	0.0%	1.2%	

Plumas County Public Works

1834 East Main Street
Quincy, CA 95971
530-283-6268

032053

Site Code: 9F 08
Latitude: 39' 42.5430 North
Longitude: 120' 24.2020 West
Beckwourth Calpine Rd
@ Plu Co Line
Date Start: 07-Aug-18

South

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/07/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	29	0	0	0	0	0	0	0	0	0	0	0	0	0	29
16:00	18	0	0	0	0	0	0	0	0	0	0	0	0	1	19
17:00	23	0	0	0	0	0	0	0	0	0	0	0	0	0	23
18:00	27	0	0	0	0	0	0	0	0	0	0	0	0	1	28
19:00	49	0	0	0	0	0	0	0	0	0	0	0	0	0	49
20:00	34	0	0	0	0	0	0	0	0	0	0	0	0	0	34
21:00	23	0	0	1	0	0	0	0	0	0	0	0	0	0	24
22:00	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
23:00	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Total	229	0	0	1	0	0	0	0	0	0	0	0	0	2	232
Percent	98.7%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	
AM Peak Vol.															
PM Peak Vol.	19:00 49			21:00 1										16:00 1	

Plumas County Public Works

1834 East Main Street
Quincy, CA 95971
530-283-6268

032053

Site Code: 9F 08
Latitude: 39' 42.5430 North
Longitude: 120' 24.2020 West
Beckwourth Calpine Rd
@ Plu Co Line
Date Start: 07-Aug-18

North

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/07/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	23	0	0	0	0	0	0	0	0	0	0	0	0	1	24
16:00	25	0	0	0	0	0	0	0	0	0	0	0	0	1	26
17:00	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
18:00	22	0	0	0	0	0	0	0	0	0	0	0	0	0	22
19:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20
20:00	22	0	0	0	0	0	0	0	0	0	0	0	0	0	22
21:00	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
22:00	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
23:00	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Total	167	0	0	0	0	0	0	0	0	0	0	0	0	2	169
Percent	98.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	
AM Peak Vol.															
PM Peak Vol.	16:00 25													15:00 1	

Plumas County Public Works

1834 East Main Street
Quincy, CA 95971
530-283-6268

032053

Site Code: 9F 08
Latitude: 39' 42.5430 North
Longitude: 120' 24.2020 West
Beckwourth Calpine Rd
@ Plu Co Line
Date Start: 07-Aug-18

South, North

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/07/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	52	0	0	0	0	0	0	0	0	0	0	0	0	1	53
16:00	43	0	0	0	0	0	0	0	0	0	0	0	0	2	45
17:00	39	0	0	0	0	0	0	0	0	0	0	0	0	0	39
18:00	49	0	0	0	0	0	0	0	0	0	0	0	0	1	50
19:00	69	0	0	0	0	0	0	0	0	0	0	0	0	0	69
20:00	56	0	0	0	0	0	0	0	0	0	0	0	0	0	56
21:00	32	0	0	1	0	0	0	0	0	0	0	0	0	0	33
22:00	32	0	0	0	0	0	0	0	0	0	0	0	0	0	32
23:00	24	0	0	0	0	0	0	0	0	0	0	0	0	0	24
Total	396	0	0	1	0	0	0	0	0	0	0	0	0	4	401
Percent	98.8%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	
AM Peak Vol.															
PM Peak Vol.	19:00 69			21:00 1										16:00 2	

Plumas County Public Works

Conducted by: KES
 Direction 1:NORTHEAST
 Direction 2:SOUTHWEST
 ADT:

1834 East Main Street
 Quincy, CA 95971
(530) 283-6268

Site Code:
 Station ID: 9F-08
 BECKWOURTH CALPINE ROAD
 NE/O SIERRA COUNTY LINE

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
07/24/13	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	0	23	11	1	8	0	0	2	5	0	0	0	0	8	58
17:00	1	23	10	0	5	0	0	1	3	0	0	0	0	3	46
18:00	0	30	6	0	4	0	0	1	1	0	0	0	0	6	48
19:00	0	20	7	1	6	1	0	0	0	0	0	0	0	1	36
20:00	0	19	7	0	0	0	0	1	1	0	0	0	0	3	31
21:00	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
22:00	0	7	4	0	1	0	0	1	0	0	0	0	0	0	13
23:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
Total	1	142	48	2	25	1	0	6	10	0	0	0	0	21	256
Percent	0.4%	55.5%	18.8%	0.8%	9.8%	0.4%	0.0%	2.3%	3.9%	0.0%	0.0%	0.0%	0.0%	8.2%	

AM Peak Vol.	17:00	18:00	16:00	16:00	16:00	19:00	16:00	16:00	16:00	16:00
PM Peak Vol.	1	30	11	1	8	1	2	5	8	58

Plumas County Public Works

Conducted by: KES
 Direction 1:NORTHEAST
 Direction 2:SOUTHWEST
 ADT:

1834 East Main Street
 Quincy, CA 95971
(530) 283-6268

Site Code:
 Station ID: 9F-08
 BECKWOURTH CALPINE ROAD
 NE/O SIERRA COUNTY LINE

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
07/25/13	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	2	0	0	2	0	0	0	1	0	0	0	0	1	6
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
05:00	0	3	3	0	2	0	0	0	0	0	0	0	0	0	8
06:00	0	12	15	0	5	1	0	0	0	0	0	0	0	0	33
07:00	1	10	3	0	1	0	0	0	0	0	0	0	0	0	15
08:00	0	19	8	0	5	0	0	3	2	0	0	0	0	1	38
09:00	0	18	3	0	5	0	0	0	0	0	0	0	0	2	28
10:00	1	28	6	0	2	0	0	1	0	0	0	0	0	2	40
11:00	0	25	7	0	7	0	0	0	0	0	0	0	0	4	43
12 PM	0	21	9	0	3	0	0	4	1	0	0	0	0	2	40
13:00	0	18	7	0	3	1	0	2	0	0	0	0	0	3	34
14:00	0	24	12	0	8	0	0	2	1	0	0	0	0	4	51
15:00	1	18	10	0	4	1	0	1	4	0	0	0	0	5	44
16:00	0	32	16	0	10	1	0	0	3	0	0	0	0	4	66
17:00	1	35	7	0	4	0	0	5	3	0	0	0	0	2	57
18:00	0	35	5	0	6	1	0	1	0	0	0	0	0	5	53
19:00	0	18	21	0	5	0	0	1	1	0	0	0	0	2	48
20:00	2	13	10	0	1	0	0	1	0	0	0	0	0	2	29
21:00	1	13	10	0	0	0	0	0	0	0	0	0	0	0	24
22:00	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
23:00	0	3	3	0	0	0	0	0	0	0	1	0	0	0	7
Total	7	361	162	0	73	6	0	21	16	0	1	0	0	39	686
Percent	1.0%	52.6%	23.6%	0.0%	10.6%	0.9%	0.0%	3.1%	2.3%	0.0%	0.1%	0.0%	0.0%	5.7%	
AM Peak Vol.	07:00	10:00	06:00		11:00	04:00		08:00	08:00					11:00	11:00
PM Peak Vol.	20:00	17:00	19:00		16:00	13:00		17:00	15:00		23:00			15:00	16:00

Plumas County Public Works

Conducted by: KES
 Direction 1:NORTHEAST
 Direction 2:SOUTHWEST
 ADT:

1834 East Main Street
 Quincy, CA 95971
(530) 283-6268

Site Code:
 Station ID: 9F-08
 BECKWOURTH CALPINE ROAD
 NE/O SIERRA COUNTY LINE

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
07/26/13	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
06:00	0	8	9	0	7	0	0	0	0	0	0	0	0	0	24
07:00	1	14	12	0	5	0	0	1	0	0	0	0	0	0	33
08:00	0	20	5	1	7	0	0	0	1	0	0	0	0	2	36
09:00	0	27	13	0	4	0	0	2	0	0	0	0	0	1	47
10:00	0	31	17	1	7	0	0	0	3	0	0	0	0	5	64
11:00	0	41	10	0	8	0	0	1	1	0	0	0	0	6	67
12 PM	0	38	11	0	1	0	0	4	2	0	0	0	0	3	59
13:00	3	39	11	0	2	1	0	2	0	0	0	0	0	4	62
14:00	0	39	9	0	7	1	0	0	0	0	0	0	0	8	64
15:00	0	35	8	0	6	1	0	1	3	0	0	0	0	7	61
16:00	2	33	16	0	6	0	0	3	1	0	0	0	0	3	64
17:00	1	38	18	0	10	0	0	0	6	0	0	0	0	3	76
18:00	0	29	8	1	7	0	0	3	0	0	0	0	0	4	52
19:00	1	31	13	0	7	0	0	2	1	0	0	0	0	1	56
20:00	0	19	3	0	1	0	0	1	1	0	0	0	0	3	28
21:00	1	16	5	0	2	0	0	1	0	0	0	0	0	1	26
22:00	0	13	3	0	2	0	0	1	0	0	0	0	0	0	19
23:00	0	10	0	0	1	0	0	1	0	0	0	0	0	0	12
Total	9	490	177	3	91	4	0	23	19	0	0	0	0	51	867
Percent	1.0%	56.5%	20.4%	0.3%	10.5%	0.5%	0.0%	2.7%	2.2%	0.0%	0.0%	0.0%	0.0%	5.9%	
AM Peak	07:00	11:00	10:00	08:00	11:00	04:00		09:00	10:00					11:00	11:00
Vol.	1	41	17	1	8	1		2	3					6	67
PM Peak	13:00	13:00	17:00	18:00	17:00	13:00		12:00	17:00					14:00	17:00
Vol.	3	39	18	1	10	1		4	6					8	76

Plumas County Public Works

Conducted by: KES
 Direction 1:NORTHEAST
 Direction 2:SOUTHWEST
 ADT:

1834 East Main Street
 Quincy, CA 95971
(530) 283-6268

Site Code:
 Station ID: 9F-08
 BECKWOURTH CALPINE ROAD
 NE/O SIERRA COUNTY LINE

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
07/27/13	0	6	1	0	0	0	0	0	1	0	0	0	0	0	8
01:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
06:00	0	5	3	0	1	0	0	1	0	0	0	0	0	0	10
07:00	0	14	6	0	3	1	0	0	0	0	0	0	0	1	25
08:00	0	21	6	0	1	0	0	1	0	0	0	0	0	2	31
09:00	0	21	8	0	2	0	0	1	1	0	0	0	0	2	35
10:00	0	15	11	0	1	0	0	1	0	0	0	0	0	1	29
11:00	0	28	17	0	0	0	0	3	1	0	0	0	0	6	55
12 PM	3	43	13	0	7	0	0	2	0	0	0	0	0	18	86
13:00	4	40	9	0	10	0	0	3	0	0	0	0	0	4	70
14:00	0	54	23	0	4	0	0	1	1	0	0	0	0	7	90
15:00	0	42	11	0	4	0	0	0	0	0	0	0	0	6	63
16:00	1	25	11	0	5	0	0	0	0	0	0	0	0	3	45
17:00	0	12	13	0	9	0	0	1	1	0	0	0	0	3	39
18:00	0	18	2	0	7	0	0	0	1	0	0	0	0	4	32
19:00	2	10	11	0	1	0	0	0	0	0	0	0	0	2	26
20:00	0	15	9	0	8	0	0	0	0	0	0	0	0	1	33
21:00	0	12	7	0	2	0	0	0	0	0	0	1	0	0	22
22:00	0	12	6	0	3	0	0	1	0	0	0	0	0	0	22
23:00	0	2	3	0	1	0	0	1	0	0	0	0	0	0	7
Total	10	405	173	0	70	1	0	16	8	0	0	1	0	60	744
Percent	1.3%	54.4%	23.3%	0.0%	9.4%	0.1%	0.0%	2.2%	1.1%	0.0%	0.0%	0.1%	0.0%	8.1%	
AM Peak Vol.		11:00	11:00		07:00	07:00		11:00	02:00					11:00	11:00
		28	17		3	1		3	2					6	55
PM Peak Vol.	13:00	14:00	14:00		13:00			13:00	14:00			21:00		12:00	14:00
	4	54	23		10			3	1			1		18	90

Plumas County Public Works

Conducted by: KES
 Direction 1:NORTHEAST
 Direction 2:SOUTHWEST
 ADT:

1834 East Main Street
 Quincy, CA 95971
(530) 283-6268

Site Code:
 Station ID: 9F-08
 BECKWOURTH CALPINE ROAD
 NE/O SIERRA COUNTY LINE

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
07/28/13	0	9	4	0	0	0	0	0	0	0	0	0	0	0	13
01:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	2	1	0	0	0	0	1	0	0	0	0	0	0	4
07:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
08:00	0	8	4	0	2	0	0	0	0	0	0	0	0	2	16
09:00	0	12	7	0	1	1	0	1	0	0	0	0	0	0	22
10:00	0	19	7	0	2	0	0	3	0	0	0	0	0	3	34
11:00	0	22	11	0	3	1	0	1	0	0	0	0	0	2	40
12 PM	5	26	7	0	4	0	0	0	0	0	0	0	0	5	47
13:00	1	25	13	0	3	0	0	1	0	0	0	0	0	6	49
14:00	0	46	14	0	3	0	0	1	0	0	0	0	0	5	69
15:00	1	36	11	0	6	0	0	0	0	0	0	0	0	4	58
16:00	2	47	14	0	6	0	0	0	0	0	0	0	0	6	75
17:00	2	35	12	0	4	0	0	2	0	0	0	0	0	1	56
18:00	0	18	9	0	3	0	0	0	0	0	0	0	0	5	35
19:00	0	14	4	0	1	0	0	0	0	0	0	0	0	0	19
20:00	4	17	6	0	0	0	0	0	0	0	0	0	0	0	27
21:00	0	9	4	0	0	0	0	1	0	0	0	0	0	0	14
22:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
23:00	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
Total	15	367	138	0	39	2	0	11	0	0	0	0	0	39	611
Percent	2.5%	60.1%	22.6%	0.0%	6.4%	0.3%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	6.4%	
AM Peak		11:00	11:00		11:00	09:00		10:00						10:00	11:00
Vol.		22	11		3	1		3						3	40
PM Peak	12:00	16:00	14:00		15:00			17:00						13:00	16:00
Vol.	5	47	14		6			2						6	75

Plumas County Public Works

Conducted by: KES
 Direction 1:NORTHEAST
 Direction 2:SOUTHWEST
 ADT:

1834 East Main Street
 Quincy, CA 95971
(530) 283-6268

Site Code:
 Station ID: 9F-08
 BECKWOURTH CALPINE ROAD
 NE/O SIERRA COUNTY LINE

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
07/29/13	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	1	0	0	1	0	0	1	0	0	0	0	0	3
03:00	0	5	0	0	0	1	0	0	0	0	0	0	0	0	6
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	7	2	0	3	0	0	0	0	0	0	0	0	0	12
06:00	0	10	12	0	4	0	0	2	1	0	0	0	0	1	30
07:00	1	15	8	0	3	0	0	0	0	0	0	0	0	1	28
08:00	0	20	6	0	3	0	0	2	1	0	0	0	0	2	34
09:00	0	13	10	0	3	0	0	1	0	0	0	0	0	1	28
10:00	0	25	6	0	2	0	0	5	0	0	0	0	0	1	39
11:00	0	24	12	0	2	0	0	1	0	0	0	0	0	4	43
12 PM	1	13	6	1	1	0	0	3	1	0	0	0	0	5	31
13:00	0	15	14	0	3	0	0	5	0	0	0	0	0	6	43
14:00	2	17	8	0	1	0	0	3	1	0	0	0	0	3	35
15:00	1	26	10	1	6	0	0	3	1	0	0	0	0	3	51
16:00	0	15	15	0	4	0	0	4	3	0	0	0	0	5	46
17:00	1	24	9	0	3	1	0	2	2	0	0	0	0	3	45
18:00	0	20	7	0	3	0	0	1	1	0	0	0	0	1	33
19:00	0	17	7	0	7	0	0	0	0	0	0	0	0	2	33
20:00	0	13	5	0	2	0	0	1	0	0	0	0	0	1	22
21:00	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
22:00	0	3	5	0	1	0	0	0	1	0	0	0	0	0	10
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	6	297	148	2	51	3	0	33	13	0	0	0	0	39	592
Percent	1.0%	50.2%	25.0%	0.3%	8.6%	0.5%	0.0%	5.6%	2.2%	0.0%	0.0%	0.0%	0.0%	6.6%	
AM Peak Vol.	07:00	10:00	06:00		06:00	02:00		10:00	02:00					11:00	11:00
PM Peak Vol.	14:00	15:00	16:00	12:00	19:00	17:00		13:00	16:00					13:00	15:00

Plumas County Public Works

Conducted by: KES
 Direction 1:NORTHEAST
 Direction 2:SOUTHWEST
 ADT:

1834 East Main Street
 Quincy, CA 95971
(530) 283-6268

Site Code:
 Station ID: 9F-08
 BECKWOURTH CALPINE ROAD
 NE/O SIERRA COUNTY LINE

Direction 1, Direction 2

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
07/30/13	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	3	0	0	2	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	3	3	0	2	0	0	0	0	0	0	0	0	0	8
06:00	0	16	14	0	5	0	0	1	1	0	0	0	0	2	39
07:00	1	16	4	0	2	0	0	3	2	0	0	0	0	0	28
08:00	0	18	6	0	1	1	0	1	1	0	0	0	0	4	32
09:00	0	21	5	0	2	1	0	1	0	0	0	0	0	3	33
10:00	0	25	8	1	5	0	0	0	0	0	0	0	0	10	49
11:00	0	11	8	0	4	1	0	0	0	0	0	0	0	5	29
12 PM	0	16	11	0	3	3	0	1	1	0	0	0	0	1	36
13:00	0	18	6	1	7	1	0	3	2	0	0	0	0	4	42
14:00	0	27	12	0	4	0	0	5	3	0	0	0	0	5	56
15:00	0	20	6	0	3	0	0	5	4	0	0	0	0	6	44
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	195	87	2	38	11	0	20	15	0	0	0	0	40	409
Percent	0.2%	47.7%	21.3%	0.5%	9.3%	2.7%	0.0%	4.9%	3.7%	0.0%	0.0%	0.0%	0.0%	9.8%	
AM Peak Vol.	07:00	10:00	06:00	10:00	06:00	02:00		07:00	07:00					10:00	10:00
PM Peak Vol.		14:00	14:00	13:00	13:00	12:00		14:00	15:00					15:00	14:00
Grand Total	49	2257	933	9	387	28	0	130	81	0	1	1	0	289	4165
Percent	1.2%	54.2%	22.4%	0.2%	9.3%	0.7%	0.0%	3.1%	1.9%	0.0%	0.0%	0.0%	0.0%	6.9%	

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F-08



Date Printed: 7/21/2020
 Start Date: 7/8/2020
 End Date: 7/15/2020

Location 1: Beckwourth Calpine Rd
 Location 2: At County Line
 Direction: A to B, None Specified

7/8/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	0	5	2	0	4	2	0	1	0	0	0	0	0	0	14
1:00	0	17	9	0	6	0	0	0	0	0	0	0	0	0	32
2:00	0	10	5	1	4	1	0	3	0	0	0	0	0	0	24
3:00	0	4	7	0	6	3	0	0	0	0	0	0	0	0	20
4:00	1	14	4	0	8	0	0	0	0	0	0	0	0	0	27
5:00	0	9	8	0	3	0	0	0	0	0	0	0	0	0	20
6:00	0	6	3	0	3	0	0	0	0	0	0	0	0	0	12
7:00	1	3	2	0	1	0	0	1	0	0	0	0	0	0	8
8:00	1	4	3	0	0	0	0	0	0	0	0	0	0	0	8
9:00	0	2	1	0	3	0	0	0	0	0	0	0	0	0	6
10:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	76	44	1	38	6	0	5	0	0	0	0	0	0	173
Percent	1.7%	43.9%	25.4%	0.6%	22.0%	3.5%	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
PM Peak	4:00	1:00	1:00	2:00	4:00	3:00	*	2:00	*	*	*	*	*	*	1:00
	1	17	9	1	8	3	*	3	*	*	*	*	*	*	32

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F-08



Date Printed: 7/21/2020
 Start Date: 7/8/2020
 End Date: 7/15/2020

Location 1: Beckwourth Calpine Rd
 Location 2: At County Line
 Direction: A to B, None Specified

7/9/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
3:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
4:00	0	2	3	0	2	0	0	0	0	0	0	0	0	0	7
5:00	0	6	4	0	5	0	0	1	0	0	0	0	0	1	17
6:00	0	8	5	0	11	0	0	0	0	0	0	0	0	0	24
7:00	0	14	9	1	9	0	0	0	0	0	0	0	0	0	33
8:00	0	15	3	0	6	0	0	1	2	0	0	0	0	1	28
9:00	0	10	5	0	3	0	0	2	2	0	0	0	0	0	22
10:00	0	10	5	1	3	0	0	2	0	0	0	0	0	0	21
11:00	2	11	7	0	5	0	0	0	1	0	0	0	0	0	26
12:00 PM	1	18	5	0	2	0	0	2	1	0	0	0	0	1	30
1:00	0	13	3	0	7	0	0	2	0	0	0	0	0	0	25
2:00	1	10	3	0	3	0	0	3	2	0	0	0	0	0	22
3:00	0	12	12	0	5	0	0	0	1	0	0	0	0	0	30
4:00	0	18	5	1	2	0	0	0	0	0	0	0	0	0	26
5:00	0	15	6	0	8	0	0	1	0	0	0	0	0	0	30
6:00	0	4	5	0	3	0	0	1	1	0	0	0	0	0	14
7:00	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9
8:00	0	4	3	0	1	0	0	1	0	0	0	0	0	0	9
9:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
10:00	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
11:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	4	183	89	3	79	0	0	17	10	0	0	0	0	3	388
Percent	1.0%	47.2%	22.9%	0.8%	20.4%	0.0%	0.0%	4.4%	2.6%	0.0%	0.0%	0.0%	0.0%	0.8%	
AM Peak	11:00	8:00	7:00	7:00	6:00			9:00	8:00					5:00	7:00
	2	15	9	1	11	*	*	2	2	*	*	*	*	1	33
PM Peak	12:00 PM	12:00 PM	3:00	4:00	5:00			2:00	2:00					12:00 PM	12:00 PM
	1	18	12	1	8	*	*	3	2	*	*	*	*	1	30

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F-08



Date Printed: 7/21/2020
 Start Date: 7/8/2020
 End Date: 7/15/2020

Location 1: Beckwourth Calpine Rd
 Location 2: At County Line
 Direction: A to B, None Specified

7/10/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	1	3	0	2	0	0	0	0	0	0	0	0	0	6
5:00	0	6	4	0	3	0	0	1	0	0	0	0	0	1	15
6:00	0	8	8	0	12	0	0	0	0	0	0	0	0	0	28
7:00	0	12	8	1	8	1	0	4	0	0	0	0	0	0	34
8:00	1	12	4	0	4	0	0	0	2	0	0	0	0	0	23
9:00	0	14	5	0	7	0	0	2	0	0	0	0	0	0	28
10:00	0	21	6	1	2	0	0	2	1	0	0	0	0	1	34
11:00	1	16	10	0	4	0	0	6	2	0	0	0	0	0	39
12:00 PM	0	21	17	1	6	0	0	3	0	0	0	0	0	0	48
1:00	3	19	4	0	7	0	0	0	0	0	0	0	0	0	33
2:00	0	25	10	0	5	0	0	3	0	0	0	0	0	0	43
3:00	0	15	6	0	5	1	0	3	0	0	0	0	0	0	30
4:00	0	15	8	0	6	0	0	1	0	0	0	0	0	0	30
5:00	1	12	5	0	8	0	0	1	0	0	0	0	0	0	27
6:00	0	13	1	0	3	0	0	2	0	0	0	0	0	0	19
7:00	1	6	2	0	2	0	0	0	0	0	0	0	0	0	11
8:00	0	4	2	0	2	0	0	0	0	0	0	0	0	0	8
9:00	1	4	3	0	1	0	0	0	0	0	0	0	0	0	9
10:00	0	4	7	0	0	0	0	1	0	0	0	0	0	0	12
11:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	8	234	116	3	87	2	0	29	5	0	0	0	0	2	486
Percent	1.6%	48.1%	23.9%	0.6%	17.9%	0.4%	0.0%	6.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.4%	
AM Peak	8:00	10:00	11:00	7:00	6:00	7:00		11:00	8:00					5:00	11:00
	1	21	10	1	12	1	*	6	2	*	*	*	*	1	39
PM Peak	1:00	2:00	12:00 PM	12:00 PM	5:00	3:00		12:00 PM							12:00 PM
	3	25	17	1	8	1	*	3	*	*	*	*	*	*	48

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F-08



Date Printed: 7/21/2020
 Start Date: 7/8/2020
 End Date: 7/15/2020

Location 1: Beckwourth Calpine Rd
 Location 2: At County Line
 Direction: A to B, None Specified

7/11/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	3	2	0	0	0	0	1	0	0	0	0	0	0	6
5:00	0	1	3	0	3	0	0	2	0	0	0	0	0	0	9
6:00	0	9	1	0	4	0	0	1	0	0	0	0	0	1	16
7:00	0	9	4	0	0	0	0	2	0	0	0	0	0	0	15
8:00	0	9	4	0	2	0	0	1	0	0	0	0	0	1	17
9:00	0	16	4	1	5	0	0	4	0	0	0	0	0	0	30
10:00	0	30	10	1	4	0	0	2	0	0	0	0	0	1	48
11:00	0	15	11	0	1	0	0	2	0	0	0	0	0	0	29
12:00 PM	0	21	9	0	6	0	0	3	0	0	0	0	0	0	39
1:00	1	11	12	0	9	0	0	1	0	0	0	0	0	0	34
2:00	0	13	6	0	11	0	0	0	0	0	0	0	0	0	30
3:00	0	11	10	0	5	0	0	1	0	0	0	0	0	0	27
4:00	0	7	6	0	3	0	0	1	0	0	0	0	0	1	18
5:00	0	10	7	0	6	0	0	0	0	0	0	0	0	0	23
6:00	1	8	5	0	1	0	0	0	0	0	0	0	0	0	15
7:00	1	5	1	0	2	0	0	0	0	0	0	0	0	0	9
8:00	1	7	2	0	0	0	0	0	0	0	0	0	0	0	10
9:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	190	101	2	63	0	0	21	0	0	0	0	0	4	385
Percent	1.0%	49.4%	26.2%	0.5%	16.4%	0.0%	0.0%	5.5%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	
AM Peak		10:00	11:00	9:00	9:00			9:00						6:00	10:00
	*	30	11	1	5	*	*	4	*	*	*	*	*	1	48
PM Peak	1:00	12:00 PM	1:00		2:00			12:00 PM						4:00	12:00 PM
	1	21	12	*	11	*	*	3	*	*	*	*	*	1	39

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F-08



Date Printed: 7/21/2020
 Start Date: 7/8/2020
 End Date: 7/15/2020

Location 1: Beckwourth Calpine Rd
 Location 2: At County Line
 Direction: A to B, None Specified

7/12/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
6:00	0	6	3	0	1	0	0	0	0	0	0	0	0	0	10
7:00	0	4	1	0	4	0	0	2	0	0	0	0	0	0	11
8:00	0	10	7	0	1	0	0	4	0	0	0	0	0	0	22
9:00	0	17	11	0	2	0	0	0	2	0	0	0	0	0	32
10:00	0	26	11	0	4	0	0	2	0	0	0	0	0	0	43
11:00	0	31	17	0	5	0	0	2	0	0	0	0	0	0	55
12:00 PM	0	16	9	0	6	0	0	2	0	0	0	0	0	0	33
1:00	1	17	6	0	7	0	0	0	1	0	0	0	0	0	32
2:00	0	16	10	0	2	0	0	3	0	0	0	0	0	0	31
3:00	0	15	9	0	7	0	0	1	0	0	0	0	0	0	32
4:00	0	5	13	0	5	0	0	0	0	0	0	0	0	0	23
5:00	1	17	8	0	2	0	0	3	0	0	0	0	0	0	31
6:00	1	8	2	0	3	0	0	1	0	0	0	0	0	0	15
7:00	0	4	2	0	2	0	0	0	0	0	0	0	0	0	8
8:00	0	3	1	0	2	0	0	0	0	0	0	0	0	0	6
9:00	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
10:00	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	204	114	0	56	0	0	21	3	0	0	0	0	0	401
Percent	0.7%	50.9%	28.4%	0.0%	14.0%	0.0%	0.0%	5.2%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00		11:00			8:00	9:00						11:00
	*	31	17	*	5	*	*	4	2	*	*	*	*	*	55
PM Peak	1:00	1:00	4:00		1:00			2:00	1:00						12:00 PM
	1	17	13	*	7	*	*	3	1	*	*	*	*	*	33

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F-08



Date Printed: 7/21/2020
 Start Date: 7/8/2020
 End Date: 7/15/2020

Location 1: Beckwourth Calpine Rd
 Location 2: At County Line
 Direction: A to B, None Specified

7/13/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	5	3	0	2	0	0	0	0	0	0	0	0	0	10
5:00	0	8	5	0	7	0	0	2	0	0	0	0	0	1	23
6:00	0	11	8	0	15	1	0	2	0	0	0	0	0	0	37
7:00	0	12	10	1	7	0	0	1	0	0	0	0	0	0	31
8:00	0	7	6	0	6	2	0	0	1	0	0	0	0	0	22
9:00	0	12	9	1	4	1	0	0	0	0	0	0	0	0	27
10:00	1	6	6	0	3	1	0	1	1	0	0	0	0	0	19
11:00	0	10	12	0	7	0	0	0	0	0	0	0	0	0	29
12:00 PM	0	10	12	0	5	1	0	0	1	0	0	0	0	1	30
1:00	0	21	8	1	4	1	0	1	1	0	0	0	0	0	37
2:00	1	12	7	1	4	0	0	0	2	0	0	0	0	1	28
3:00	2	14	7	0	4	1	0	0	0	0	0	0	0	0	28
4:00	0	15	8	0	2	1	0	1	0	0	0	0	0	0	27
5:00	0	12	4	0	0	0	0	0	0	0	0	0	0	0	16
6:00	0	9	2	0	3	0	0	0	0	0	0	0	0	0	14
7:00	0	3	1	0	3	0	0	0	0	0	0	0	0	0	7
8:00	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
9:00	0	6	2	0	2	0	0	0	0	0	0	0	0	0	10
10:00	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	178	115	4	83	9	0	8	6	0	0	0	0	3	410
Percent	1.0%	43.4%	28.0%	1.0%	20.2%	2.2%	0.0%	2.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.7%	
AM Peak	10:00	7:00	11:00	7:00	6:00	8:00		5:00	8:00					5:00	6:00
	1	12	12	1	15	2	*	2	1	*	*	*	*	1	37
PM Peak	3:00	1:00	12:00 PM	1:00	12:00 PM	12:00 PM		1:00	2:00					12:00 PM	1:00
	2	21	12	1	5	1	*	1	2	*	*	*	*	1	37

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F-08



Date Printed: 7/21/2020
 Start Date: 7/8/2020
 End Date: 7/15/2020

Location 1: Beckwourth Calpine Rd
 Location 2: At County Line
 Direction: A to B, None Specified

7/14/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	3	6	0	4	0	0	0	0	0	0	0	0	0	13
5:00	0	7	1	0	10	0	0	1	3	0	0	0	0	0	22
6:00	0	8	6	0	9	1	0	0	1	0	0	0	0	1	26
7:00	0	16	9	0	7	1	0	0	0	0	0	0	0	0	33
8:00	0	12	7	0	4	2	0	0	1	0	0	0	0	0	26
9:00	0	13	6	0	4	0	0	1	0	0	0	0	0	0	24
10:00	0	16	10	0	1	1	0	0	0	0	0	0	0	0	28
11:00	2	18	7	0	7	0	0	2	2	0	0	0	0	0	38
12:00 PM	0	14	5	0	1	0	0	0	0	0	0	0	0	0	20
1:00	0	14	4	0	6	0	0	2	0	0	0	0	0	0	26
2:00	0	12	10	0	6	0	0	2	0	0	0	0	0	0	30
3:00	0	16	3	0	3	1	0	1	0	0	0	0	0	0	24
4:00	0	16	8	1	2	0	0	2	1	0	0	0	0	0	30
5:00	0	19	7	0	8	0	0	0	0	0	0	0	0	0	34
6:00	1	8	0	0	4	0	0	0	0	0	0	0	0	0	13
7:00	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
8:00	0	2	4	0	2	0	0	0	0	0	0	0	0	0	8
9:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
10:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	205	96	1	80	6	0	11	8	0	0	0	0	1	412
Percent	1.0%	49.8%	23.3%	0.2%	19.4%	1.5%	0.0%	2.7%	1.9%	0.0%	0.0%	0.0%	0.0%	0.2%	
AM Peak	11:00	11:00	10:00		5:00	8:00		11:00	5:00					6:00	11:00
	2	18	10	*	10	2	*	2	3	*	*	*	*	1	38
PM Peak	6:00	5:00	2:00	4:00	5:00	3:00		1:00	4:00						5:00
	1	19	10	1	8	1	*	2	1	*	*	*	*	*	34

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F-08



Date Printed: 7/21/2020
 Start Date: 7/8/2020
 End Date: 7/15/2020

Location 1: Beckwourth Calpine Rd
 Location 2: At County Line
 Direction: A to B, None Specified

7/15/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	3	3	0	2	0	0	0	0	0	0	0	0	0	8
5:00	0	4	2	0	3	0	0	3	2	0	0	0	0	0	14
6:00	0	11	11	0	11	0	0	3	2	0	0	0	0	1	39
7:00	0	14	13	0	5	0	1	2	0	0	0	0	0	0	35
8:00	0	14	7	1	4	1	0	0	1	0	0	0	0	0	28
9:00	1	9	7	0	5	0	0	1	2	0	0	0	0	0	25
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	1	55	46	2	31	1	1	9	7	0	0	0	0	1	154
Percent	0.6%	35.7%	29.9%	1.3%	20.1%	0.6%	0.6%	5.8%	4.5%	0.0%	0.0%	0.0%	0.0%	0.6%	
AM Peak	9:00	7:00	7:00	1:00	6:00	8:00	7:00	5:00	5:00					6:00	6:00
PM Peak	1	14	13	1	11	1	1	3	2	*	*	*	*	1	39
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Grand Total	31	1325	721	16	517	24	1	121	39	0	0	0	0	14	2809
Percent	1.1%	47.2%	25.7%	0.6%	18.4%	0.9%	0.0%	4.3%	1.4%	0.0%	0.0%	0.0%	0.0%	0.5%	

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F-08



Date Printed: 7/21/2020
 Start Date: 7/8/2020
 End Date: 7/15/2020

Location 1: Beckwourth Calpine Rd
 Location 2: At County Line
 Direction: B to A, None Specified

7/8/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	0	8	2	0	6	0	0	1	0	0	0	0	0	0	17
1:00	0	18	4	0	4	3	0	0	2	0	0	0	0	0	31
2:00	0	12	6	0	5	0	0	0	0	0	0	0	0	0	23
3:00	1	16	13	0	10	1	0	0	0	0	0	0	0	0	41
4:00	0	10	11	0	5	0	0	3	0	0	0	0	0	0	29
5:00	0	13	13	0	5	1	0	1	0	0	0	0	0	0	33
6:00	0	13	9	0	8	0	0	0	0	0	0	0	0	0	30
7:00	0	12	4	0	3	0	0	0	0	0	0	0	0	0	19
8:00	0	4	5	0	2	0	0	0	0	0	0	0	0	0	11
9:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
10:00	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
11:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	2	114	71	0	49	5	0	5	2	0	0	0	0	0	248
Percent	0.8%	46.0%	28.6%	0.0%	19.8%	2.0%	0.0%	2.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
PM Peak	3:00	1:00	3:00	*	3:00	1:00	*	4:00	1:00	*	*	*	*	*	3:00
	1	18	13	*	10	3	*	3	2	*	*	*	*	*	41

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F-08



Date Printed: 7/21/2020
 Start Date: 7/8/2020
 End Date: 7/15/2020

Location 1: Beckwourth Calpine Rd
 Location 2: At County Line
 Direction: B to A, None Specified

7/9/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00	0	3	1	0	0	0	0	3	0	0	0	0	0	0	7
6:00	0	5	2	0	0	0	0	1	0	0	0	0	0	0	8
7:00	0	14	5	0	6	0	0	3	1	0	0	0	0	1	30
8:00	0	10	5	1	3	0	0	0	1	0	0	0	0	0	20
9:00	1	22	13	0	5	0	0	3	1	0	0	0	0	0	45
10:00	0	15	4	1	4	0	0	0	0	0	0	0	0	0	24
11:00	0	15	6	0	5	0	0	1	0	0	0	0	0	0	27
12:00 PM	0	15	6	0	1	1	0	0	1	0	0	0	0	0	24
1:00	3	10	11	0	7	0	0	1	2	0	0	0	0	0	34
2:00	0	10	11	1	1	0	0	4	0	0	0	0	0	0	27
3:00	0	13	9	0	8	0	0	1	0	0	0	0	0	0	31
4:00	0	29	7	1	5	0	0	0	0	0	0	0	0	0	42
5:00	0	21	7	0	3	0	0	0	0	0	0	0	0	0	31
6:00	0	20	7	0	10	0	0	0	0	0	0	0	0	0	37
7:00	0	6	4	0	2	0	0	1	0	0	0	0	0	0	13
8:00	0	8	4	1	0	0	0	0	0	0	0	0	0	0	13
9:00	0	5	1	0	0	0	0	1	0	0	0	0	0	0	7
10:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
11:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	227	106	6	60	1	0	19	6	0	0	0	0	1	430
Percent	0.9%	52.8%	24.7%	1.4%	14.0%	0.2%	0.0%	4.4%	1.4%	0.0%	0.0%	0.0%	0.0%	0.2%	
AM Peak	9:00	9:00	9:00	2:00	7:00			5:00	7:00					7:00	9:00
	1	22	13	1	6	*	*	3	1	*	*	*	*	1	45
PM Peak	1:00	4:00	1:00	2:00	6:00	12:00 PM		2:00	1:00						4:00
	3	29	11	1	10	1	*	4	2	*	*	*	*	*	42

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F-08



Date Printed: 7/21/2020
 Start Date: 7/8/2020
 End Date: 7/15/2020

Location 1: Beckwourth Calpine Rd
 Location 2: At County Line
 Direction: B to A, None Specified

7/10/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
5:00	0	6	1	0	0	0	0	2	0	0	0	0	0	0	9
6:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
7:00	0	5	6	1	3	0	0	3	0	0	0	0	0	0	18
8:00	0	15	7	1	5	0	0	3	0	0	0	0	0	0	31
9:00	0	18	6	0	2	0	0	1	1	0	0	0	0	0	28
10:00	1	13	14	0	5	0	0	2	0	0	0	0	0	0	35
11:00	0	11	9	0	7	0	0	4	0	0	0	0	0	1	32
12:00 PM	0	22	6	0	6	0	0	1	0	0	0	0	0	0	35
1:00	0	15	9	0	3	1	0	3	1	0	0	0	0	0	32
2:00	0	29	11	0	5	0	0	2	0	0	0	0	0	0	47
3:00	0	23	16	0	10	0	0	0	2	0	0	0	0	0	51
4:00	1	28	14	2	6	0	0	7	0	0	0	0	0	1	59
5:00	0	15	8	1	9	0	0	3	0	0	0	0	0	0	36
6:00	0	16	14	0	5	0	0	1	0	0	0	0	0	0	36
7:00	0	15	3	0	1	0	0	0	0	0	0	0	0	0	19
8:00	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
9:00	0	4	4	0	3	0	0	1	0	0	0	0	0	0	12
10:00	0	5	4	0	1	0	0	0	0	0	0	0	0	0	10
11:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
Total	2	259	141	5	72	1	0	33	4	0	0	0	0	2	519
Percent	0.4%	49.9%	27.2%	1.0%	13.9%	0.2%	0.0%	6.4%	0.8%	0.0%	0.0%	0.0%	0.0%	0.4%	
AM Peak	10:00	9:00	10:00	7:00	11:00			11:00	9:00					11:00	10:00
	1	18	14	1	7	*	*	4	1	*	*	*	*	1	35
PM Peak	4:00	2:00	3:00	4:00	3:00	1:00		4:00	3:00					4:00	4:00
	1	29	16	2	10	1	*	7	2	*	*	*	*	1	59

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F-08



Date Printed: 7/21/2020
 Start Date: 7/8/2020
 End Date: 7/15/2020

Location 1: Beckwourth Calpine Rd
 Location 2: At County Line
 Direction: B to A, None Specified

7/11/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
1:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5:00	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
6:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
7:00	0	2	3	0	4	0	0	1	0	0	0	0	0	0	10
8:00	0	9	5	0	0	0	0	1	0	0	0	0	0	0	15
9:00	1	12	10	0	3	0	0	2	0	0	0	0	0	0	28
10:00	0	15	7	0	3	0	0	1	0	0	0	0	0	1	27
11:00	0	15	8	0	4	0	0	2	0	0	0	0	0	1	30
12:00 PM	1	9	5	0	4	0	0	4	0	0	0	0	0	0	23
1:00	0	15	8	0	4	0	0	1	0	0	0	0	0	0	28
2:00	2	23	10	0	3	0	0	1	1	0	0	0	0	0	40
3:00	1	20	4	0	4	0	0	1	0	0	0	0	0	1	31
4:00	0	21	14	0	11	0	0	1	0	0	0	0	0	0	47
5:00	1	15	9	0	1	0	0	0	0	0	0	0	0	0	26
6:00	0	5	6	0	0	0	0	0	0	0	0	0	0	0	11
7:00	0	16	3	0	1	0	0	0	0	0	0	0	0	0	20
8:00	0	5	5	0	2	0	0	2	0	0	0	0	0	0	14
9:00	0	7	2	1	1	0	0	2	0	0	0	0	0	0	13
10:00	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
11:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	6	206	111	1	49	0	0	19	1	0	0	0	0	3	396
Percent	1.5%	52.0%	28.0%	0.3%	12.4%	0.0%	0.0%	4.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.8%	
AM Peak	9:00	10:00	9:00		7:00			9:00						10:00	11:00
	1	15	10	*	4	*	*	2	*	*	*	*	*	1	30
PM Peak	2:00	2:00	4:00	9:00	4:00			12:00 PM	2:00					3:00	4:00
	2	23	14	1	11	*	*	4	1	*	*	*	*	1	47

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F-08



Date Printed: 7/21/2020
 Start Date: 7/8/2020
 End Date: 7/15/2020

Location 1: Beckwourth Calpine Rd
 Location 2: At County Line
 Direction: B to A, None Specified

7/12/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	3	0	0	2	0	0	0	0	0	0	0	0	0	5
6:00	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
7:00	0	3	4	0	0	0	0	2	0	0	0	0	0	0	9
8:00	0	5	11	0	1	0	0	1	0	0	0	0	0	0	18
9:00	0	6	5	0	3	0	0	1	0	0	0	0	0	0	15
10:00	1	11	6	0	2	0	0	0	0	0	0	0	0	0	20
11:00	0	10	9	0	3	0	0	2	0	0	0	0	0	0	24
12:00 PM	0	11	5	0	2	0	0	0	0	0	0	0	0	0	18
1:00	0	19	7	0	3	0	0	1	0	0	0	0	0	0	30
2:00	1	23	10	0	3	0	0	1	0	0	0	0	0	0	38
3:00	1	21	9	0	3	0	0	1	0	0	0	0	0	0	35
4:00	0	15	6	0	4	0	0	2	0	0	0	0	0	0	27
5:00	4	15	8	0	4	0	0	2	0	0	0	0	0	0	33
6:00	0	10	5	0	2	0	0	2	0	0	0	0	0	0	19
7:00	0	16	3	0	0	0	0	1	0	0	0	0	0	0	20
8:00	0	8	2	0	3	0	0	1	0	0	0	0	0	0	14
9:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
10:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	185	94	1	36	0	0	17	0	0	0	0	0	0	340
Percent	2.1%	54.4%	27.6%	0.3%	10.6%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	10:00	8:00		9:00			7:00							11:00
	1	11	11	*	3	*	*	2	*	*	*	*	*	*	24
PM Peak	5:00	2:00	2:00	10:00	4:00			4:00							2:00
	4	23	10	1	4	*	*	2	*	*	*	*	*	*	38

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F-08



Date Printed: 7/21/2020
 Start Date: 7/8/2020
 End Date: 7/15/2020

Location 1: Beckwourth Calpine Rd
 Location 2: At County Line
 Direction: B to A, None Specified

7/13/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
5:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00	0	7	5	0	2	0	0	1	0	0	0	0	0	0	15
7:00	0	15	0	0	2	0	0	0	0	0	0	0	0	1	18
8:00	1	9	7	0	1	0	0	0	0	0	0	0	0	0	18
9:00	2	8	6	0	3	1	0	1	0	0	0	0	0	0	21
10:00	0	11	11	0	4	0	0	0	1	0	0	0	0	0	27
11:00	0	12	5	0	3	0	0	1	0	0	0	0	0	0	21
12:00 PM	0	15	6	0	4	1	0	4	2	0	0	0	0	0	32
1:00	0	7	9	0	6	2	0	0	0	0	0	0	0	0	24
2:00	0	19	6	2	6	1	0	2	0	0	0	0	0	0	36
3:00	0	15	8	0	8	1	0	1	1	0	0	0	0	0	34
4:00	0	22	22	0	7	0	0	3	0	0	0	0	0	0	54
5:00	0	15	9	0	8	0	0	1	0	0	0	0	0	0	33
6:00	1	17	9	0	7	0	0	0	0	0	0	0	0	0	34
7:00	0	10	3	0	1	0	0	0	0	0	0	0	0	0	14
8:00	0	3	8	0	1	0	0	0	0	0	0	0	0	0	12
9:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
11:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
Total	4	198	118	3	64	6	0	15	4	0	0	0	0	1	413
Percent	1.0%	47.9%	28.6%	0.7%	15.5%	1.5%	0.0%	3.6%	1.0%	0.0%	0.0%	0.0%	0.0%	0.2%	
AM Peak	9:00	7:00	10:00	2:00	10:00	9:00		3:00	10:00					7:00	10:00
	2	15	11	1	4	1	*	1	1	*	*	*	*	1	27
PM Peak	6:00	4:00	4:00	2:00	3:00	1:00		12:00 PM	12:00 PM					*	4:00
	1	22	22	2	8	2	*	4	2	*	*	*	*	*	54

Plumas County Public Works
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 Quincy, CA 95971
 Site Code: 9F-08



Date Printed: 7/21/2020
 Start Date: 7/8/2020
 End Date: 7/15/2020

Location 1: Beckwourth Calpine Rd
 Location 2: At County Line
 Direction: B to A, None Specified

7/14/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
6:00	0	4	1	0	1	0	0	0	1	0	0	0	0	0	7
7:00	0	12	6	0	4	0	0	0	0	0	0	0	0	1	23
8:00	0	17	2	1	3	0	0	1	0	0	0	0	0	0	24
9:00	0	13	7	1	6	2	0	1	0	0	0	0	0	0	30
10:00	0	14	10	0	3	0	0	3	0	0	0	0	0	0	30
11:00	0	12	4	0	1	0	0	0	0	0	0	0	0	0	17
12:00 PM	0	17	6	0	7	0	0	0	1	0	0	0	0	1	32
1:00	0	12	6	0	7	0	0	0	0	0	0	0	0	0	25
2:00	0	14	5	0	4	0	0	2	0	0	0	0	0	0	25
3:00	0	13	14	0	7	1	0	0	1	0	0	0	0	1	37
4:00	0	20	14	0	8	0	0	2	0	0	0	0	0	0	44
5:00	0	15	10	0	5	0	0	2	0	0	0	0	0	0	32
6:00	0	7	6	0	5	0	0	0	1	0	0	0	0	0	19
7:00	0	6	1	0	2	0	0	0	0	0	0	0	0	0	9
8:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
9:00	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
10:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
11:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
Total	0	192	99	2	66	3	0	11	4	0	0	0	0	3	380
Percent	0.0%	50.5%	26.1%	0.5%	17.4%	0.8%	0.0%	2.9%	1.1%	0.0%	0.0%	0.0%	0.0%	0.8%	
AM Peak		8:00	10:00	8:00	9:00	9:00		10:00	6:00					7:00	9:00
	*	17	10	1	6	2	*	3	1	*	*	*	*	1	30
PM Peak		4:00	3:00	*	4:00	3:00		2:00	12:00 PM					12:00 PM	4:00
	*	20	14	*	8	1	*	2	1	*	*	*	*	1	44

Plumas County Public Works
 1834 East Main Street
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Date Printed: 7/21/2020
 Start Date: 7/8/2020
 End Date: 7/15/2020

Location 1: Beckwourth Calpine Rd
 Location 2: At County Line
 Direction: B to A, None Specified

7/15/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
5:00	0	4	0	0	0	0	0	0	1	0	0	0	0	0	5
6:00	0	1	4	0	3	0	0	0	1	0	0	0	0	0	9
7:00	0	15	6	0	6	0	0	1	1	0	0	0	0	0	29
8:00	0	16	8	0	3	0	0	1	3	0	0	0	0	0	31
9:00	0	6	6	0	3	0	0	2	2	0	0	0	0	0	19
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	0	44	25	0	15	0	0	5	8	0	0	0	0	0	97
Percent	0.0%	45.4%	25.8%	0.0%	15.5%	0.0%	0.0%	5.2%	8.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		8:00	8:00		7:00			9:00	8:00						8:00
	*	16	8	*	6	*	*	2	3	*	*	*	*	*	31
PM Peak															
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Grand Total	25	1425	765	18	411	16	0	124	29	0	0	0	0	10	2823
Percent	0.9%	50.5%	27.1%	0.6%	14.6%	0.6%	0.0%	4.4%	1.0%	0.0%	0.0%	0.0%	0.0%	0.4%	

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F-08



Date Printed: 7/21/2020
 Start Date: 7/8/2020
 End Date: 7/15/2020

Location 1: Beckwourth Calpine Rd
 Location 2: At County Line
 Direction: Combined

7/8/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	0	13	4	0	10	2	0	2	0	0	0	0	0	0	31
1:00	0	35	13	0	10	3	0	0	2	0	0	0	0	0	63
2:00	0	22	11	1	9	1	0	3	0	0	0	0	0	0	47
3:00	1	20	20	0	16	4	0	0	0	0	0	0	0	0	61
4:00	1	24	15	0	13	0	0	3	0	0	0	0	0	0	56
5:00	0	22	21	0	8	1	0	1	0	0	0	0	0	0	53
6:00	0	19	12	0	11	0	0	0	0	0	0	0	0	0	42
7:00	1	15	6	0	4	0	0	1	0	0	0	0	0	0	27
8:00	1	8	8	0	2	0	0	0	0	0	0	0	0	0	19
9:00	0	5	3	0	3	0	0	0	0	0	0	0	0	0	11
10:00	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
11:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	5	190	115	1	87	11	0	10	2	0	0	0	0	0	421
Percent	1.2%	45.1%	27.3%	0.2%	20.7%	2.6%	0.0%	2.4%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
PM Peak	3:00	1:00	5:00	2:00	3:00	3:00	*	2:00	1:00	*	*	*	*	*	1:00
	1	35	21	1	16	4	*	3	2	*	*	*	*	*	63

Plumas County Public Works
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Date Printed: 7/21/2020
 Start Date: 7/8/2020
 End Date: 7/15/2020

Location 1: Beckwourth Calpine Rd
 Location 2: At County Line
 Direction: Combined

7/9/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3
3:00	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3
4:00	0	4	3	0	2	0	0	0	0	0	0	0	0	0	9
5:00	0	9	5	0	5	0	0	4	0	0	0	0	0	1	24
6:00	0	13	7	0	11	0	0	1	0	0	0	0	0	0	32
7:00	0	28	14	1	15	0	0	3	1	0	0	0	0	1	63
8:00	0	25	8	1	9	0	0	1	3	0	0	0	0	1	48
9:00	1	32	18	0	8	0	0	5	3	0	0	0	0	0	67
10:00	0	25	9	2	7	0	0	2	0	0	0	0	0	0	45
11:00	2	26	13	0	10	0	0	1	1	0	0	0	0	0	53
12:00 PM	1	33	11	0	3	1	0	2	2	0	0	0	0	1	54
1:00	3	23	14	0	14	0	0	3	2	0	0	0	0	0	59
2:00	1	20	14	1	4	0	0	7	2	0	0	0	0	0	49
3:00	0	25	21	0	13	0	0	1	1	0	0	0	0	0	61
4:00	0	47	12	2	7	0	0	0	0	0	0	0	0	0	68
5:00	0	36	13	0	11	0	0	1	0	0	0	0	0	0	61
6:00	0	24	12	0	13	0	0	1	1	0	0	0	0	0	51
7:00	0	11	7	0	3	0	0	1	0	0	0	0	0	0	22
8:00	0	12	7	1	1	0	0	1	0	0	0	0	0	0	22
9:00	0	9	1	0	0	0	0	1	0	0	0	0	0	0	11
10:00	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
11:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
Total	8	410	195	9	139	1	0	36	16	0	0	0	0	4	818
Percent	1.0%	50.1%	23.8%	1.1%	17.0%	0.1%	0.0%	4.4%	2.0%	0.0%	0.0%	0.0%	0.0%	0.5%	
AM Peak	11:00	9:00	9:00	10:00	7:00			9:00	8:00					5:00	9:00
	2	32	18	2	15	*	*	5	3	*	*	*	*	1	67
PM Peak	1:00	4:00	3:00	4:00	1:00	12:00 PM		2:00	12:00 PM					12:00 PM	4:00
	3	47	21	2	14	1	*	7	2	*	*	*	*	1	68

Plumas County Public Works
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Date Printed: 7/21/2020
 Start Date: 7/8/2020
 End Date: 7/15/2020

Location 1: Beckwourth Calpine Rd
 Location 2: At County Line
 Direction: Combined

7/10/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	2	5	0	2	0	0	0	0	0	0	0	0	0	9
5:00	0	12	5	0	3	0	0	3	0	0	0	0	0	1	24
6:00	0	12	11	0	12	0	0	0	0	0	0	0	0	0	35
7:00	0	17	14	2	11	1	0	7	0	0	0	0	0	0	52
8:00	1	27	11	1	9	0	0	3	2	0	0	0	0	0	54
9:00	0	32	11	0	9	0	0	3	1	0	0	0	0	0	56
10:00	1	34	20	1	7	0	0	4	1	0	0	0	0	1	69
11:00	1	27	19	0	11	0	0	10	2	0	0	0	0	1	71
12:00 PM	0	43	23	1	12	0	0	4	0	0	0	0	0	0	83
1:00	3	34	13	0	10	1	0	3	1	0	0	0	0	0	85
2:00	0	54	21	0	10	0	0	5	0	0	0	0	0	0	90
3:00	0	38	22	0	15	1	0	3	2	0	0	0	0	0	81
4:00	1	43	22	2	12	0	0	8	0	0	0	0	0	1	89
5:00	1	27	13	1	17	0	0	4	0	0	0	0	0	0	63
6:00	0	29	15	0	8	0	0	3	0	0	0	0	0	0	55
7:00	1	21	5	0	3	0	0	0	0	0	0	0	0	0	30
8:00	0	10	4	0	3	0	0	0	0	0	0	0	0	0	17
9:00	1	8	7	0	4	0	0	1	0	0	0	0	0	0	21
10:00	0	9	11	0	1	0	0	1	0	0	0	0	0	0	22
11:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
Total	10	493	257	8	159	3	0	62	9	0	0	0	0	4	1005
Percent	1.0%	49.1%	25.6%	0.8%	15.8%	0.3%	0.0%	6.2%	0.9%	0.0%	0.0%	0.0%	0.0%	0.4%	
AM Peak	8:00	10:00	10:00	7:00	6:00	7:00		11:00	8:00					5:00	11:00
	1	34	20	2	12	1	*	10	2	*	*	*	*	1	71
PM Peak	1:00	2:00	12:00 PM	4:00	5:00	1:00		4:00	3:00					4:00	2:00
	3	54	23	2	17	1	*	8	2	*	*	*	*	1	90

Plumas County Public Works
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Date Printed: 7/21/2020
 Start Date: 7/8/2020
 End Date: 7/15/2020

Location 1: Beckwourth Calpine Rd
 Location 2: At County Line
 Direction: Combined

7/11/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
1:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
2:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	4	3	0	0	0	0	1	0	0	0	0	0	0	8
5:00	0	3	4	0	5	0	0	2	0	0	0	0	0	0	14
6:00	0	11	4	0	4	0	0	1	0	0	0	0	0	1	21
7:00	0	11	7	0	4	0	0	3	0	0	0	0	0	0	25
8:00	0	18	9	0	2	0	0	2	0	0	0	0	0	1	32
9:00	1	28	14	1	8	0	0	6	0	0	0	0	0	0	58
10:00	0	45	17	1	7	0	0	3	0	0	0	0	0	2	75
11:00	0	30	19	0	5	0	0	4	0	0	0	0	0	1	59
12:00 PM	1	30	14	0	10	0	0	7	0	0	0	0	0	0	62
1:00	1	26	20	0	13	0	0	2	0	0	0	0	0	0	62
2:00	2	36	16	0	14	0	0	1	1	0	0	0	0	0	70
3:00	1	31	14	0	9	0	0	2	0	0	0	0	0	1	58
4:00	0	28	20	0	14	0	0	2	0	0	0	0	0	1	65
5:00	1	25	16	0	7	0	0	0	0	0	0	0	0	0	49
6:00	1	13	11	0	1	0	0	0	0	0	0	0	0	0	26
7:00	1	21	4	0	3	0	0	0	0	0	0	0	0	0	29
8:00	1	12	7	0	2	0	0	2	0	0	0	0	0	0	24
9:00	0	11	2	1	2	0	0	2	0	0	0	0	0	0	18
10:00	0	3	4	0	1	0	0	0	0	0	0	0	0	0	8
11:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
Total	10	396	212	3	112	0	0	40	1	0	0	0	0	7	781
Percent	1.3%	50.7%	27.1%	0.4%	14.3%	0.0%	0.0%	5.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.9%	
AM Peak	9:00	10:00	11:00	9:00	9:00			9:00						10:00	10:00
	1	45	19	1	8	*	*	6	*	*	*	*	*	2	75
PM Peak	2:00	2:00	1:00	9:00	2:00			12:00 PM	2:00					3:00	2:00
	2	36	20	1	14	*	*	7	1	*	*	*	*	1	70

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Date Printed: 7/21/2020
 Start Date: 7/8/2020
 End Date: 7/15/2020

Location 1: Beckwourth Calpine Rd
 Location 2: At County Line
 Direction: Combined

7/12/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00	0	5	1	0	3	0	0	0	0	0	0	0	0	0	9
6:00	0	9	4	0	2	0	0	0	0	0	0	0	0	0	15
7:00	0	7	5	0	4	0	0	4	0	0	0	0	0	0	20
8:00	0	15	18	0	2	0	0	5	0	0	0	0	0	0	40
9:00	0	23	16	0	5	0	0	1	2	0	0	0	0	0	47
10:00	1	37	17	0	6	0	0	2	0	0	0	0	0	0	63
11:00	0	41	26	0	8	0	0	4	0	0	0	0	0	0	79
12:00 PM	0	27	14	0	8	0	0	2	0	0	0	0	0	0	51
1:00	1	36	13	0	10	0	0	1	1	0	0	0	0	0	62
2:00	1	39	20	0	5	0	0	4	0	0	0	0	0	0	69
3:00	1	36	18	0	10	0	0	2	0	0	0	0	0	0	67
4:00	0	20	19	0	9	0	0	2	0	0	0	0	0	0	50
5:00	5	32	16	0	6	0	0	5	0	0	0	0	0	0	64
6:00	1	18	7	0	5	0	0	3	0	0	0	0	0	0	34
7:00	0	20	5	0	2	0	0	1	0	0	0	0	0	0	28
8:00	0	11	3	0	5	0	0	1	0	0	0	0	0	0	20
9:00	0	7	4	0	1	0	0	0	0	0	0	0	0	0	12
10:00	0	1	1	1	0	0	0	1	0	0	0	0	0	0	4
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	10	389	208	1	92	0	0	38	3	0	0	0	0	0	741
Percent	1.3%	52.5%	28.1%	0.1%	12.4%	0.0%	0.0%	5.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00		11:00			8:00	9:00						11:00
	1	41	26	*	8	*	*	5	2	*	*	*	*	*	79
PM Peak	5:00	2:00	2:00	10:00	1:00			5:00	1:00						2:00
	5	39	20	1	10	*	*	5	1	*	*	*	*	*	69

Plumas County Public Works
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Date Printed: 7/21/2020
 Start Date: 7/8/2020
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Location 1: Beckwourth Calpine Rd
 Location 2: At County Line
 Direction: Combined

7/13/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00	0	1	3	1	2	0	0	0	0	0	0	0	0	0	7
3:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:00	0	10	3	0	2	0	0	0	0	0	0	0	0	0	15
5:00	0	11	5	0	7	0	0	2	0	0	0	0	0	1	26
6:00	0	18	13	0	17	1	0	3	0	0	0	0	0	0	52
7:00	0	27	10	1	9	0	0	1	0	0	0	0	0	1	49
8:00	1	16	13	0	7	2	0	0	1	0	0	0	0	0	40
9:00	2	20	15	1	7	2	0	1	0	0	0	0	0	0	48
10:00	1	17	17	0	7	1	0	1	2	0	0	0	0	0	46
11:00	0	22	17	0	10	0	0	1	0	0	0	0	0	0	50
12:00 PM	0	25	18	0	9	2	0	4	3	0	0	0	0	1	62
1:00	0	28	17	1	10	3	0	1	1	0	0	0	0	0	61
2:00	1	31	13	3	10	1	0	2	2	0	0	0	0	1	64
3:00	2	29	15	0	12	2	0	1	1	0	0	0	0	0	62
4:00	0	37	30	0	9	1	0	4	0	0	0	0	0	0	81
5:00	0	27	13	0	8	0	0	1	0	0	0	0	0	0	49
6:00	1	26	11	0	10	0	0	0	0	0	0	0	0	0	48
7:00	0	13	4	0	4	0	0	0	0	0	0	0	0	0	21
8:00	0	5	9	0	3	0	0	0	0	0	0	0	0	0	17
9:00	0	6	3	0	2	0	0	0	0	0	0	0	0	0	11
10:00	0	1	2	0	2	0	0	0	0	0	0	0	0	0	5
11:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
Total	8	376	233	7	147	15	0	23	10	0	0	0	0	4	823
Percent	1.0%	45.7%	28.3%	0.9%	17.9%	1.8%	0.0%	2.8%	1.2%	0.0%	0.0%	0.0%	0.0%	0.5%	
AM Peak	9:00	7:00	10:00	2:00	6:00	8:00		6:00	10:00					5:00	6:00
	2	27	17	1	17	2	*	3	2	*	*	*	*	1	52
PM Peak	3:00	4:00	4:00	2:00	3:00	1:00		12:00 PM	12:00 PM					12:00 PM	4:00
	2	37	30	3	12	3	*	4	3	*	*	*	*	1	81

Plumas County Public Works
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Date Printed: 7/21/2020
 Start Date: 7/8/2020
 End Date: 7/15/2020

Location 1: Beckwourth Calpine Rd
 Location 2: At County Line
 Direction: Combined

7/14/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	3	6	0	4	0	0	0	0	0	0	0	0	0	13
5:00	0	12	2	0	11	0	0	1	3	0	0	0	0	0	29
6:00	0	12	7	0	10	1	0	0	2	0	0	0	0	1	33
7:00	0	28	15	0	11	1	0	0	0	0	0	0	0	1	56
8:00	0	29	9	1	7	2	0	1	1	0	0	0	0	0	50
9:00	0	26	13	1	10	2	0	2	0	0	0	0	0	0	54
10:00	0	30	20	0	4	1	0	3	0	0	0	0	0	0	58
11:00	2	30	11	0	8	0	0	2	2	0	0	0	0	0	55
12:00 PM	0	31	11	0	8	0	0	0	1	0	0	0	0	1	52
1:00	0	26	10	0	13	0	0	2	0	0	0	0	0	0	51
2:00	0	26	15	0	10	0	0	4	0	0	0	0	0	0	55
3:00	0	29	17	0	10	2	0	1	1	0	0	0	0	1	61
4:00	0	36	22	1	10	0	0	4	1	0	0	0	0	0	74
5:00	0	34	17	0	13	0	0	2	0	0	0	0	0	0	66
6:00	1	15	6	0	9	0	0	0	1	0	0	0	0	0	32
7:00	0	10	3	0	3	0	0	0	0	0	0	0	0	0	16
8:00	0	3	5	0	3	0	0	0	0	0	0	0	0	0	11
9:00	0	12	3	0	1	0	0	0	0	0	0	0	0	0	16
10:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
11:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
Total	4	397	195	3	146	9	0	22	12	0	0	0	0	4	792
Percent	0.5%	50.1%	24.6%	0.4%	18.4%	1.1%	0.0%	2.8%	1.5%	0.0%	0.0%	0.0%	0.0%	0.5%	
AM Peak	11:00	10:00	10:00	8:00	5:00	8:00		10:00	5:00					6:00	10:00
	2	30	20	1	11	2	*	3	3	*	*	*	*	1	58
PM Peak	6:00	4:00	4:00	4:00	1:00	3:00		2:00	12:00 PM					12:00 PM	4:00
	1	36	22	1	13	2	*	4	1	*	*	*	*	1	74

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F-08



Date Printed: 7/21/2020
 Start Date: 7/8/2020
 End Date: 7/15/2020

Location 1: Beckwourth Calpine Rd
 Location 2: At County Line
 Direction: Combined

7/15/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
1:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	3	4	0	2	0	0	1	0	0	0	0	0	0	10
5:00	0	8	2	0	3	0	0	3	3	0	0	0	0	0	19
6:00	0	12	15	0	14	0	0	3	3	0	0	0	0	1	48
7:00	0	29	19	0	11	0	1	3	1	0	0	0	0	0	64
8:00	0	30	15	1	7	1	0	1	4	0	0	0	0	0	59
9:00	1	15	13	0	8	0	0	3	4	0	0	0	0	0	44
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	1	99	71	2	46	1	1	14	15	0	0	0	0	1	251
Percent	0.4%	39.4%	28.3%	0.8%	18.3%	0.4%	0.4%	5.6%	6.0%	0.0%	0.0%	0.0%	0.0%	0.4%	
AM Peak	9:00	8:00	7:00	1:00	6:00	8:00	7:00	5:00	8:00					6:00	7:00
PM Peak	1	30	19	1	14	1	1	3	4	*	*	*	*	1	64
	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Grand Total	56	2750	1486	34	928	40	1	245	68	0	0	0	0	24	5632
Percent	1.0%	48.8%	26.4%	0.6%	16.5%	0.7%	0.0%	4.4%	1.2%	0.0%	0.0%	0.0%	0.0%	0.4%	

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F32-03



Date Printed: 7/30/2020
 Start Date: 7/7/2020
 End Date: 7/14/2020

Location 1: Beckwourth Calpine Rd
 Location 2: S of Hwy 70
 Direction: Southbound

7/7/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	1	5	3	1	2	0	0	1	1	0	0	0	0	0	14
10:00	0	16	7	2	6	3	0	3	5	0	0	0	0	0	42
11:00	2	15	8	0	4	0	0	2	7	0	0	0	0	0	38
Total	3	36	18	3	12	3	0	6	13	0	0	0	0	0	94
Percent	3.2%	38.3%	19.1%	3.2%	12.8%	3.2%	0.0%	6.4%	13.8%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
PM Peak	11:00	10:00	11:00	10:00	10:00	10:00	*	10:00	11:00	*	*	*	*	*	10:00
	2	16	8	2	6	3	*	3	7	*	*	*	*	*	42

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F32-03



Date Printed: 7/30/2020
 Start Date: 7/7/2020
 End Date: 7/14/2020

Location 1: Beckwourth Calpine Rd
 Location 2: S of Hwy 70
 Direction: Southbound

7/8/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	1	15	10	3	5	1	0	1	4	0	0	0	0	1	41
1:00	0	22	12	0	4	2	0	1	4	0	0	0	0	0	45
2:00	0	16	8	3	5	1	0	3	2	0	0	0	0	0	38
3:00	0	12	11	1	7	1	0	1	3	0	0	0	0	0	36
4:00	2	16	7	0	3	0	0	0	1	0	0	0	0	0	29
5:00	0	14	4	0	8	0	0	0	0	0	0	0	0	1	27
6:00	0	9	4	0	2	0	0	0	0	0	0	0	0	0	15
7:00	1	1	3	0	0	0	0	1	0	0	0	0	0	0	6
8:00	1	8	2	0	0	0	0	0	0	0	0	0	0	0	11
9:00	0	2	4	0	2	0	0	0	0	0	0	0	0	0	8
10:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
11:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
4:00	0	2	2	0	2	0	0	0	0	0	0	0	0	0	6
5:00	0	8	4	0	7	0	0	0	0	0	0	0	0	2	21
6:00	0	8	8	1	10	0	0	0	0	0	0	0	0	0	27
7:00	0	18	16	0	4	2	0	1	1	0	0	0	1	0	43
8:00	0	17	13	0	4	0	0	2	3	0	0	0	0	0	39
9:00	1	7	5	0	6	1	0	2	0	0	0	0	0	0	22
10:00	1	15	15	1	3	0	0	1	3	0	0	0	0	0	39
11:00	0	14	9	0	3	1	0	1	0	0	0	0	0	2	30
Total	7	208	140	9	75	9	0	15	21	0	0	0	1	6	491
Percent	1.4%	42.4%	28.5%	1.8%	15.3%	1.8%	0.0%	3.1%	4.3%	0.0%	0.0%	0.0%	0.2%	1.2%	
AM Peak	4:00	1:00	1:00	12:00 AM	5:00	1:00		2:00	12:00 AM					12:00 AM	1:00
	2	22	12	3	8	2	*	3	4	*	*	*	*	1	45
PM Peak	9:00	7:00	7:00	6:00	6:00	7:00		8:00	8:00				7:00	5:00	7:00
	1	18	16	1	10	2	*	2	3	*	*	*	1	2	43

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F32-03



Date Printed: 7/30/2020
 Start Date: 7/7/2020
 End Date: 7/14/2020

Location 1: Beckwourth Calpine Rd
 Location 2: S of Hwy 70
 Direction: Southbound

7/9/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	1	26	7	0	4	0	0	3	1	0	0	0	0	1	43
1:00	0	10	5	1	6	0	0	2	1	0	0	0	0	1	26
2:00	1	12	8	0	2	0	0	3	2	0	0	0	0	0	28
3:00	0	18	19	1	5	0	0	0	2	0	0	0	0	0	45
4:00	0	22	8	0	3	0	0	0	0	0	0	0	0	0	33
5:00	0	18	9	0	8	0	0	1	0	0	0	0	0	0	36
6:00	0	8	5	0	2	0	0	1	1	0	0	0	0	0	17
7:00	1	9	4	0	3	0	0	2	0	0	0	0	0	1	20
8:00	0	1	3	0	1	0	0	1	0	0	0	0	0	0	6
9:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
10:00	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
11:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	1	3	0	1	0	0	0	0	0	0	0	0	0	5
5:00	0	8	7	1	2	0	0	0	0	0	0	0	0	0	18
6:00	0	9	10	0	12	0	0	0	1	0	0	0	0	0	32
7:00	0	17	15	1	9	2	0	2	1	0	0	0	1	2	50
8:00	0	20	7	0	8	1	0	0	3	0	0	0	0	2	41
9:00	1	55	19	0	9	2	0	1	1	0	0	0	0	1	89
10:00	0	71	9	1	10	0	0	0	2	0	0	0	0	4	97
11:00	1	52	20	0	8	0	0	3	4	0	0	0	0	2	90
Total	5	368	164	5	94	5	0	19	19	0	0	0	1	14	694
Percent	0.7%	53.0%	23.6%	0.7%	13.5%	0.7%	0.0%	2.7%	2.7%	0.0%	0.0%	0.0%	0.1%	2.0%	
AM Peak	12:00 AM	12:00 AM	3:00	1:00	5:00			12:00 AM	2:00					12:00 AM	3:00
	1	26	19	1	8	*	*	3	2	*	*	*	*	1	45
PM Peak	9:00	10:00	11:00	5:00	6:00	7:00		11:00	11:00				7:00	10:00	10:00
	1	71	20	1	12	2	*	3	4	*	*	*	1	4	97

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F32-03



Date Printed: 7/30/2020
 Start Date: 7/7/2020
 End Date: 7/14/2020

Location 1: Beckwourth Calpine Rd
 Location 2: S of Hwy 70
 Direction: Southbound

7/10/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	39	21	0	7	1	0	2	2	0	0	0	0	1	73
1:00	2	29	7	1	11	0	0	1	2	0	0	0	0	0	53
2:00	0	31	6	0	3	0	0	2	0	0	0	0	0	1	43
3:00	0	16	7	0	6	1	0	4	0	0	0	0	0	0	34
4:00	0	22	6	0	6	0	0	3	0	0	0	0	0	0	37
5:00	1	15	9	0	5	0	0	0	0	0	0	0	0	0	30
6:00	0	13	4	0	4	1	0	1	0	0	0	0	0	1	24
7:00	1	11	3	0	3	0	0	0	0	0	0	0	0	0	18
8:00	1	3	6	0	0	0	0	0	0	0	0	0	0	0	10
9:00	1	7	1	0	1	0	0	0	0	0	0	0	0	0	10
10:00	0	7	7	0	0	0	0	2	0	0	0	0	0	0	16
11:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	3	2	0	0	0	0	1	0	0	0	0	0	0	6
5:00	0	3	2	0	3	0	0	2	0	0	0	0	0	0	10
6:00	0	11	2	0	4	0	0	1	0	0	0	0	0	0	18
7:00	0	13	5	1	2	0	0	1	0	0	0	0	0	1	23
8:00	0	14	5	0	4	0	0	1	0	0	0	0	0	1	25
9:00	0	18	6	2	7	0	0	4	1	0	0	0	0	0	38
10:00	0	34	8	0	5	0	0	0	0	0	0	0	0	0	47
11:00	0	19	11	0	4	0	0	2	0	0	0	0	0	0	36
Total	6	314	120	4	75	3	0	27	5	0	0	0	0	5	559
Percent	1.1%	56.2%	21.5%	0.7%	13.4%	0.5%	0.0%	4.8%	0.9%	0.0%	0.0%	0.0%	0.0%	0.9%	
AM Peak	1:00	12:00 AM	12:00 AM	1:00	1:00	12:00 AM		3:00	12:00 AM					12:00 AM	12:00 AM
	2	39	21	1	11	1	*	4	2	*	*	*	*	1	73
PM Peak	*	10:00	11:00	9:00	9:00	*	*	9:00	9:00	*	*	*	*	7:00	10:00
		34	11	2	7	*	*	4	1	*	*	*	*	1	47

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F32-03



Date Printed: 7/30/2020
 Start Date: 7/7/2020
 End Date: 7/14/2020

Location 1: Beckwourth Calpine Rd
 Location 2: S of Hwy 70
 Direction: Southbound

7/11/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	19	11	0	6	0	0	3	1	0	0	0	0	3	43
1:00	1	17	19	0	4	0	0	1	0	0	0	0	0	0	42
2:00	0	20	10	0	14	0	0	0	0	0	0	0	0	0	44
3:00	0	16	13	0	1	0	0	1	0	0	0	0	0	0	31
4:00	0	9	3	1	4	0	0	2	0	0	0	0	0	1	20
5:00	0	13	14	0	2	0	0	0	0	0	0	0	0	1	30
6:00	1	6	4	0	1	0	0	0	0	0	0	0	0	0	12
7:00	1	9	1	0	2	0	0	0	0	0	0	0	0	0	13
8:00	1	11	4	0	2	0	0	0	0	0	0	0	0	0	18
9:00	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
10:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
4:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00	0	3	0	0	2	0	0	0	0	0	0	0	0	0	5
6:00	0	7	2	0	2	0	0	1	0	0	0	0	0	0	12
7:00	0	3	1	0	3	0	0	2	0	0	0	0	0	0	9
8:00	0	12	8	0	2	0	0	2	0	0	0	0	0	0	24
9:00	0	20	9	0	4	0	0	0	1	1	0	0	0	0	35
10:00	0	36	9	0	4	0	0	2	0	0	0	0	0	1	52
11:00	0	33	13	0	2	0	0	2	0	0	0	0	0	0	50
Total	4	245	128	1	57	0	0	16	2	1	0	0	0	6	460
Percent	0.9%	53.3%	27.8%	0.2%	12.4%	0.0%	0.0%	3.5%	0.4%	0.2%	0.0%	0.0%	0.0%	1.3%	
AM Peak	1:00	2:00	1:00	4:00	2:00			12:00 AM	12:00 AM					12:00 AM	2:00
	1	20	19	1	14	*	*	3	1	*	*	*	*	3	44
PM Peak		10:00	11:00		9:00			7:00	9:00	9:00				10:00	10:00
	*	36	13	*	4	*	*	2	1	1	*	*	*	1	52

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F32-03



Date Printed: 7/30/2020
 Start Date: 7/7/2020
 End Date: 7/14/2020

Location 1: Beckwourth Calpine Rd
 Location 2: S of Hwy 70
 Direction: Southbound

7/12/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	16	9	0	7	0	0	2	1	0	0	0	0	0	35
1:00	1	16	9	1	7	0	0	1	0	0	0	0	0	0	35
2:00	0	28	12	0	4	0	0	2	0	0	0	0	0	2	48
3:00	0	14	14	0	2	0	0	1	0	0	0	0	0	1	32
4:00	0	7	14	0	5	0	0	1	0	0	0	0	0	0	27
5:00	1	24	9	0	1	0	0	3	1	0	0	0	0	0	39
6:00	1	10	7	0	4	0	0	1	0	0	0	0	0	0	23
7:00	0	3	4	1	2	0	0	0	0	0	0	0	0	0	10
8:00	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
9:00	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
10:00	0	3	1	0	0	0	0	1	0	0	0	0	0	0	5
11:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	5	4	0	2	0	0	0	0	0	0	0	0	0	11
5:00	0	11	7	0	4	0	0	3	0	0	0	0	0	1	26
6:00	0	14	12	0	11	1	0	0	0	0	0	0	0	0	38
7:00	0	12	16	1	7	1	0	0	0	0	0	0	0	0	37
8:00	0	10	16	1	12	2	0	1	1	0	0	0	0	1	44
9:00	0	19	11	1	3	1	0	1	0	0	0	0	0	0	36
10:00	1	7	10	0	4	2	0	1	1	0	0	0	0	0	26
11:00	0	11	14	0	5	0	0	1	0	0	0	0	0	0	31
Total	4	220	180	5	82	7	0	19	4	0	0	0	0	5	526
Percent	0.8%	41.8%	34.2%	1.0%	15.6%	1.3%	0.0%	3.6%	0.8%	0.0%	0.0%	0.0%	0.0%	1.0%	
AM Peak	1:00	2:00	3:00	1:00	12:00 AM			5:00	12:00 AM					2:00	2:00
	1	28	14	1	7	*	*	3	1	*	*	*	*	2	48
PM Peak	10:00	9:00	7:00	7:00	8:00	8:00		5:00	8:00					5:00	8:00
	1	19	16	1	12	2	*	3	1	*	*	*	*	1	44

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F32-03



Date Printed: 7/30/2020
 Start Date: 7/7/2020
 End Date: 7/14/2020

Location 1: Beckwourth Calpine Rd
 Location 2: S of Hwy 70
 Direction: Southbound

7/13/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	16	17	2	5	2	0	1	1	0	0	0	0	2	46
1:00	0	21	13	2	2	0	0	1	1	0	0	0	0	0	40
2:00	1	17	10	2	6	1	0	0	2	0	0	0	0	0	39
3:00	2	22	16	0	5	0	0	1	0	0	0	0	0	0	46
4:00	0	18	8	0	3	0	0	1	0	0	0	0	0	2	32
5:00	0	14	8	1	1	0	0	0	0	0	0	0	0	0	24
6:00	0	13	4	0	2	0	0	0	0	0	0	0	0	0	19
7:00	0	6	2	0	4	0	0	0	0	0	0	0	0	0	12
8:00	0	2	4	0	2	0	0	0	0	0	0	0	0	0	8
9:00	0	7	2	0	2	0	0	0	0	0	0	0	0	0	11
10:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
11:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	3	4	0	3	0	0	0	0	0	0	0	0	0	10
5:00	0	8	4	0	7	0	0	1	3	0	0	0	0	1	24
6:00	0	8	8	0	8	1	0	0	2	0	0	0	0	0	27
7:00	0	16	14	0	4	3	0	1	0	0	0	0	0	1	39
8:00	0	18	10	0	5	1	0	1	1	0	0	0	0	0	36
9:00	0	21	14	0	5	0	0	1	0	0	0	0	0	1	42
10:00	0	19	8	0	4	0	0	0	2	0	0	0	0	2	35
11:00	0	14	13	0	6	0	0	3	1	0	0	0	0	0	37
Total	5	245	162	7	74	8	0	11	13	0	0	0	0	9	534
Percent	0.9%	45.9%	30.3%	1.3%	13.9%	1.5%	0.0%	2.1%	2.4%	0.0%	0.0%	0.0%	0.0%	1.7%	
AM Peak	3:00	3:00	12:00 AM	12:00 AM	2:00	12:00 AM		12:00 AM	2:00					12:00 AM	12:00 AM
	2	22	17	2	6	2	*	1	2	*	*	*	*	2	46
PM Peak	2:00	9:00	7:00	*	6:00	7:00		11:00	5:00					10:00	9:00
	1	21	14	*	8	3	*	3	3	*	*	*	*	2	42

Plumas County Public Works
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Date Printed: 7/30/2020
 Start Date: 7/7/2020
 End Date: 7/14/2020

Location 1: Beckwourth Calpine Rd
 Location 2: S of Hwy 70
 Direction: Southbound

7/14/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	14	8	0	9	0	0	1	0	0	0	0	0	0	32
1:00	0	14	10	0	5	0	0	3	0	0	0	0	0	0	32
2:00	0	13	10	0	6	0	0	1	0	0	0	0	0	0	30
3:00	0	16	6	0	7	0	0	1	1	0	0	0	0	2	33
4:00	0	21	8	1	2	0	0	1	1	0	0	0	0	0	34
5:00	0	22	9	0	6	0	0	0	0	0	0	0	0	1	38
6:00	1	11	5	0	0	0	0	0	0	0	0	0	0	0	17
7:00	0	7	3	0	2	0	0	0	0	0	0	0	0	0	12
8:00	0	3	7	0	2	0	0	0	0	0	0	0	0	0	12
9:00	0	5	4	0	1	0	0	0	0	0	0	0	0	0	10
10:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
11:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
2:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	3	4	0	1	0	0	0	0	0	0	0	0	0	8
5:00	0	5	5	0	4	0	0	1	2	0	0	0	0	1	18
6:00	0	13	13	0	11	0	0	2	2	0	0	0	0	1	42
7:00	0	17	18	3	5	3	1	1	0	0	0	0	0	1	49
8:00	1	17	12	1	6	1	0	0	2	0	0	0	0	2	42
9:00	0	5	6	0	1	1	0	2	0	0	0	0	0	0	15
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	2	190	133	6	69	5	1	13	8	0	0	0	0	8	435
Percent	0.5%	43.7%	30.6%	1.4%	15.9%	1.1%	0.2%	3.0%	1.8%	0.0%	0.0%	0.0%	0.0%	1.8%	
AM Peak	6:00	5:00	1:00	4:00	12:00 AM			1:00	3:00					3:00	5:00
	1	22	10	1	9	*	*	3	1	*	*	*	*	2	38
PM Peak	8:00	7:00	7:00	7:00	6:00	7:00	7:00	6:00	5:00					8:00	7:00
	1	17	18	3	11	3	1	2	2	*	*	*	*	2	49
Grand Total	36	1826	1045	40	538	40	1	126	85	1	0	0	2	53	3793
Percent	0.9%	48.1%	27.6%	1.1%	14.2%	1.1%	0.0%	3.3%	2.2%	0.0%	0.0%	0.0%	0.1%	1.4%	

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F32-03



Date Printed: 7/30/2020
 Start Date: 7/7/2020
 End Date: 7/14/2020

Location 1: Beckwourth Calpine Rd
 Location 2: S of Hwy 70
 Direction: Northbound

7/7/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	0	6	1	1	0	0	0	0	1	0	0	0	0	8	17
10:00	1	13	15	1	5	1	0	1	2	0	0	0	0	2	41
11:00	0	15	10	0	2	0	2	1	2	1	0	0	0	7	40
Total	1	34	26	2	7	1	2	2	5	1	0	0	0	17	98
Percent	1.0%	34.7%	26.5%	2.0%	7.1%	1.0%	2.0%	2.0%	5.1%	1.0%	0.0%	0.0%	0.0%	17.3%	
AM Peak	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
PM Peak	10:00	11:00	10:00	9:00	10:00	10:00	11:00	10:00	10:00	11:00	*	*	*	9:00	10:00
	1	15	15	1	5	1	2	1	2	1	*	*	*	8	41

Plumas County Public Works
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 Quincy, CA 95971
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Date Printed: 7/30/2020
 Start Date: 7/7/2020
 End Date: 7/14/2020

Location 1: Beckwourth Calpine Rd
 Location 2: S of Hwy 70
 Direction: Northbound

7/8/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	2	16	10	0	6	1	0	4	1	0	0	0	0	7	47
1:00	1	26	7	0	5	0	1	2	2	0	0	0	2	3	49
2:00	0	14	7	1	4	2	2	0	0	0	0	0	1	4	35
3:00	1	25	15	3	9	2	0	2	0	1	0	0	1	3	62
4:00	1	18	17	0	9	0	0	5	0	0	0	0	0	0	50
5:00	0	12	11	1	3	2	0	1	0	0	0	0	0	0	30
6:00	0	14	9	0	7	1	0	0	0	0	0	0	0	1	32
7:00	1	11	5	0	7	0	0	0	0	0	0	0	0	0	24
8:00	0	9	6	0	2	0	0	0	0	0	0	0	0	0	17
9:00	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
10:00	0	1	4	0	1	0	0	0	0	0	0	0	0	1	7
11:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
12:00 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00	0	1	3	0	1	0	0	2	0	0	0	0	0	0	7
6:00	0	7	3	0	0	0	0	1	0	0	0	0	0	1	12
7:00	0	14	5	1	5	0	0	2	0	0	0	0	0	2	29
8:00	0	13	9	0	3	1	0	1	1	0	0	0	0	3	31
9:00	2	23	13	1	5	0	1	1	0	0	0	0	0	4	50
10:00	0	20	9	0	2	1	0	0	1	0	0	0	0	2	35
11:00	0	18	10	0	5	2	0	0	0	0	0	0	0	2	37
Total	9	257	148	7	74	12	4	21	5	1	0	0	4	34	576
Percent	1.6%	44.6%	25.7%	1.2%	12.8%	2.1%	0.7%	3.6%	0.9%	0.2%	0.0%	0.0%	0.7%	5.9%	
AM Peak	12:00 AM	1:00	4:00	3:00	3:00	2:00	2:00	4:00	1:00	3:00			1:00	12:00 AM	3:00
	2	26	17	3	9	2	2	5	2	1	*	*	2	7	62
PM Peak	9:00	9:00	9:00	7:00	7:00	11:00	9:00	5:00	8:00					9:00	9:00
	2	23	13	1	5	2	1	2	1	*	*	*	*	4	50

Plumas County Public Works
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Date Printed: 7/30/2020
 Start Date: 7/7/2020
 End Date: 7/14/2020

Location 1: Beckwourth Calpine Rd
 Location 2: S of Hwy 70
 Direction: Northbound

7/9/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	1	19	8	1	1	1	0	0	1	0	0	0	0	1	33
1:00	3	12	8	1	6	0	0	1	0	0	0	0	1	4	36
2:00	0	12	15	0	1	0	1	3	2	0	0	0	0	1	35
3:00	0	13	14	0	6	1	1	0	0	0	0	0	0	1	36
4:00	0	36	19	0	4	1	0	0	0	0	0	0	0	3	63
5:00	0	24	7	1	4	0	0	0	0	0	0	0	0	0	36
6:00	0	19	9	0	4	1	0	0	0	0	0	0	0	1	34
7:00	0	10	5	0	7	0	0	1	0	0	0	0	0	0	23
8:00	0	7	6	1	1	0	0	0	0	0	0	0	0	0	15
9:00	0	5	2	0	1	0	0	1	0	0	0	0	0	0	9
10:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
11:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5:00	0	4	1	0	0	0	0	1	0	0	0	0	0	1	7
6:00	0	4	4	0	1	0	0	0	0	1	0	0	0	0	10
7:00	1	8	6	2	2	0	0	1	0	0	0	0	0	5	25
8:00	2	15	9	2	3	1	0	3	0	0	0	0	0	5	40
9:00	1	32	14	1	3	0	1	2	2	0	0	0	0	5	61
10:00	2	60	24	1	5	0	1	2	1	0	0	0	0	3	99
11:00	0	59	22	0	5	1	0	2	0	1	0	0	1	1	92
Total	10	344	177	10	54	6	4	17	6	2	0	0	2	31	663
Percent	1.5%	51.9%	26.7%	1.5%	8.1%	0.9%	0.6%	2.6%	0.9%	0.3%	0.0%	0.0%	0.3%	4.7%	
AM Peak	1:00	4:00	4:00	12:00 AM	7:00	12:00 AM	2:00	2:00	2:00				1:00	1:00	4:00
	3	36	19	1	7	1	1	3	2	*	*	*	1	4	63
PM Peak	8:00	10:00	10:00	7:00	10:00	8:00	9:00	8:00	9:00	6:00			11:00	7:00	10:00
	2	60	24	2	5	1	1	3	2	1	*	*	1	5	99

Plumas County Public Works
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 Site Code: 9F32-03



Date Printed: 7/30/2020
 Start Date: 7/7/2020
 End Date: 7/14/2020

Location 1: Beckwourth Calpine Rd
 Location 2: S of Hwy 70
 Direction: Northbound

7/10/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total	
12:00 AM	0	45	21	1	6	1	0	1	0	0	0	0	0	0	5	80
1:00	0	32	6	1	7	0	1	2	0	1	0	0	0	0	3	53
2:00	0	31	13	0	3	0	0	3	1	0	0	0	0	0	3	54
3:00	0	29	14	1	6	0	0	3	0	0	0	0	0	0	3	56
4:00	0	32	20	0	6	0	0	4	0	0	0	0	0	0	4	66
5:00	2	18	8	2	8	0	0	2	0	0	0	0	0	0	3	43
6:00	0	18	11	0	7	0	0	1	0	0	0	0	0	0	2	39
7:00	0	18	7	0	4	0	0	1	0	0	0	0	0	0	0	30
8:00	0	5	3	0	1	0	0	0	0	0	0	0	0	0	1	10
9:00	0	9	5	0	3	0	0	1	0	0	0	0	0	0	0	18
10:00	0	6	4	0	1	0	0	0	0	0	0	0	0	0	0	11
11:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	1	7
12:00 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
2:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	5	9
6:00	0	3	1	0	1	1	0	0	0	0	0	0	0	0	0	6
7:00	0	5	5	0	2	0	0	2	0	0	0	0	0	0	1	15
8:00	0	6	6	0	2	0	0	1	0	0	0	0	0	0	0	15
9:00	0	15	9	1	1	1	0	0	0	0	0	0	0	0	1	28
10:00	1	20	8	1	1	0	0	1	0	0	0	0	0	0	4	36
11:00	0	20	7	0	2	1	0	0	1	0	0	0	0	0	0	31
Total	4	328	153	7	63	4	1	22	2	1	0	0	0	37	622	
Percent	0.6%	52.7%	24.6%	1.1%	10.1%	0.6%	0.2%	3.5%	0.3%	0.2%	0.0%	0.0%	0.0%	5.9%		
AM Peak	5:00	12:00 AM	12:00 AM	5:00	5:00	12:00 AM	1:00	4:00	2:00	1:00				12:00 AM	12:00 AM	
	2	45	21	2	8	1	1	4	1	1	*	*	*	5	80	
PM Peak	12:00 PM	10:00	9:00	9:00	7:00	6:00	*	7:00	11:00	*	*	*	*	5:00	10:00	
	1	20	9	1	2	1		2	1					5	36	

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Date Printed: 7/30/2020
 Start Date: 7/7/2020
 End Date: 7/14/2020

Location 1: Beckwourth Calpine Rd
 Location 2: S of Hwy 70
 Direction: Northbound

7/11/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	1	18	8	0	5	1	0	3	0	0	0	0	0	1	37
1:00	0	19	9	0	4	1	0	0	0	0	0	0	0	2	35
2:00	1	19	12	0	2	0	0	0	0	0	0	0	0	3	37
3:00	0	31	5	0	4	0	0	2	0	0	0	0	0	1	43
4:00	4	23	15	0	5	0	0	1	0	0	0	0	0	3	51
5:00	1	14	13	0	7	0	0	0	0	0	0	0	0	1	36
6:00	0	8	6	0	0	0	0	0	0	0	0	0	0	2	16
7:00	0	14	5	0	0	0	0	0	0	0	0	0	0	0	19
8:00	0	12	5	0	2	0	0	1	0	0	0	0	0	0	20
9:00	0	6	4	1	3	0	0	1	0	0	0	0	0	3	18
10:00	0	4	4	0	1	0	0	0	0	0	0	0	0	0	9
11:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	1	1	0	0	0	0	0	0	0	0	0	0	1	3
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00	0	2	2	0	0	0	0	0	0	0	0	0	0	1	5
7:00	0	4	3	0	0	0	0	2	0	0	0	0	0	0	9
8:00	0	3	10	1	2	0	0	0	0	0	0	0	0	1	17
9:00	0	5	4	0	2	0	0	1	0	0	0	0	0	0	12
10:00	1	13	9	0	1	0	0	1	0	0	0	0	0	2	27
11:00	0	16	4	0	3	0	0	3	0	0	0	0	0	0	26
Total	8	219	122	2	41	2	0	15	0	0	0	0	0	21	430
Percent	1.9%	50.9%	28.4%	0.5%	9.5%	0.5%	0.0%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	4.9%	
AM Peak	4:00	3:00	4:00	9:00	5:00	12:00 AM		12:00 AM						2:00	4:00
	4	31	15	1	7	1	*	3	*	*	*	*	*	3	51
PM Peak	10:00	11:00	8:00	8:00	11:00			11:00						10:00	10:00
	1	16	10	1	3	*	*	3	*	*	*	*	*	2	27

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Date Printed: 7/30/2020
 Start Date: 7/7/2020
 End Date: 7/14/2020

Location 1: Beckwourth Calpine Rd
 Location 2: S of Hwy 70
 Direction: Northbound

7/12/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	15	8	0	4	0	0	1	0	0	0	0	0	1	29
1:00	0	24	9	0	5	0	0	0	0	0	0	0	0	0	38
2:00	1	23	11	0	3	0	0	1	0	0	0	0	0	1	40
3:00	1	23	8	0	3	0	0	1	0	0	0	0	0	2	38
4:00	0	21	8	0	5	0	0	2	0	0	0	0	0	0	36
5:00	4	16	11	0	3	0	0	1	0	0	0	0	0	1	36
6:00	0	12	8	0	1	0	0	0	0	0	0	0	0	0	21
7:00	0	15	5	0	0	0	0	2	0	0	0	0	0	1	23
8:00	0	8	3	0	3	0	0	1	0	0	0	0	0	2	17
9:00	0	6	2	0	0	0	0	0	0	0	0	0	0	1	9
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
4:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
5:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
6:00	1	7	3	0	1	0	0	0	0	0	0	0	0	1	13
7:00	0	12	7	0	3	0	0	0	0	0	0	0	0	1	23
8:00	1	13	10	1	0	1	1	1	0	0	0	0	0	2	30
9:00	0	7	10	0	4	1	0	0	0	0	0	0	0	1	23
10:00	0	15	15	0	3	0	0	1	0	0	0	0	0	1	35
11:00	0	17	12	0	3	3	0	0	0	0	0	0	0	1	36
Total	8	244	136	2	42	5	1	11	0	0	0	0	0	18	467
Percent	1.7%	52.2%	29.1%	0.4%	9.0%	1.1%	0.2%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	3.9%	
AM Peak	5:00	1:00	2:00	11:00	1:00			4:00						3:00	2:00
	4	24	11	1	5	*	*	2	*	*	*	*	*	2	40
PM Peak	6:00	11:00	10:00	8:00	9:00	11:00	8:00	8:00						8:00	11:00
	1	17	15	1	4	3	1	1	*	*	*	*	*	2	36

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Date Printed: 7/30/2020
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Location 1: Beckwourth Calpine Rd
 Location 2: S of Hwy 70
 Direction: Northbound

7/13/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	19	11	0	1	0	0	2	0	1	0	0	0	1	35
1:00	0	10	10	0	6	0	0	1	0	0	0	0	0	2	29
2:00	0	21	11	0	4	1	0	1	0	1	0	0	0	2	41
3:00	1	21	13	0	6	1	0	3	0	0	0	0	0	7	52
4:00	0	27	32	0	7	0	0	2	0	0	0	0	0	1	69
5:00	0	15	10	0	3	1	0	0	0	0	0	0	0	1	30
6:00	1	20	8	0	6	2	0	0	0	0	0	0	0	0	37
7:00	0	8	7	0	1	1	0	1	0	0	0	0	0	0	18
8:00	0	9	6	0	1	0	0	0	0	0	0	0	0	2	18
9:00	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
10:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
11:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	6	2	0	1	0	0	0	0	0	0	0	0	1	10
6:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2	4
7:00	1	11	6	1	1	0	0	0	0	0	0	0	0	2	22
8:00	0	19	4	1	1	1	0	1	0	0	0	0	1	3	31
9:00	0	13	12	1	5	2	0	1	0	0	0	0	0	2	36
10:00	0	18	10	0	3	0	1	3	0	0	0	0	0	1	36
11:00	1	21	7	0	2	0	0	2	0	0	0	0	0	1	34
Total	5	243	155	3	50	9	1	17	0	2	0	0	1	28	514
Percent	1.0%	47.3%	30.2%	0.6%	9.7%	1.8%	0.2%	3.3%	0.0%	0.4%	0.0%	0.0%	0.2%	5.4%	
AM Peak	3:00	4:00	4:00		4:00	6:00		3:00		12:00 AM				3:00	4:00
	1	27	32	*	7	2	*	3	*	1	*	*	*	7	69
PM Peak	3:00	11:00	9:00	7:00	9:00	9:00	10:00	10:00					8:00	8:00	9:00
	1	21	12	1	5	2	1	3	*	*	*	*	1	3	36

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Date Printed: 7/30/2020
 Start Date: 7/7/2020
 End Date: 7/14/2020

Location 1: Beckwourth Calpine Rd
 Location 2: S of Hwy 70
 Direction: Northbound

7/14/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	21	11	0	8	1	0	2	0	0	0	0	0	2	45
1:00	0	8	7	0	5	3	0	1	0	0	0	0	0	1	25
2:00	0	13	9	0	2	0	0	2	0	0	0	0	0	1	27
3:00	0	15	16	0	9	2	0	0	1	0	0	0	0	3	46
4:00	0	20	20	0	7	1	0	0	0	0	0	0	0	2	50
5:00	1	20	9	0	3	0	0	1	0	0	0	0	0	2	36
6:00	0	8	7	0	4	0	0	0	0	0	0	0	0	1	20
7:00	0	7	4	0	3	0	0	0	0	0	0	0	0	0	14
8:00	0	2	3	0	2	0	0	0	0	0	0	0	0	0	7
9:00	0	5	3	0	0	0	0	0	0	0	0	0	0	2	10
10:00	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6
11:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
12:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	2	1	0	0	0	0	0	0	0	0	0	0	2	5
6:00	0	5	3	0	3	0	0	0	0	0	0	0	0	1	12
7:00	1	13	8	0	3	1	0	0	0	0	0	0	0	1	27
8:00	1	22	6	1	3	0	0	1	0	0	0	0	2	2	38
9:00	0	6	1	0	1	1	1	0	1	0	0	0	0	0	11
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	3	176	115	1	53	9	1	7	2	0	0	0	2	20	389
Percent	0.8%	45.2%	29.6%	0.3%	13.6%	2.3%	0.3%	1.8%	0.5%	0.0%	0.0%	0.0%	0.5%	5.1%	
AM Peak	5:00	12:00 AM	4:00		3:00	1:00		12:00 AM	3:00					3:00	4:00
	1	21	20	*	9	3	*	2	1	*	*	*	*	3	50
PM Peak	7:00	8:00	7:00	8:00	6:00	7:00	9:00	8:00	9:00				8:00	5:00	8:00
	1	22	8	1	3	1	1	1	1	*	*	*	2	2	38
Grand Total	48	1845	1032	34	384	48	14	112	20	7	0	0	9	206	3759
Percent	1.3%	49.1%	27.5%	0.9%	10.2%	1.3%	0.4%	3.0%	0.5%	0.2%	0.0%	0.0%	0.2%	5.5%	

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Date Printed: 7/30/2020
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Location 1: Beckwourth Calpine Rd
 Location 2: S of Hwy 70
 Direction: Combined

7/7/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	1	11	4	2	2	0	0	1	2	0	0	0	0	8	31
10:00	1	29	22	3	11	4	0	4	7	0	0	0	0	2	83
11:00	2	30	18	0	6	0	2	3	9	1	0	0	0	7	78
Total	4	70	44	5	19	4	2	8	18	1	0	0	0	17	192
Percent	2.1%	36.5%	22.9%	2.6%	9.9%	2.1%	1.0%	4.2%	9.4%	0.5%	0.0%	0.0%	0.0%	8.9%	
AM Peak	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
PM Peak	11:00	11:00	10:00	10:00	10:00	10:00	11:00	10:00	11:00	11:00	*	*	*	9:00	10:00
	2	30	22	3	11	4	2	4	9	1	*	*	*	8	83

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 Site Code: 9F32-03



Date Printed: 7/30/2020
 Start Date: 7/7/2020
 End Date: 7/14/2020

Location 1: Beckwourth Calpine Rd
 Location 2: S of Hwy 70
 Direction: Combined

7/8/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	3	31	20	3	11	2	0	5	5	0	0	0	0	8	88
1:00	1	48	19	0	9	2	1	3	6	0	0	0	2	3	94
2:00	0	30	15	4	9	3	2	3	2	0	0	0	1	4	73
3:00	1	37	26	4	16	3	0	3	3	1	0	0	1	3	98
4:00	3	34	24	0	12	0	0	5	1	0	0	0	0	0	79
5:00	0	26	15	1	11	2	0	1	0	0	0	0	0	1	57
6:00	0	23	13	0	9	1	0	0	0	0	0	0	0	1	47
7:00	2	12	8	0	7	0	0	1	0	0	0	0	0	0	30
8:00	1	17	8	0	2	0	0	0	0	0	0	0	0	0	28
9:00	0	8	8	0	2	0	0	0	0	0	0	0	0	0	18
10:00	0	4	5	0	1	0	0	0	0	0	0	0	0	1	11
11:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
12:00 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
3:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
4:00	0	4	2	0	2	0	0	0	0	0	0	0	0	0	8
5:00	0	9	7	0	8	0	0	2	0	0	0	0	0	2	28
6:00	0	15	11	1	10	0	0	1	0	0	0	0	0	1	39
7:00	0	32	21	1	9	2	0	3	1	0	0	0	1	2	72
8:00	0	30	22	0	7	1	0	3	4	0	0	0	0	3	70
9:00	3	30	18	1	11	1	1	3	0	0	0	0	0	4	72
10:00	1	35	24	1	5	1	0	1	4	0	0	0	0	2	74
11:00	0	32	19	0	8	3	0	1	0	0	0	0	0	4	67
Total	16	465	288	16	149	21	4	36	26	1	0	0	5	40	1067
Percent	1.5%	43.6%	27.0%	1.5%	14.0%	2.0%	0.4%	3.4%	2.4%	0.1%	0.0%	0.0%	0.5%	3.7%	
AM Peak	12:00 AM	1:00	3:00	2:00	3:00	2:00	2:00	12:00 AM	1:00	3:00			1:00	12:00 AM	3:00
	3	48	26	4	16	3	2	5	6	1	*	*	2	8	98
PM Peak	9:00	10:00	10:00	6:00	9:00	11:00	9:00	7:00	8:00				7:00	9:00	10:00
	3	35	24	1	11	3	1	3	4	*	*	*	1	4	74

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F32-03



Date Printed: 7/30/2020
 Start Date: 7/7/2020
 End Date: 7/14/2020

Location 1: Beckwourth Calpine Rd
 Location 2: S of Hwy 70
 Direction: Combined

7/9/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	2	45	15	1	5	1	0	3	2	0	0	0	0	2	76
1:00	3	22	13	2	12	0	0	3	1	0	0	0	1	5	62
2:00	1	24	23	0	3	0	1	6	4	0	0	0	0	1	63
3:00	0	31	33	1	11	1	1	0	2	0	0	0	0	1	81
4:00	0	58	27	0	7	1	0	0	0	0	0	0	0	3	96
5:00	0	42	16	1	12	0	0	1	0	0	0	0	0	0	72
6:00	0	27	14	0	6	1	0	1	1	0	0	0	0	1	51
7:00	1	19	9	0	10	0	0	3	0	0	0	0	0	1	43
8:00	0	8	9	1	2	0	0	1	0	0	0	0	0	0	21
9:00	0	10	3	0	1	0	0	1	0	0	0	0	0	0	15
10:00	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
11:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
12:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	2	4	0	1	0	0	0	0	0	0	0	0	0	7
5:00	0	12	8	1	2	0	0	1	0	0	0	0	0	1	25
6:00	0	13	14	0	13	0	0	0	1	1	0	0	0	0	42
7:00	1	25	21	3	11	2	0	3	1	0	0	0	1	7	75
8:00	2	35	16	2	11	2	0	3	3	0	0	0	0	7	81
9:00	2	87	33	1	12	2	1	3	3	0	0	0	0	6	150
10:00	2	131	33	2	15	0	1	2	3	0	0	0	0	7	196
11:00	1	111	42	0	13	1	0	5	4	1	0	0	1	3	182
Total	15	712	341	15	148	11	4	36	25	2	0	0	3	45	1357
Percent	1.1%	52.5%	25.1%	1.1%	10.9%	0.8%	0.3%	2.7%	1.8%	0.1%	0.0%	0.0%	0.2%	3.3%	
AM Peak	1:00	4:00	3:00	1:00	1:00	12:00 AM	2:00	2:00	2:00				1:00	1:00	4:00
	3	58	33	2	12	1	1	6	4	*	*	*	1	5	96
PM Peak	8:00	10:00	11:00	7:00	10:00	7:00	9:00	11:00	11:00	6:00			7:00	7:00	10:00
	2	131	42	3	15	2	1	5	4	1	*	*	1	7	196

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F32-03



Date Printed: 7/30/2020
 Start Date: 7/7/2020
 End Date: 7/14/2020

Location 1: Beckwourth Calpine Rd
 Location 2: S of Hwy 70
 Direction: Combined

7/10/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	84	42	1	13	2	0	3	2	0	0	0	0	6	153
1:00	2	61	13	2	18	0	1	3	2	1	0	0	0	3	106
2:00	0	62	19	0	6	0	0	5	1	0	0	0	0	4	97
3:00	0	45	21	1	12	1	0	7	0	0	0	0	0	3	90
4:00	0	54	26	0	12	0	0	7	0	0	0	0	0	4	103
5:00	3	33	17	2	13	0	0	2	0	0	0	0	0	3	73
6:00	0	31	15	0	11	1	0	2	0	0	0	0	0	3	63
7:00	1	29	10	0	7	0	0	1	0	0	0	0	0	0	48
8:00	1	8	9	0	1	0	0	0	0	0	0	0	0	1	20
9:00	1	16	6	0	4	0	0	1	0	0	0	0	0	0	28
10:00	0	13	11	0	1	0	0	2	0	0	0	0	0	0	27
11:00	0	8	2	0	0	0	0	0	0	0	0	0	0	1	11
12:00 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
2:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4:00	0	4	2	0	0	0	0	1	0	0	0	0	0	1	8
5:00	0	5	3	0	4	0	0	2	0	0	0	0	0	5	19
6:00	0	14	3	0	5	1	0	1	0	0	0	0	0	0	24
7:00	0	18	10	1	4	0	0	3	0	0	0	0	0	2	38
8:00	0	20	11	0	6	0	0	2	0	0	0	0	0	1	40
9:00	0	33	15	3	8	1	0	4	1	0	0	0	0	1	66
10:00	1	54	16	1	6	0	0	1	0	0	0	0	0	4	83
11:00	0	39	18	0	6	1	0	2	1	0	0	0	0	0	67
Total	10	642	273	11	138	7	1	49	7	1	0	0	0	42	1181
Percent	0.8%	54.4%	23.1%	0.9%	11.7%	0.6%	0.1%	4.1%	0.6%	0.1%	0.0%	0.0%	0.0%	3.6%	
AM Peak	5:00	12:00 AM	12:00 AM	1:00	1:00	12:00 AM	1:00	3:00	12:00 AM	1:00				12:00 AM	12:00 AM
	3	84	42	2	18	2	1	7	2	1	*	*	*	6	153
PM Peak	12:00 PM	10:00	11:00	9:00	9:00	6:00	*	9:00	9:00	*	*	*	*	5:00	10:00
	1	54	18	3	8	1	*	4	1	*	*	*	*	5	83

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F32-03



Date Printed: 7/30/2020
 Start Date: 7/7/2020
 End Date: 7/14/2020

Location 1: Beckwourth Calpine Rd
 Location 2: S of Hwy 70
 Direction: Combined

7/11/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	1	37	19	0	11	1	0	6	1	0	0	0	0	4	80
1:00	1	36	28	0	8	1	0	1	0	0	0	0	0	2	77
2:00	1	39	22	0	16	0	0	0	0	0	0	0	0	3	81
3:00	0	47	18	0	5	0	0	3	0	0	0	0	0	1	74
4:00	4	32	18	1	9	0	0	3	0	0	0	0	0	4	71
5:00	1	27	27	0	9	0	0	0	0	0	0	0	0	2	66
6:00	1	14	10	0	1	0	0	0	0	0	0	0	0	2	28
7:00	1	23	6	0	2	0	0	0	0	0	0	0	0	0	32
8:00	1	23	9	0	4	0	0	1	0	0	0	0	0	0	38
9:00	0	10	6	1	4	0	0	1	0	0	0	0	0	3	25
10:00	0	6	4	0	1	0	0	0	0	0	0	0	0	0	11
11:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
12:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
3:00	0	2	2	0	1	0	0	0	0	0	0	0	0	1	6
4:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00	0	7	0	0	2	0	0	0	0	0	0	0	0	0	9
6:00	0	9	4	0	2	0	0	1	0	0	0	0	0	1	17
7:00	0	7	4	0	3	0	0	4	0	0	0	0	0	0	18
8:00	0	15	18	1	4	0	0	2	0	0	0	0	0	1	41
9:00	0	25	13	0	6	0	0	1	1	1	0	0	0	0	47
10:00	1	49	18	0	5	0	0	3	0	0	0	0	0	3	79
11:00	0	49	17	0	5	0	0	5	0	0	0	0	0	0	76
Total	12	464	250	3	98	2	0	31	2	1	0	0	0	27	890
Percent	1.3%	52.1%	28.1%	0.3%	11.0%	0.2%	0.0%	3.5%	0.2%	0.1%	0.0%	0.0%	0.0%	3.0%	
AM Peak	4:00	3:00	1:00	4:00	2:00	12:00 AM		12:00 AM	12:00 AM					12:00 AM	2:00
	4	47	28	1	16	1	*	6	1	*	*	*	*	4	81
PM Peak	10:00	10:00	8:00	8:00	9:00			11:00	9:00	9:00				10:00	10:00
	1	49	18	1	6	*	*	5	1	1	*	*	*	3	79

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F32-03



Date Printed: 7/30/2020
 Start Date: 7/7/2020
 End Date: 7/14/2020

Location 1: Beckwourth Calpine Rd
 Location 2: S of Hwy 70
 Direction: Combined

7/12/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	31	17	0	11	0	0	3	1	0	0	0	0	1	64
1:00	1	40	18	1	12	0	0	1	0	0	0	0	0	0	73
2:00	1	51	23	0	7	0	0	3	0	0	0	0	0	3	88
3:00	1	37	22	0	5	0	0	2	0	0	0	0	0	3	70
4:00	0	28	22	0	10	0	0	3	0	0	0	0	0	0	63
5:00	5	40	20	0	4	0	0	4	1	0	0	0	0	1	75
6:00	1	22	15	0	5	0	0	1	0	0	0	0	0	0	44
7:00	0	18	9	1	2	0	0	2	0	0	0	0	0	1	33
8:00	0	12	7	0	3	0	0	1	0	0	0	0	0	2	25
9:00	0	9	5	0	1	0	0	0	0	0	0	0	0	1	16
10:00	0	3	1	0	0	0	0	1	0	0	0	0	0	0	5
11:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
12:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	1	2	0	1	0	0	0	0	0	0	0	0	1	5
3:00	0	0	2	0	0	0	0	0	0	0	0	0	0	1	3
4:00	0	8	6	0	2	0	0	0	0	0	0	0	0	0	16
5:00	0	15	8	0	5	0	0	3	0	0	0	0	0	1	32
6:00	1	21	15	0	12	1	0	0	0	0	0	0	0	1	51
7:00	0	24	23	1	10	1	0	0	0	0	0	0	0	1	60
8:00	1	23	26	2	12	3	1	2	1	0	0	0	0	3	74
9:00	0	26	21	1	7	2	0	1	0	0	0	0	0	1	59
10:00	1	22	25	0	7	2	0	2	1	0	0	0	0	1	61
11:00	0	28	26	0	8	3	0	1	0	0	0	0	0	1	67
Total	12	464	316	7	124	12	1	30	4	0	0	0	0	23	993
Percent	1.2%	46.7%	31.8%	0.7%	12.5%	1.2%	0.1%	3.0%	0.4%	0.0%	0.0%	0.0%	0.0%	2.3%	
AM Peak	5:00	2:00	2:00	1:00	1:00			5:00	12:00 AM					2:00	2:00
	5	51	23	1	12	*	*	4	1	*	*	*	*	3	88
PM Peak	6:00	11:00	8:00	8:00	6:00	8:00	8:00	5:00	8:00					8:00	8:00
	1	28	26	2	12	3	1	3	1	*	*	*	*	3	74

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F32-03



Date Printed: 7/30/2020
 Start Date: 7/7/2020
 End Date: 7/14/2020

Location 1: Beckwourth Calpine Rd
 Location 2: S of Hwy 70
 Direction: Combined

7/13/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	35	28	2	6	2	0	3	1	1	0	0	0	3	81
1:00	0	31	23	2	8	0	0	2	1	0	0	0	0	2	69
2:00	1	38	21	2	10	2	0	1	2	1	0	0	0	2	80
3:00	3	43	29	0	11	1	0	4	0	0	0	0	0	7	98
4:00	0	45	40	0	10	0	0	3	0	0	0	0	0	3	101
5:00	0	29	18	1	4	1	0	0	0	0	0	0	0	1	54
6:00	1	33	12	0	8	2	0	0	0	0	0	0	0	0	56
7:00	0	14	9	0	5	1	0	1	0	0	0	0	0	0	30
8:00	0	11	10	0	3	0	0	0	0	0	0	0	0	2	26
9:00	0	8	6	0	2	0	0	0	0	0	0	0	0	0	16
10:00	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
11:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
4:00	0	3	4	0	3	0	0	0	0	0	0	0	0	0	10
5:00	0	14	6	0	8	0	0	1	3	0	0	0	0	2	34
6:00	0	9	8	0	9	1	0	0	2	0	0	0	0	2	31
7:00	1	27	20	1	5	3	0	1	0	0	0	0	0	3	61
8:00	0	37	14	1	6	2	0	2	1	0	0	0	1	3	67
9:00	0	34	26	1	10	2	0	2	0	0	0	0	0	3	78
10:00	0	37	18	0	7	0	1	3	2	0	0	0	0	3	71
11:00	1	35	20	0	8	0	0	5	1	0	0	0	0	1	71
Total	10	488	317	10	124	17	1	28	13	2	0	0	1	37	1048
Percent	1.0%	46.6%	30.2%	1.0%	11.8%	1.6%	0.1%	2.7%	1.2%	0.2%	0.0%	0.0%	0.1%	3.5%	
AM Peak	3:00	4:00	4:00	12:00 AM	3:00	12:00 AM		3:00	2:00	12:00 AM				3:00	4:00
	3	45	40	2	11	2	*	4	2	1	*	*	*	7	101
PM Peak	3:00	8:00	9:00	7:00	9:00	7:00	10:00	11:00	5:00				8:00	7:00	9:00
	2	37	26	1	10	3	1	5	3	*	*	*	1	3	78

Plumas County Public Works
 1834 East Main Street
 Quincy, CA 95971
 Site Code: 9F32-03



Date Printed: 7/30/2020
 Start Date: 7/7/2020
 End Date: 7/14/2020

Location 1: Beckwourth Calpine Rd
 Location 2: S of Hwy 70
 Direction: Combined

7/14/2020 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	35	19	0	17	1	0	3	0	0	0	0	0	2	77
1:00	0	22	17	0	10	3	0	4	0	0	0	0	0	1	57
2:00	0	26	19	0	8	0	0	3	0	0	0	0	0	1	57
3:00	0	31	22	0	16	2	0	1	2	0	0	0	0	5	79
4:00	0	41	28	1	9	1	0	1	1	0	0	0	0	2	84
5:00	1	42	18	0	9	0	0	1	0	0	0	0	0	3	74
6:00	1	19	12	0	4	0	0	0	0	0	0	0	0	1	37
7:00	0	14	7	0	5	0	0	0	0	0	0	0	0	0	26
8:00	0	5	10	0	4	0	0	0	0	0	0	0	0	0	19
9:00	0	10	7	0	1	0	0	0	0	0	0	0	0	2	20
10:00	0	4	6	0	0	0	0	0	0	0	0	0	0	0	10
11:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
12:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
1:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
2:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	3	4	0	1	0	0	0	0	0	0	0	0	0	8
5:00	0	7	6	0	4	0	0	1	2	0	0	0	0	3	23
6:00	0	18	16	0	14	0	0	2	2	0	0	0	0	2	54
7:00	1	30	26	3	8	4	1	1	0	0	0	0	0	2	76
8:00	2	39	18	2	9	1	0	1	2	0	0	0	2	4	80
9:00	0	11	7	0	2	2	1	2	1	0	0	0	0	0	26
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	5	366	248	7	122	14	2	20	10	0	0	0	2	28	824
Percent	0.6%	44.4%	30.1%	0.8%	14.8%	1.7%	0.2%	2.4%	1.2%	0.0%	0.0%	0.0%	0.2%	3.4%	
AM Peak	5:00	5:00	4:00	4:00	12:00 AM	1:00	*	1:00	3:00	*	*	*	*	3:00	4:00
	1	42	28	1	17	3		4	2					5	84
PM Peak	8:00	8:00	7:00	7:00	6:00	7:00	7:00	6:00	5:00	*	*	*	8:00	8:00	8:00
	2	39	26	3	14	4	1	2	2				2	4	80
Grand Total	84	3671	2077	74	922	88	15	238	105	8	0	0	11	259	7552
Percent	1.1%	48.6%	27.5%	1.0%	12.2%	1.2%	0.2%	3.2%	1.4%	0.1%	0.0%	0.0%	0.1%	3.4%	

Phone: Fax:
E-Mail:

----- Directional Two-Lane Highway Segment Analysis -----

Analyst KDANDERSON
Agency/Co.
Date Performed 12/1/2020
Analysis Time Period AM PEAK
Highway COUNTY ROAD A23 - NB
From/To AT SIERRA COUNTY LINE
Jurisdiction PLUMAS CO
Analysis Year 2020
Description RETREAT

----- Input Data -----

Highway class	Class 1		Peak hour factor, PHF	0.75	
Shoulder width	1.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	4.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	4	/mi

Analysis direction volume, Vd 24 veh/h
Opposing direction volume, Vo 33 veh/h

----- Average Travel Speed -----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor, (note-5) fHV	0.949	0.949
Grade adj. factor, (note-1) fg	1.00	1.00
Directional flow rate, (note-2) vi	34 pc/h	46 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFfs 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 4.2 mi/h
Adj. for access point density, (note-3) fA 1.0 mi/h

Free-flow speed, FFsd 54.8 mi/h

Adjustment for no-passing zones, fnp 0.5 mi/h
Average travel speed, ATsd 53.7 mi/h
Percent Free Flow Speed, PFFS 98.0 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	0.994	0.994	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	32	44	pc/h
Base percent time-spent-following,(note-4) BPTSFD	4.0	%	
Adjustment for no-passing zones, fnp	30.3		
Percent time-spent-following, PTSFD	16.8	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	32	veh-mi
Peak-hour vehicle-miles of travel, VMT60	96	veh-mi
Peak 15-min total travel time, TT15	0.6	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	4.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	53.7	mi/h
Percent time-spent-following, PTSFD (from above)	16.8	
Level of service, LOSd (from above)	B	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	32.0
Effective width of outside lane, We	24.44
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.14
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

-----Directional Two-Lane Highway Segment Analysis-----

Analyst KDANDERSON
Agency/Co.
Date Performed 12/1/2020
Analysis Time Period AM PEAK
Highway COUNTY ROAD A23
From/To AT SIERRA COUNTY LINE
Jurisdiction PLUMAS CO
Analysis Year 2020
Description RETREAT

-----Input Data-----

Highway class	Class 1		Peak hour factor, PHF	0.75	
Shoulder width	1.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	4.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	4	/mi

Analysis direction volume, Vd 24 veh/h
Opposing direction volume, Vo 33 veh/h

-----Average Travel Speed-----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.949	0.949
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	34 pc/h	46 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM - mi/h
Observed total demand,(note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width,(note-3) fLS 4.2 mi/h
Adj. for access point density,(note-3) fA 1.0 mi/h

Free-flow speed, FFSd 54.8 mi/h

Adjustment for no-passing zones, fnp 0.5 mi/h
Average travel speed, ATSD 53.7 mi/h
Percent Free Flow Speed, PFFS 98.0 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	0.994	0.994	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	32	44	pc/h
Base percent time-spent-following,(note-4) BPTSFD	4.0	%	
Adjustment for no-passing zones, fnp	30.3		
Percent time-spent-following, PTSFD	16.8	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	32	veh-mi
Peak-hour vehicle-miles of travel, VMT60	96	veh-mi
Peak 15-min total travel time, TT15	0.6	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	4.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	53.7	mi/h
Percent time-spent-following, PTSFD (from above)	16.8	
Level of service, LOSd (from above)	B	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	32.0
Effective width of outside lane, We	24.44
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.14
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
 E-Mail:

-----Directional Two-Lane Highway Segment Analysis-----

Analyst KDANDERSON
 Agency/Co.
 Date Performed 12/1/2020
 Analysis Time Period PM PEAK
 Highway COUNTY ROAD A23 - NB
 From/To AT SIERRA COUNTY LINE
 Jurisdiction PLUMAS CO
 Analysis Year 2020
 Description RETREAT

-----Input Data-----

Highway class	Class 1		Peak hour factor, PHF	0.68	
Shoulder width	1.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	4.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	4	/mi

Analysis direction volume, Vd 27 veh/h
 Opposing direction volume, Vo 47 veh/h

-----Average Travel Speed-----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.949	0.949
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	42 pc/h	73 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM - mi/h
 Observed total demand,(note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS 60.0 mi/h
 Adj. for lane and shoulder width,(note-3) fLS 4.2 mi/h
 Adj. for access point density,(note-3) fA 1.0 mi/h

Free-flow speed, FFSd 54.8 mi/h

Adjustment for no-passing zones, fnp 0.5 mi/h
 Average travel speed, ATSD 53.4 mi/h
 Percent Free Flow Speed, PFFS 97.5 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	0.994	0.994	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	40	70	pc/h
Base percent time-spent-following,(note-4) BPTSFd	4.9	%	
Adjustment for no-passing zones, fnp	29.7		
Percent time-spent-following, PTSFd	15.7	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	40	veh-mi
Peak-hour vehicle-miles of travel, VMT60	108	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	4.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	53.4	mi/h
Percent time-spent-following, PTSFd (from above)	15.7	
Level of service, LOSd (from above)	B	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	39.7
Effective width of outside lane, We	24.25
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.30
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
 E-Mail:

-----Directional Two-Lane Highway Segment Analysis-----

Analyst KDANDERSON
 Agency/Co.
 Date Performed 12/1/2020
 Analysis Time Period PM PEAK
 Highway COUNTY ROAD A23 - SB
 From/To AT SIERRA COUNTY LINE
 Jurisdiction PLUMAS CO
 Analysis Year 2020
 Description RETREAT

-----Input Data-----

Highway class	Class 1		Peak hour factor, PHF	0.68	
Shoulder width	1.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	4.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	4	/mi

Analysis direction volume, Vd 47 veh/h
 Opposing direction volume, Vo 27 veh/h

-----Average Travel Speed-----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.949	0.949
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	73 pc/h	42 pc/h

Free-Flow Speed from Field Measurement:
 Field measured speed,(note-3) S FM - mi/h
 Observed total demand,(note-3) V - veh/h
 Estimated Free-Flow Speed:
 Base free-flow speed,(note-3) BFFS 60.0 mi/h
 Adj. for lane and shoulder width,(note-3) fLS 4.2 mi/h
 Adj. for access point density,(note-3) fA 1.0 mi/h
 Free-flow speed, FFSd 54.8 mi/h
 Adjustment for no-passing zones, fnp 0.5 mi/h
 Average travel speed, ATSD 53.4 mi/h
 Percent Free Flow Speed, PFFS 97.5 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	0.994	0.994	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	70	40	pc/h
Base percent time-spent-following,(note-4) BPTSFd	8.4	%	
Adjustment for no-passing zones, fnp	29.7		
Percent time-spent-following, PTSFd	27.3	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	69	veh-mi
Peak-hour vehicle-miles of travel, VMT60	188	veh-mi
Peak 15-min total travel time, TT15	1.3	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	4.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	53.4	mi/h
Percent time-spent-following, PTSFd (from above)	27.3	
Level of service, LOSd (from above)	B	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	69.1
Effective width of outside lane, We	22.94
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.88
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

-----Directional Two-Lane Highway Segment Analysis-----

Analyst KDANDERSON
Agency/Co.
Date Performed 12/1/2020
Analysis Time Period AM plus project
Highway COUNTY ROAD A23 - NB
From/To AT SIERRA COUNTY LINE
Jurisdiction PLUMAS CO
Analysis Year 2020
Description RETREAT

-----Input Data-----

Highway class	Class 1		Peak hour factor, PHF	0.75	
Shoulder width	1.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	4.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	4	/mi

Analysis direction volume, Vd 27 veh/h
Opposing direction volume, Vo 51 veh/h

-----Average Travel Speed-----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.949	0.949
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	38 pc/h	72 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM - mi/h
Observed total demand,(note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width,(note-3) fLS 4.2 mi/h
Adj. for access point density,(note-3) fA 1.0 mi/h

Free-flow speed, FFSd 54.8 mi/h

Adjustment for no-passing zones, fnp 0.5 mi/h
Average travel speed, ATSD 53.5 mi/h
Percent Free Flow Speed, PFFS 97.6 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	0.994	0.994	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	36	68	pc/h
Base percent time-spent-following,(note-4) BPTSFd	4.5	%	
Adjustment for no-passing zones, fnp	29.3		
Percent time-spent-following, PTSFd	14.6	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.02	
Peak 15-min vehicle-miles of travel, VMT15	36	veh-mi
Peak-hour vehicle-miles of travel, VMT60	108	veh-mi
Peak 15-min total travel time, TT15	0.7	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	4.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	53.5	mi/h
Percent time-spent-following, PTSFd (from above)	14.6	
Level of service, LOSd (from above)	B	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	36.0
Effective width of outside lane, We	24.25
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.24
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: _____ Fax: _____
 E-Mail: _____

-----Directional Two-Lane Highway Segment Analysis-----

Analyst KDANDERSON
 Agency/Co.
 Date Performed 12/1/2020
 Analysis Time Period AM PLUS PROJECT
 Highway COUNTY ROAD A23 - SB
 From/To NORTH OF SITE
 Jurisdiction PLUMAS CO
 Analysis Year 2020
 Description RETREAT

-----Input Data-----

Highway class	Class 1		Peak hour factor, PHF	0.75	
Shoulder width	1.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	4.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	4	/mi

Analysis direction volume, Vd 51 veh/h
 Opposing direction volume, Vo 27 veh/h

-----Average Travel Speed-----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.949	0.949
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	72 pc/h	38 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	60.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2	mi/h
Adj. for access point density,(note-3) fA	1.0	mi/h
Free-flow speed, FFSd	54.8	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSD	53.5	mi/h
Percent Free Flow Speed, PFFS	97.6	%

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	0.994	0.994	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	68	36	pc/h
Base percent time-spent-following,(note-4) BPTSFd	8.1	%	
Adjustment for no-passing zones, fnp	29.3		
Percent time-spent-following, PTSFd	27.3	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	68	veh-mi
Peak-hour vehicle-miles of travel, VMT60	204	veh-mi
Peak 15-min total travel time, TT15	1.3	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	4.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	53.5	mi/h
Percent time-spent-following, PTSFd (from above)	27.3	
Level of service, LOSd (from above)	B	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	68.0
Effective width of outside lane, We	22.68
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.93
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
 E-Mail:

-----Directional Two-Lane Highway Segment Analysis-----

Analyst KDANDERSON
 Agency/Co.
 Date Performed 12/1/2020
 Analysis Time Period PM PLUS PROJECT
 Highway COUNTY ROAD A23 - NB
 From/To AT SIERRA COUNTY LINE
 Jurisdiction PLUMAS CO
 Analysis Year 2020
 Description RETREAT

-----Input Data-----

Highway class	Class 1		Peak hour factor, PHF	0.68	
Shoulder width	1.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	4.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	4	/mi

Analysis direction volume, Vd 45 veh/h
 Opposing direction volume, Vo 50 veh/h

-----Average Travel Speed-----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.949	0.949
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	70 pc/h	77 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM	-	mi/h
Observed total demand,(note-3) V	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed,(note-3) BFFS	60.0	mi/h
Adj. for lane and shoulder width,(note-3) fLS	4.2	mi/h
Adj. for access point density,(note-3) fA	1.0	mi/h
Free-flow speed, FFSd	54.8	mi/h
Adjustment for no-passing zones, fnp	0.5	mi/h
Average travel speed, ATSD	53.2	mi/h
Percent Free Flow Speed, PFFS	97.0	%

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	0.994	0.994	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	67	74	pc/h
Base percent time-spent-following,(note-4) BPTSFd	8.0	%	
Adjustment for no-passing zones, fnp	29.6		
Percent time-spent-following, PTSFd	22.1	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.04	
Peak 15-min vehicle-miles of travel, VMT15	66	veh-mi
Peak-hour vehicle-miles of travel, VMT60	180	veh-mi
Peak 15-min total travel time, TT15	1.2	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	4.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	53.2	mi/h
Percent time-spent-following, PTSFd (from above)	22.1	
Level of service, LOSd (from above)	B	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	66.2
Effective width of outside lane, We	23.08
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.83
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

----- Directional Two-Lane Highway Segment Analysis -----

Analyst KDANDERSON
Agency/Co.
Date Performed 12/1/2020
Analysis Time Period PM PLUS PROJECT
Highway COUNTY ROAD A23 - SB
From/To AT SIERRA COUNTY LINE
Jurisdiction PLUMAS CO
Analysis Year 2020
Description RETREAT

----- Input Data -----

Highway class	Class 1		Peak hour factor, PHF	0.68	
Shoulder width	1.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	4.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	4	/mi

Analysis direction volume, Vd 50 veh/h
Opposing direction volume, Vo 45 veh/h

----- Average Travel Speed -----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor, (note-5) fHV	0.949	0.949
Grade adj. factor, (note-1) fg	1.00	1.00
Directional flow rate, (note-2) vi	77 pc/h	70 pc/h

Free-Flow Speed from Field Measurement:
Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h
Estimated Free-Flow Speed:
Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 4.2 mi/h
Adj. for access point density, (note-3) fA 1.0 mi/h
Free-flow speed, FFSd 54.8 mi/h
Adjustment for no-passing zones, fnp 0.5 mi/h
Average travel speed, ATSD 53.2 mi/h
Percent Free Flow Speed, PFFS 97.0 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	0.994	0.994	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	74	67	pc/h
Base percent time-spent-following,(note-4) BPTSFd	8.8	%	
Adjustment for no-passing zones, fnp	29.6		
Percent time-spent-following, PTSFd	24.3	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	74	veh-mi
Peak-hour vehicle-miles of travel, VMT60	200	veh-mi
Peak 15-min total travel time, TT15	1.4	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	4.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	53.2	mi/h
Percent time-spent-following, PTSFd (from above)	24.3	
Level of service, LOSd (from above)	B	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	73.5
Effective width of outside lane, We	22.75
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.96
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

-----Directional Two-Lane Highway Segment Analysis-----

Analyst KDANDERSON
Agency/Co.
Date Performed 12/1/2020
Analysis Time Period CUM AM plus project
Highway COUNTY ROAD A23 - NB
From/To AT SIERRA COUNTY LINE
Jurisdiction PLUMAS CO
Analysis Year 2040
Description RETREAT

-----Input Data-----

Highway class	Class 1	Peak hour factor, PHF	0.75	
Shoulder width	1.0 ft	% Trucks and buses	6	%
Lane width	12.0 ft	% Trucks crawling	0.0	%
Segment length	4.0 mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level	% Recreational vehicles	4	%
Grade: Length	- mi	% No-passing zones	20	%
Up/down	- %	Access point density	4	/mi

Analysis direction volume, Vd 32 veh/h
Opposing direction volume, Vo 58 veh/h

-----Average Travel Speed-----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.949	0.949
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	45 pc/h	81 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM - mi/h
Observed total demand,(note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width,(note-3) fLS 4.2 mi/h
Adj. for access point density,(note-3) fA 1.0 mi/h

Free-flow speed, FFSd 54.8 mi/h

Adjustment for no-passing zones, fnp 0.5 mi/h
Average travel speed, ATSD 53.3 mi/h
Percent Free Flow Speed, PFFS 97.3 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	0.994	0.994	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	43	78	pc/h
Base percent time-spent-following,(note-4) BPTSFd	5.3	%	
Adjustment for no-passing zones, fnp	29.5		
Percent time-spent-following, PTSFd	15.8	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.03	
Peak 15-min vehicle-miles of travel, VMT15	43	veh-mi
Peak-hour vehicle-miles of travel, VMT60	128	veh-mi
Peak 15-min total travel time, TT15	0.8	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	4.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	53.3	mi/h
Percent time-spent-following, PTSFd (from above)	15.8	
Level of service, LOSd (from above)	B	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	42.7
Effective width of outside lane, We	23.92
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.41
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

----- Directional Two-Lane Highway Segment Analysis -----

Analyst KDANDERSON
Agency/Co.
Date Performed 12/1/2020
Analysis Time Period CUM PLUS PROJECT
Highway COUNTY ROAD A23 - SB
From/To NORTH OF SITE
Jurisdiction PLUMAS CO
Analysis Year 2020
Description RETREAT

----- Input Data -----

Highway class	Class 1		Peak hour factor, PHF	0.75	
Shoulder width	1.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	4.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	4	/mi

Analysis direction volume, Vd 58 veh/h
Opposing direction volume, Vo 32 veh/h

----- Average Travel Speed -----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor, (note-5) fHV	0.949	0.949
Grade adj. factor, (note-1) fg	1.00	1.00
Directional flow rate, (note-2) vi	81 pc/h	45 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM - mi/h
Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width, (note-3) fLS 4.2 mi/h
Adj. for access point density, (note-3) fA 1.0 mi/h

Free-flow speed, FFSd 54.8 mi/h

Adjustment for no-passing zones, fnp 0.5 mi/h
Average travel speed, ATSD 53.3 mi/h
Percent Free Flow Speed, PFFS 97.3 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	0.994	0.994	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	78	43	pc/h
Base percent time-spent-following,(note-4) BPTSFd	9.3	%	
Adjustment for no-passing zones, fnp	29.5		
Percent time-spent-following, PTSFd	28.3	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	77	veh-mi
Peak-hour vehicle-miles of travel, VMT60	232	veh-mi
Peak 15-min total travel time, TT15	1.4	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	4.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	53.3	mi/h
Percent time-spent-following, PTSFd (from above)	28.3	
Level of service, LOSd (from above)	B	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	77.3
Effective width of outside lane, We	22.23
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.10
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

-----Directional Two-Lane Highway Segment Analysis-----

Analyst KDANDERSON
Agency/Co.
Date Performed 12/1/2020
Analysis Time Period CUM PM PLUS PROJECT
Highway COUNTY ROAD A23 - NB
From/To AT SIERRA COUNTY LINE
Jurisdiction PLUMAS CO
Analysis Year 2040
Description RETREAT

-----Input Data-----

Highway class	Class 1		Peak hour factor, PHF	0.68	
Shoulder width	1.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	4.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	4	/mi

Analysis direction volume, Vd 51 veh/h
Opposing direction volume, Vo 61 veh/h

-----Average Travel Speed-----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.949	0.949
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	79 pc/h	95 pc/h

Free-Flow Speed from Field Measurement:
Field measured speed,(note-3) S FM - mi/h
Observed total demand,(note-3) V - veh/h
Estimated Free-Flow Speed:
Base free-flow speed,(note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width,(note-3) fLS 4.2 mi/h
Adj. for access point density,(note-3) fA 1.0 mi/h
Free-flow speed, FFSd 54.8 mi/h
Adjustment for no-passing zones, fnp 0.5 mi/h
Average travel speed, ATSD 53.0 mi/h
Percent Free Flow Speed, PFFS 96.6 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	0.994	0.994	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	75	90	pc/h
Base percent time-spent-following,(note-4) BPTSFd	8.9	%	
Adjustment for no-passing zones, fnp	29.8		
Percent time-spent-following, PTSFd	22.4	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.05	
Peak 15-min vehicle-miles of travel, VMT15	75	veh-mi
Peak-hour vehicle-miles of travel, VMT60	204	veh-mi
Peak 15-min total travel time, TT15	1.4	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	4.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	53.0	mi/h
Percent time-spent-following, PTSFd (from above)	22.4	
Level of service, LOSd (from above)	B	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	75.0
Effective width of outside lane, We	22.68
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.98
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

-----Directional Two-Lane Highway Segment Analysis-----

Analyst KDANDERSON
Agency/Co.
Date Performed 12/1/2020
Analysis Time Period CUM PM PLUS PROJECT
Highway COUNTY ROAD A23 - SB
From/To AT SIERRA COUNTY LINE
Jurisdiction PLUMAS CO
Analysis Year 2040
Description RETREAT

-----Input Data-----

Highway class	Class 1		Peak hour factor, PHF	0.68	
Shoulder width	1.0	ft	% Trucks and buses	6	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	4.0	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	4	%
Grade: Length	-	mi	% No-passing zones	20	%
Up/down	-	%	Access point density	4	/mi

Analysis direction volume, Vd 61 veh/h
Opposing direction volume, Vo 51 veh/h

-----Average Travel Speed-----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	0.949	0.949
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	95 pc/h	79 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM - mi/h
Observed total demand,(note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS 60.0 mi/h
Adj. for lane and shoulder width,(note-3) fLS 4.2 mi/h
Adj. for access point density,(note-3) fA 1.0 mi/h

Free-flow speed, FFSd 54.8 mi/h

Adjustment for no-passing zones, fnp 0.5 mi/h
Average travel speed, ATSD 53.0 mi/h
Percent Free Flow Speed, PFFS 96.6 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	0.994	0.994	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	90	75	pc/h
Base percent time-spent-following,(note-4) BPTSFd	10.6	%	
Adjustment for no-passing zones, fnp	29.8		
Percent time-spent-following, PTSFd	26.9	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.06	
Peak 15-min vehicle-miles of travel, VMT15	90	veh-mi
Peak-hour vehicle-miles of travel, VMT60	244	veh-mi
Peak 15-min total travel time, TT15	1.7	veh-h
Capacity from ATS, CdATS	1613	veh/h
Capacity from PTSF, CdPTSF	1690	veh/h
Directional Capacity	1613	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	4.0	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	53.0	mi/h
Percent time-spent-following, PTSFd (from above)	26.9	
Level of service, LOSd (from above)	B	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	89.7
Effective width of outside lane, We	22.03
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.22
Bicycle LOS	C

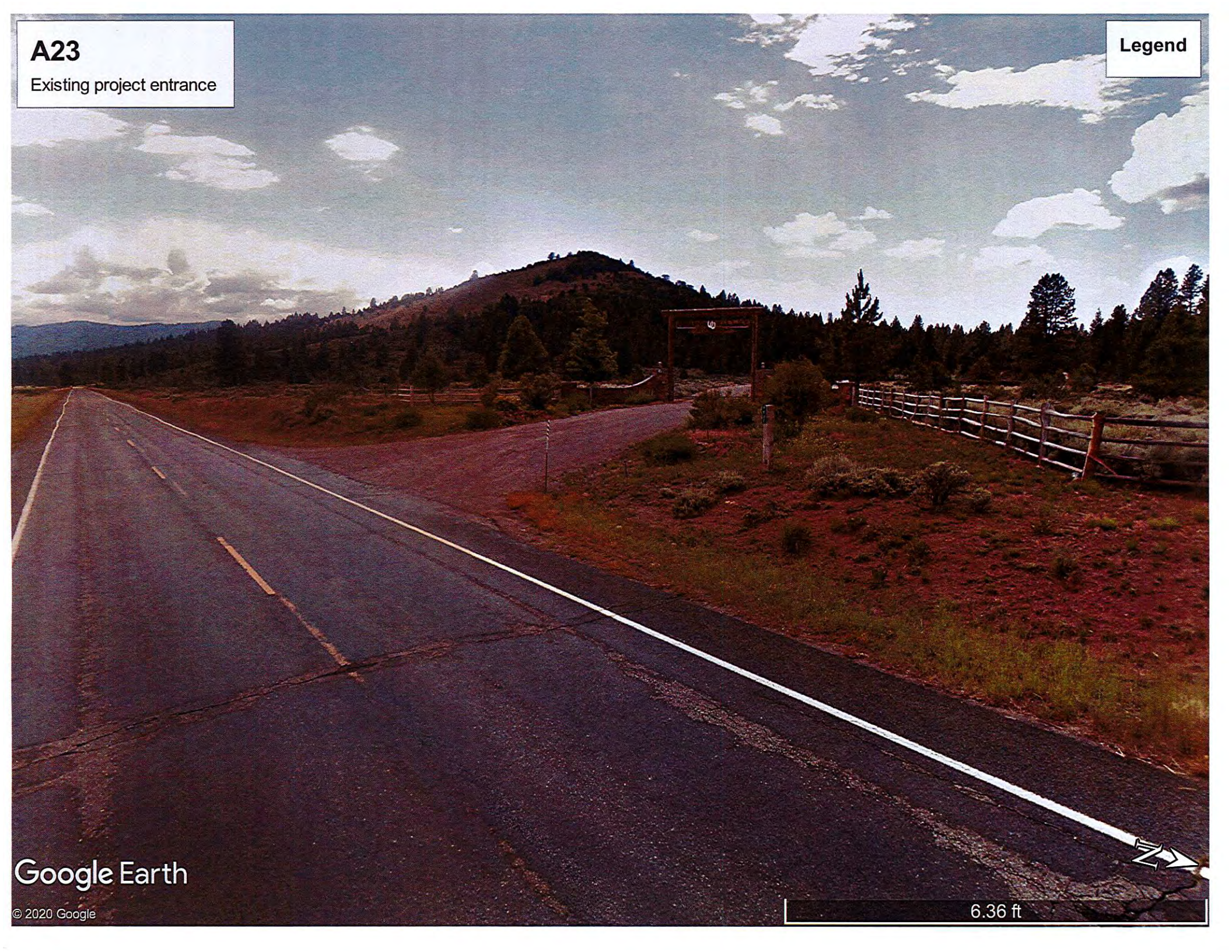
Notes:

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A23

Existing project entrance

Legend



Google Earth

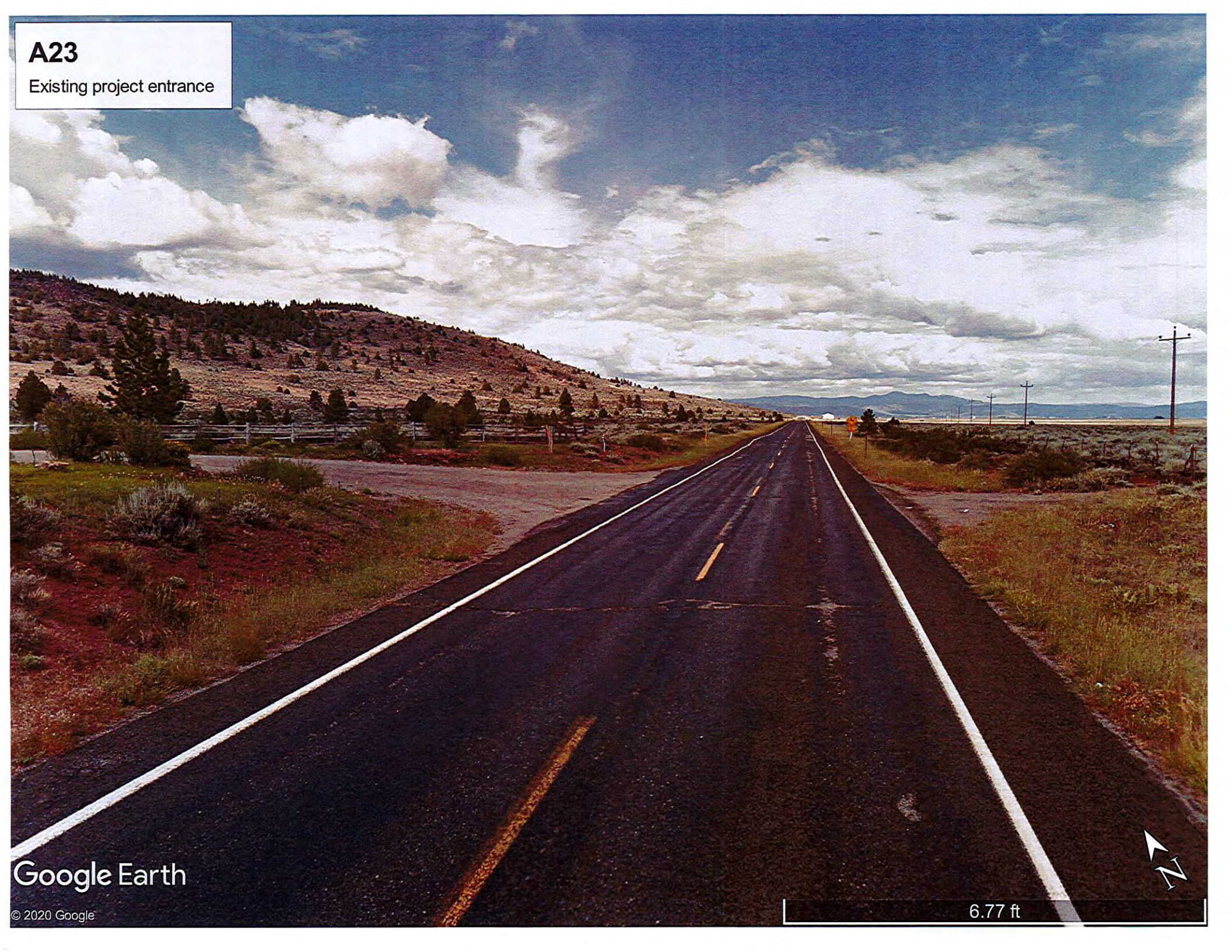
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6.36 ft



A23

Existing project entrance



Google Earth

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6.77 ft

