

CITY OF CHICO

Internal Affairs Committee Agenda

Regular Meeting

Monday, November 2, 2026

1:00 p.m. to 3:00 p.m.

Meeting Location: Council Chamber Building, Conference Room 1, 421 Main St. Chico, CA

A Committee of the Chico City Council: Councilmember Winslow, Vice Mayor Bennett, and Chair O'Brien

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REGULAR AGENDA

A. SPEED SURVEYS – BRUCE ROAD FROM SKYWAY TO HWY 32

California Vehicle Code Sections 40802 and 40803 sets the frequency and criteria for conducting speed surveys. Speed limits for certain streets within the City have been established over the years by engineering traffic and radar speed studies. To ensure that enforcement by radar on certain streets remains valid in a court of law, the City must conduct radar speed surveys every seven years. **(Report – Brendan Ottoboni, Director of Public Works – Engineering)**

RECOMMENDATION: The Director of Public Works – Engineering recommends that the Committee approve and forward a recommendation to the City Council to adopt a Traffic Regulation Amendment (TRA 880) for speed limits resulting from speed surveys for Bruce Road from Skyway to HWY 32.

B. TRA 885 – PARKING REMOVAL – 14TH ST & ELM ST AT 12TH ST

Public Works – Engineering staff have completed a report detailing the need for the implementation of parking removal along the intersections of 14th St & Elm St at 12th St. This information is intended to provide insight into the safety concerns and impact of vehicles parking in this section of roadway. **(Report – Brendan Ottoboni, Director of Public Works -Engineering)**

RECOMMENDATION: The Director of Public Works – Engineering recommends that the Committee review the information provided and approve the implementation of parking removal.

C. TRA 886 - BURNAP AVE AT RRFB CROSSING PARKING REMOVAL

Public Works – Engineering staff have completed a report detailing the need for the implementation of parking removal along a portion of Burnap Avenue near the existing Rectangular Rapid Flashing Beacon (RRFB) bike path crossing. This information is intended to provide insight into the safety concerns and impact of vehicles parking in this section of roadway. **(Report – Brendan Ottoboni, Director of Public Works -Engineering)**

RECOMMENDATION: The Director of Public Works – Engineering recommends that the Committee review the information provided and approve the implementation of parking removal.

D. PUBLIC COMMENT

Members of the public may address the Committee at this time on any matter not already listed on the agenda and within the jurisdiction's authority. Comments will be limited to three minutes or as determined by the Chair based on the number of speakers. The Committee cannot take any action at this meeting on requests made under this section of the agenda.

E. ADJOURNMENT AND NEXT MEETING

The meeting will adjourn to the next regular Internal Affairs Committee meeting scheduled for Monday, December 7, 2026, at 1:00 p.m.

SPEAKER ANNOUNCEMENT

NOTE: Citizens and other interested parties are encouraged to participate in the public process and will be invited to address the Committee regarding each item on the agenda. In order to maintain an accurate and complete record, the following procedural guidelines are being implemented:

1. Speaker Cards – speakers will be asked to print his/her name on a speaker card to address the Committee and provide card to the Clerk prior to the completion of the Staff Report.
2. The Clerk will call on speakers in the order the cards are received.
3. Speakers may address the Committee one time per agenda item.
4. Speakers will have three minutes to address the Committee.



TO: Internal Affairs Committee

FROM: Brendan Ottoboni, Director of Public Works - Engineering

RE: TRA 880 – Speed Survey Recommendations

REPORT IN BRIEF:

To maintain valid radar enforcement on City streets, the City of Chico conducts engineering and traffic speed surveys to remain compliant with the California Vehicle Code. This report recommends the adoption of updated speed limits at various locations throughout the City based on recent surveys to ensure continued enforceability, improve traffic safety, and comply with state requirements.

RECOMMENDATION:

The Director of Public Works – Engineering recommends that the Internal Affairs Committee approve and forward a recommendation to the City Council to adopt Traffic Regulation Amendment (TRA 880), updating posted speed limits as shown in Exhibit 19a.

FISCAL IMPACT: Budgeted: Yes Supplemental Required: No

The costs associated with conducting speed surveys and updating signage are included in the current fiscal year budget. No additional funding is needed.

DISCUSSION:

Under California Vehicle Code Sections 40802 and 40803, cities must conduct Engineering and Traffic Surveys every seven years to justify the use of radar for speed enforcement. If there are no significant changes in the roadway or traffic conditions at the end of that seven-year period, the survey may be extended for another 7 years. This requirement helps ensure speed limits reflect current driving behavior and roadway conditions. If a survey is not current or valid, radar enforcement may be considered a “speed trap,” which is not enforceable in court.

The City of Chico’s recent radar speed surveys on Bruce Road from Skyway to HWY 32 were conducted in accordance with state law and the California Manual on Uniform Traffic Control Devices (MUTCD). These surveys analyze the “critical speed,” which is the speed that 85% of drivers travel at or below, to determine appropriate speed limits. The MUTCD allows for a reduction of up to 5 mph from this benchmark when justified by non-obvious safety concerns, such as nearby schools, pedestrian activity, or roadway geometry.

Failure to adopt updated speed limits could prevent the Police Department from using radar on certain streets, limiting their ability to enforce speed laws and respond to community concerns about traffic safety.

TRA 880 proposes **maintaining** the 45 MPH speeds on Bruce Road from Chico Canyon Road to Skyway where surveys have been completed by GCW Engineering staff:

Study Segment	Proposed Speed Limit	Existing Posted Speed Limit
Bruce Rd from Skyway to E. 20 th St	45 mph	45 mph
Bruce Rd from E. 20 th St to HWY 32	45 mph	45 mph

These changes are shown in Exhibits 19a.

Staff recommends that the Committee and Council adopt these changes to maintain legal enforcement capabilities and support public safety.

ATTACHMENTS:

Resolution Adopting TRA 880

Attachment A – Legend Sheet to Accompany Traffic Regulation Amendment No. 880

Attachment B – Additions and Deletions to Accompany Traffic Regulation Amendment No. 880

Attachment C – Headway Transportation Engineering & Traffic Survey Report: Bruce Road

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**RESOLUTION OF THE INTERNAL AFFAIRS COMMITTEE OF THE CITY
COUNCIL OF THE CITY OF CHICO ADOPTING TRAFFIC REGULATION
AMENDMENT NO. 880**

Pursuant to Section 10.05.040 of the City of Chico Municipal Code, the Traffic Regulation Amendment as shown in “Attachment A” is hereby adopted by Affairs Committee of the City Council of the City of Chico.

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

APPROVED AS TO FORM:

Deborah R. Presson,
City Clerk

_____
Ryan R. Jones, City Attorney
Pursuant to the Charter of
The City of Chico, Section 906 (E)

_____ Date of Authorization _____ Date Work Order Issued
_____ Date Mapped/Filed Changes or Supersedes N/A

**ATTACHMENT "A" - Legend Sheet to Accompany
Traffic Resolution Amendment No. 880
Describing Additions & Deletions to Exhibit No. 19a
On Public Streets**

Exhibit Number	Description	Authority CMC/CVC Section
19a	Speed Zones 45 MPH	CMC 10.05.030, CVC 22357

**ATTACHMENT “B” – Additions and Deletions to Accompany Traffic
Regulation Amendment No. 880**

ADDITION TO:
EXHIBIT 19a Speed Zones 45 MPH

AUTHORITY: CMC 10.05.030, CVC 22357

Study Segment	Proposed Speed Limit	Existing Posted Speed Limit
Bruce Rd from Skyway to E. 20 th St	45 mph	45 mph
Bruce Rd from E. 20 th St to HWY 32	45 mph	45 mph

TRA 880 Resolution - Bruce Rd E&TS w Atts A & B

Final Audit Report

2026-10-21

Created:	2026-10-21
By:	Robyn Ryan (robyn.ryan@chicoca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAkptO2RCMihJxxkD87-r8TV-nq85-ke75

"TRA 880 Resolution - Bruce Rd E&TS w Atts A & B" History

-  Document created by Robyn Ryan (robyn.ryan@chicoca.gov)
2026-10-21 - 4:53:56 PM GMT
-  Document emailed to Ryan Jones (rrj@jones-mayer.com) for signature
2026-10-21 - 4:54:00 PM GMT
-  Email viewed by Ryan Jones (rrj@jones-mayer.com)
2026-10-21 - 5:09:10 PM GMT
-  Document e-signed by Ryan Jones (rrj@jones-mayer.com)
Signature Date: 2026-10-21 - 5:11:17 PM GMT - Time Source: server - Signature Appearance Selected: IMAGE
-  Agreement completed.
2026-10-21 - 5:11:17 PM GMT

Engineering & Traffic Survey

Bruce Road

April 20, 2026

PREPARED FOR:

City of Chico

PREPARED BY:



GCW, Inc.
5422 Longley Lane, Suite A, Reno, Nevada 89511
775.322.4300
www.GCWEngineering.com

Attachment C

EXECUTIVE SUMMARY

This Engineering & Traffic Survey conducted for the City of Chico, as documented in this report, fully complies with the methodology presented in the CA MUTCD. Methodology contained in Section 2B.13 of the CA MUTCD as required by CVC §627 was used for the roadway segments. This document allows the City of Chico to modify or install speed limit signage and have these speed limits enforced by law enforcement using electronic devices.

The following roadway segments were selected for an Engineering & Traffic Survey to address speed concerns: Bruce Road (2 locations, north and south of E 20th Street). The purpose of this study is to recommend speed limits for the study roadway segments based on criteria in the State of California Vehicle Code (CVC).

The State of California Vehicle Code (CVC) contains laws applicable to speed limits and their enforcement within the State of California.

The following are the speed limit recommendations for the study roadway segments and the existing posted speed limits:

- Bruce Road (Skway to E 20th Street) – 45 mph (posted 45 mph)
- Bruce Road (E. 20th Street to Hwy 32) – 45 mph (posted 45 mph)

LIST OF FIGURES

1. Study Segment Locations

LIST OF ATTACHMENTS

- A. Bruce Road (Skway to E. 20th Street) – Data Sheets
- B. Bruce Road (E. 20th Street to Hwy 32) – Data Sheets
- C. Count Data
- D. Crash Rates

INTRODUCTION & METHODOLOGY

The State of California Vehicle Code (CVC), Division 11. Rules of the Road, Chapter 7. Speed Laws, establishes the laws applicable to setting speed limits and their enforcement within the State of California.

Statutory Prima Facie Speed Limits

Most highways have a prima facie speed limit of 65 miles per hour (mph) (CVC §22349).

A maximum prima facie speed limit of 55 mph is established for two-lane undivided highways unless posted for a higher speed (CVC §22349).

The CVC defines the prima facie speed limits for residence¹ and business² district streets to be 25 mph (CVC §22352). A 25 mph prima facie speed limit also applies when approaching or passing a school when posted with a “SCHOOL” warning sign and when children are present. A 25 mph prima facie speed limit also applies when passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard “SENIOR” warning sign (CVC §22352).

A 15 mph prima facie speed limit applies when traversing a railway grade crossing with limited sight lines, when traversing any uncontrolled intersection with limited sight lines, and when travelling on any alley (CVC §22352).

¹ CVC §515 - A “residence district” is defined when within ¼ mile there are 13 or more separate dwellings or business structures upon one side of a highway or 16 or more separate dwellings or business structures upon both sides of a highway. A residence district may be longer than ¼ mile if the above ratio of separate dwelling houses or business structures to the length of the highway exists. CVC §240 provides the following limitations: 1) the entrance of any building included must face the highway, and the front of the building must be within 75 feet of the roadway; 2) all churches, apartments, hotels, multiple dwelling units, clubs, and public buildings other than schools, shall be deemed business structures; 3) buildings considered must have rights of access to the highway.

² CVC §235 - A “business district” is defined when 50% or more of a highway is fronted by buildings in use for business within 600 feet on one side of a highway, or 300 feet on both sides of a highway. CVC §240 provides the following limitations: 1) the entrance of any building included must face the highway, and the front of the building must be within 75 feet of the roadway; 2) all churches, apartments, hotels, multiple dwelling units, clubs, and public buildings other than schools, shall be deemed business structures; 3) buildings considered must have rights of access to the highway.

Setting of Alternate Speed Limits

The statutory prima facie speed limits can be overridden, and a revised prima facie speed limit may, by ordinance or resolution, be declared by a local agency and a roadway posted at a higher or lower speed limit when justified by an Engineering & Traffic Survey (CVC §22357, CVC §22357.1, CVC §22358, CVC §22358 subsections 3 through 9, CVC §22360, CVC §22413, and portions of other CVC sections).

The City of Chico Municipal Code designates the right to set and adjust speed limits to the city council. Section 10.05.030 states “...the city council shall have the sole and exclusive authority to adopt vehicle and traffic regulations which control or restrict use of the public streets, sidewalks, parking lots and other public ways and places within the city by the operators of vehicles, bicyclists, roller skaters, pedestrians and persons using other means of transport or travel; to cause the installation of traffic control devices necessary to implement such regulations; and to cause the preparation of the studies or performance of such other duties required to adopt such regulations or to install such devices.” Under the City of Chico Municipal Code, section 10.05.030, “The city council’s authority to adopt vehicle and traffic regulations shall include, but not be limited to, regulations which alter prima facie speed limits from those established in the California Vehicle Code in the manner provided in such code”.

The CVC (§22357 and §22358) further defines the rationale in declaring speed limits other than the statutory prima facie speed limits. When an Engineering & Traffic Survey is conducted, a local agency may determine either: 1) “that a speed greater than 25 mph would facilitate the orderly movement of vehicular traffic and would be reasonable and safe ...”; or 2) “that the limit of 65 miles per hour is more than is reasonable or safe ...”. When this occurs, the CVC (§22357 and §22358) allows a local agency, by ordinance, to determine and declare a prima facie speed limit of 15, 20, 25, 30, 35, 40, 45, 50, 55, 60, or 65 mph, “whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.” The CVC (§22358.3) also allows a local agency, by ordinance or resolution, on the basis of an Engineering & Traffic Survey, to determine and declare a prima facie speed limit of 20 or 15 mph in business or residence districts, or in a public park, on roadways not exceeding 25 feet in width.

Engineering & Traffic Survey Requirements

The requirements for an Engineering & Traffic Survey are defined in CVC §627. Three elements are required for consideration in an Engineering & Traffic Survey: 1) prevailing speeds as determined by traffic engineering measurements; 2) accident records; and 3) highway, traffic, and roadside conditions not readily apparent to the driver. When local authorities conduct an Engineering & Traffic Survey, residential density and pedestrian and bicycle safety, with increased consideration for vulnerable users, may also be considered.

In order for the speed data sample to be representative of the actual traffic flow, the minimum sample should be 100 vehicles in each survey. In no case should the sample contain less than 50 vehicles.

The methodology used in conducting an Engineering & Traffic Survey must be consistent with the methods determined by the State Department of Transportation (Caltrans), which are contained in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.13. The following requirements are set forth per CVC §22358.6 through CVC §22358.9, CVC §22413, and the CA MUTCD:

- When a speed limit is to be posted, it shall be established at the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, except as described in the two options below:
 1. In cases where rounding down is appropriate, the speed limit should be rounded down to the nearest five miles per hour increment of the 85th-percentile speed, and a local authority may lower the speed limit by five miles per hour from the nearest five mile per hour increment of the 85th-percentile speed (CVC §22358.6), if the reasons for the lower speed limit are documented in the Engineering & Traffic Survey. Stated in simpler terms, the posted speed may be reduced by 5 mph from the rounded down 5 mph increment of the 85th percentile speed.
 2. For cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction from Option 1 is used.
- If the speed limit to be posted has had the 5-mph reduction applied, then the Engineering & Traffic Survey must be approved by a registered Civil or Traffic Engineer, and it shall document, in writing, the conditions and justification for the lower speed limit. The reasons for the lower speed limit shall be in compliance with CVC §627 and §22358.5, meaning that the justification must be based primarily on conditions that are not readily apparent to the driver in addition to residential density and pedestrian and bicyclist safety.
- Other factors that may be considered in the Engineering & Traffic Survey include:
 1. Road characteristics, shoulder condition, grade, alignment, and sight distance
 2. The pace
 3. Roadside development and environment
 4. Parking practices and pedestrian activity; and
 5. Reported crash experience for at least a 12-month period.

Generally, the most decisive evidence of conditions not readily apparent to the driver is collision history.

- A local authority may additionally lower the speed limit as provided in Section 22358.7, which states “If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, determine and declare a prima facie speed limit that has been reduced an additional five miles per hour for either

of the following reasons: 1) The portion of highway has been designated as a “safety corridor” or 2) The portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused.”

- The total reduction in the speed limit shall not exceed 12.4 miles per hour from the 85th percentile speed.
- A local authority may, by ordinance, retain the currently adopted speed limit as provided in CVC §22358.8 without further reduction, or restore the immediately prior adopted speed limit as provided in CVC §22358.8 without further reduction. In order to retain the current or prior speed limit, the agency must 1) make the determination through an engineering and traffic survey, 2) the prior speed limit must have been established by an engineering and traffic survey, and 3) a registered engineer must evaluate the section of roadway and determine that no additional general purpose lanes have been added to the roadway since completion of the prior traffic survey that established that speed limit.
- A local authority may, by ordinance, determine and declare a 25 or 20 miles per hour prima facie speed limit on a highway contiguous to a business activity district. All of the conditions stated in CVC §22358.9 must be met.
- A local authority may determine that a prima facie limit of 25 miles per hour is more than is reasonable and safe on a portion of a street with a grade in excess of 10 percent and may by ordinance determine and declare a maximum limit of 20 or 15 miles per hour. The conditions of CVC §22413 must be met.

Update Requirements & Enforcement

The preparation and periodic update of Engineering & Traffic Surveys are needed to set and enforce prima facie speed limits that are legally enforceable with electronic enforcement tools such as radar. When justified by an Engineering & Traffic Survey, a local agency may, by ordinance or resolution, declare and enforce the prima facie speed limit. However, there are limitations to such enforcement.

CVC §40801 prohibits the use of a “speed trap” in the enforcement of speed limits. CVC §40802 defines “speed trap” as the enforcement, through the use of any electronic device such as radar, of any prima facie speed limit that is not justified by an Engineering & Traffic Survey prepared within five years prior to the speed violation. Two extensions to the five year period are permitted by CVC §40802: 1) to seven years when the citing officer has completed applicable training courses and the electronic device meets operational standards and has been calibrated within three years prior; and 2) to fourteen years when the above conditions are satisfied and a registered engineer evaluates the section of the highway and

determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume.

According to CVC §40802, the requirement for an Engineering & Traffic Survey within the five, seven, or fourteen-year time period does not apply to a “local” street or road, school zone, senior zone, business activity district, or speed limit adopted under Section 22358.7 or 22358.8.

A local street or road is one that is functionally classified as “local” on the “California Road System Maps” that are approved by the Federal Highway Administration and maintained by the Department of Transportation. It may also be defined as a “local street or road” if it primarily provides access to abutting residential property and meets the following three conditions:

- (A) Roadway width of not more than 40 feet.
- (B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.
- (C) Not more than one traffic lane in each direction.

As such, there is no requirement to periodically update the Engineering & Traffic Survey for “local” roadways to enable the continued use of radar or other electronic means of enforcement.

Further, no Engineering & Traffic Survey is required for a local street, road, school zone, senior zone, business activity district, or speed limit adopted under Section 22358.7 or 22358.8; the standard prima facie 25-mph speed limit on such roads may be posted and enforced through the use of radar or other electronic means without the preparation of an Engineering & Traffic Survey.

DATA COLLECTION

Prevailing Speed Surveys

Radar speed surveys were conducted at each study location. All data collection and procedures were overseen by a licensed Civil or Traffic Engineer registered in the State of California. Speed measurements were obtained using a radar gun calibrated for each use using the manufacturer supplied tuning fork. Care was taken to only survey cars that were traveling in free flow conditions during non-peak hour time periods. Only lead vehicles in a group of cars were measured, or those traveling alone. Both directions of travel were measured when collecting the speed data and were used to create composite travel speed data.

Ideally the speed of 100 vehicles was recorded at each study location; however, at some study locations, it was not possible to record the speed of 100 vehicles due to low traffic volumes. At such locations, as many vehicle speeds as could be collected in a one-hour period were recorded.

Each radar travel speed sample was recorded and logged in the field for subsequent computer software analysis. Based on this data, we determined the following regarding prevailing vehicle speeds at each study location:

- a. **The 85th Percentile Speed (Critical Speed).** This is the speed at or below which 85 percent of the recorded vehicles were traveling.
- b. **The Average Speed.** This is the mean speed of the sample, or the total of all the vehicle speeds divided by the number of vehicles in the sample.
- c. **The 10 mph Pace Speed.** This is the 10 mile per hour range that contains the greatest number of observed vehicle speeds. Also provided is the percentage of vehicles traveling at or below the lower limit of the pace, the percentage of vehicles traveling within the pace, and the percentage of vehicles traveling above the upper limit of the pace. The number of vehicles within the pace is an indication of the uniformity of vehicular speeds for vehicles traveling on the given roadway.

Accident Records

Five (5) years of accident records were obtained from the *Statewide Integrated Traffic Records System* (SWITRS). The data was reviewed to identify the number of accidents that occurred within each study segment and to compare the crash rate for the segment to average statewide rates. The crash rate comparison is provided on the data sheet for each roadway segment.

Roadside Conditions

GCW staff visited each study roadway segment to determine if any highway, traffic, or roadside conditions that are not readily apparent to the driver exist in the study segments.

Additional data collected for each study segment included:

- a. Date and time of speed survey
- b. Existing posted speed limit, if any
- c. Direction of travel for surveyed vehicles
- d. Number of travel lanes
- e. Weather condition at time of speed survey
- f. Type of area: Residence or Business District, school zone, senior center, public park, high pedestrian activity, if applicable
- g. Roadway classification – Determine if the roadway is classified as a “local” roadway on the *California Road System – Functional Classification Map* that are maintained by Caltrans
- h. Approximate roadway width
- i. Presence of railroad crossings

- j. Number of traffic signals in the segment
- k. Presence of on-street parking
- l. Average Daily Traffic Volume³

STUDY ROADWAYS

Two (2) roadway segments along Bruce Road were selected by the City of Chico for inclusion in this Engineering & Traffic Survey. The study segments are listed below in **Table 1** and shown in **Figure 1**.

Table 1. Engineering & Traffic Survey Roadway Segments

No.	Survey Street	Segment Start	Segment End	Length (feet)
1	Bruce Road	Skyway	E. 20 th Street	4,480
2	Bruce Road	E. 20 th Street	Highway 32	6,230

Source: GCW, 2026.

It is important to note that Bruce Road was recently widened from a predominantly two-lane undivided roadway to a four-lane roadway with a median. Bruce Road is classified by Caltrans as a Minor Arterial, thus the required three elements of an Engineering & Traffic Survey (prevailing travel speeds, accident records, and roadway conditions not readily apparent) were analyzed to develop speed limit recommendations.

SPEED LIMIT RECOMMENDATIONS

Each roadway segment was evaluated using the methodology and parameters described in the Introduction & Methodology section of this report and a speed limit is recommended for each segment.

The speed survey and data summary sheets for each road segment are provided in **Attachment A** through **B**. The summary sheets satisfy the requirements of CVC §627 and include prevailing speeds, accident records, and highway / traffic / roadway conditions not readily apparent to the driver.

Crash data from 2019 to 2023 was analyzed; however, it is noted that this period is prior to the roadway widening which occurred around the year 2025. Five crashes occurred in the 5-year period from Skyway to E. 20th Street, and twelve occurred on the segment from E. 20th Street to Highway 32. Crash rates for the study segments was within a typical range for the study roadways and therefore, did not influence the

³ Note: New daily volume data was collected in March 2026, and is included in **Attachment C**.

speed limit recommendations. None of the roadways had conditions that were not readily apparent to drivers. Crash rate calculations are provided in **Attachment D**.

Speed limit recommendations for each study segment are based on the following:

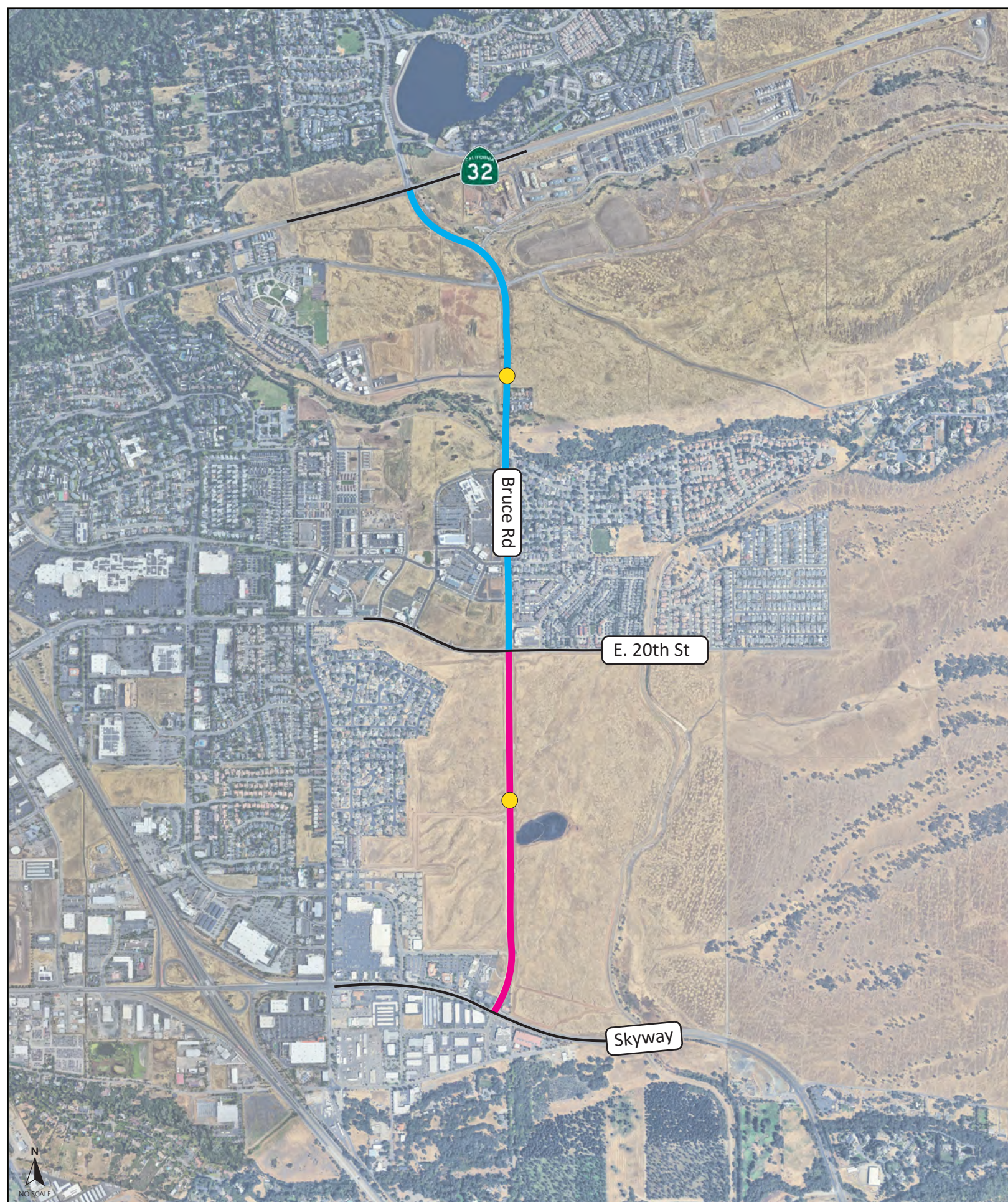
- Bruce Road (Skyway to E. 20th Street) - nearest 5-mph increment when rounded down from the 85th percentile speed
- Bruce Road (E. 20th Street to Hwy 32) - nearest 5-mph increment when rounded down from the 85th percentile speed

Speed limit recommendations for each roadway segment are presented in **Table 2**.

Table 2. Recommended Speed Limits

Study Segment	Existing Posted Speed Limit	Survey Date	85 th Percentile Speed	Unique Conditions	Recommended Speed Limit
Bruce Road (Skyway to E. 20th Street)	45 mph	3/3/2026	49 mph	None	45 mph
Bruce Road (E. 20th Street to Hwy 32)	45 mph	3/3/2026	47 mph	None	45 mph

Source: GCW, 2026.



— - Study Segment #1
 — - Study Segment #2
 ● - Speed Survey Location

Figure 1

Engineering & Traffic Survey
Attachment C City of Chico

Study Segment Locations

Attachment A

LOCATION: #1 -- Bruce Rd from Skyway to E 20th St. Length=4478 ft.

DATE: March 3, 2026

WEATHER: Dry, Sunny

BEGIN TIME: 3:10 PM

END TIME: 3:40 PM

EXISTING POSTED SPEED LIMIT: 45 MPH

DIRECTION: NORTH and SOUTH

LANES: 4

BUS OR RES DISTRICT? No

LOCAL ROAD? No

OBSERVER: Rich Pettinari



SUMMARY OF RESULTS

Recommended:	45	mph
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85th Percentile: 49

Avg. Speed: 41

10 MPH PACE SPEED CALC

Pace (mph):	39	to	49
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% IN Pace: 2%

% BELOW Pace: 0%

% ABOVE Pace: 91%

Speed		Frequency		Cumulative		Speed	
MPH	NORTH DIRECTION	SOUTH DIRECTION	Total	%	Total	%	Total
≥76	0	0	0	0%	106	100%	0
75	0	0	0	0%	106	100%	0
73	0	0	0	0%	106	100%	0
71	0	0	0	0%	106	100%	0
69	0	0	0	0%	106	100%	0
67	0	0	0	0%	106	100%	0
65	0	0	0	0%	106	100%	0
63	0	0	0	0%	106	100%	0
61	0	1	1	1%	106	100%	0
59	0	0	0	0%	105	99%	0
57	0	0	0	0%	105	99%	0
55	2	1	3	3%	105	99%	0
53	1	1	2	2%	102	96%	0
51	1	1	2	2%	100	94%	0
49	6	1	7	7%	98	92%	637
47	12	8	20	19%	85	80%	940
45	10	15	25	24%	65	61%	1125
43	10	7	17	16%	40	38%	731
41	8	8	16	15%	23	22%	656
39	2	5	7	7%	7	7%	195
37	0	1	1	1%	2	2%	37
35	0	0	1	1%	1	1%	35
33	0	0	0	0%	0	0%	0
31	0	0	0	0%	0	0%	0
29	0	0	0	0%	0	0%	0
27	0	0	0	0%	0	0%	0
25	0	0	0	0%	0	0%	0
23	0	0	0	0%	0	0%	0
21	0	0	0	0%	0	0%	0
19	0	0	0	0%	0	0%	0
17	0	0	0	0%	0	0%	0
15	0	0	0	0%	0	0%	0
13	0	0	0	0%	0	0%	0
11	0	0	0	0%	0	0%	0
≤10	0	0	0	0%	0	0%	0
53		53	106	100%	106	100%	4356

Precise Study Location: 39.72075° N, 121.78758° W

Conditions Not Readily Apparent: None

Collision History: A total of five (5) collisions occurred within the study segment during the five (5) year period from 2019 to 2023. Of the collisions, one (1) resulted in complaint of pain and four (4) resulted in property damage only. No collisions involved pedestrians. Primary violations include unsafe speeds.

Comments: This roadway segment is functionally classified as a Minor Arterial by Caltrans.

Crash Data

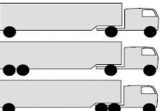
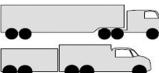
Crash Rate (per million vehicle miles)	0.37
Statewide Avg. (Urban)	1.08
Statewide Avg.	0.97
District 3 Avg.	1.11
Total Crashes (2019-2023)	5
Total Severe Injury and Fatal Crashes	0
Primary Collision Factors	Unsafe Speeds

Note: Comparison Data is used for the 2 lane section BEFORE construction to match crash data period of 2019-2023

Segment Characteristics

Number of Lanes/ Total Roadway Width	4 Lanes / 75'
Apparent On-Street Parking	Not Allowed
Land Uses	Commercial / Vacant
Major traffic generators	None
Railroad Crossings	None
ADT (2026)	8,766
Number of traffic signals in study segment	2
Roadway divided/ undivided	Divided

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	9	0	0	0	0	0	0	0	0	0	0	9	0	16	1	0	0	0	0	7	0	0	0	0	0	0	17
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	1	0	0	0	0	0	0	0	0	0	4	0	5	1	0	0	0	0	0	0	0	0	0	6		
2:00	0	6	0	0	1	0	0	0	0	0	0	0	0	7	0	4	1	0	0	0	0	0	0	0	0	0	5	0	10	1	0	1	0	0	0	0	0	0	0	12		
3:00	0	4	3	0	0	0	0	1	0	0	0	0	0	8	0	9	4	0	1	0	0	0	0	0	0	0	14	0	13	7	0	1	0	0	1	0	0	0	0	22		
4:00	0	7	6	0	0	0	0	0	0	0	0	0	0	13	0	15	3	0	0	0	0	0	0	0	0	0	18	0	22	9	0	0	0	0	0	0	0	0	31			
5:00	0	33	21	0	0	0	0	1	0	0	0	0	0	55	0	38	21	0	0	0	0	0	0	0	0	0	59	0	71	42	0	0	0	0	1	0	0	0	0	114		
6:00	0	49	53	2	3	0	0	0	0	0	0	0	0	107	1	103	57	0	1	0	0	0	1	0	0	0	163	1	152	110	2	4	0	0	0	1	0	0	0	270		
7:00	0	160	59	1	6	1	0	0	0	0	0	0	0	227	1	236	86	1	1	1	0	0	0	0	0	0	326	1	396	145	2	7	2	0	0	0	0	0	0	553		
8:00	1	166	119	0	10	1	0	1	0	1	0	1	0	299	1	263	83	0	3	1	0	0	0	0	0	0	351	2	429	202	0	13	2	0	1	0	1	0	0	650		
9:00	0	175	59	0	6	2	0	0	0	0	0	1	0	243	2	205	82	3	8	3	0	0	1	0	0	0	304	2	380	141	3	14	5	0	0	1	0	1	0	547		
10:00	0	173	67	1	4	0	0	0	1	0	0	0	0	246	0	244	84	1	5	1	0	0	0	0	0	0	335	0	417	151	2	9	1	0	0	1	0	0	0	581		
11:00	3	210	68	2	5	0	0	0	0	0	0	0	0	288	1	237	97	0	7	0	3	1	0	1	0	0	347	4	447	165	2	12	0	0	3	1	0	1	0	635		
12:00	0	195	85	0	1	0	0	0	1	0	0	0	0	282	2	237	81	2	5	0	0	1	0	0	0	0	328	2	432	166	2	6	0	0	1	1	0	0	0	610		
13:00	1	216	69	0	3	0	0	0	0	0	0	0	0	289	1	241	80	2	7	1	0	2	0	0	0	0	334	2	457	149	2	10	1	0	2	0	0	0	0	623		
14:00	5	224	87	0	1	2	0	0																																		

FHWA	CLASSIFICATION DEFINITIONS						
	<div></div> <div>#1 Motorcycles</div>	<div></div> <div>#2 Passenger Cars</div>	<div></div> <div>#3 2-Axle, 4-Tire Single Unit</div>	<div></div> <div>#4 Buses</div>	<div></div> <div>#5 2-Axle, 6-Tire Single Units</div>	<div></div> <div>#6 3-Axle Single Units</div>	<div></div> <div>#7 ≥4-Axle Single Units</div>
	<div></div> <div>#8 ≤4-Axle Single Trailers</div>	<div></div> <div>#9 5-Axle Single Trailers</div>	<div></div> <div>#10 ≥6-Axle Single Trailers</div>	<div></div> <div>#11 ≤5-Axle Multi-Trailers</div>	<div></div> <div>#12 6-Axle Multi-Trailers</div>	<div>ANY 7 OR MORE AXLE</div> <div>#13 ≥7-Axle Multi-Trailers</div>	

STATISTICS	00:00 - 12:00		4	992	456	6	35	4	0	3	1	1	1	0	0	1503										6	1366	519	5	26	6	0	3	3	0	1	0	0	1935										10	2358	975	11	61	10	0	6	4	1	2	0	0	3438									
	%		0%	23%	11%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	35%										0%	29%	11%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	41%										0%	26%	11%	0%	1%	0%	0%	0%	0%	0%	0%	0%	38%										
	Peak Hour	11:00	10:00	8:00	6:15	7:15	7:15	0:00	2:15	9:30	8:00	9:00	0:00	0:00	0:00	745										6:15	7:30	10:30	8:45	9:00	9:00	0:00	10:30	5:30	0:00	10:00	0:00	0:00	367										4:04	11:00	14:00	8:00	6:15	8:45	9:00	0:00	10:30	9:00	0:00	0:00	7:30										
	Peak Volume	3	2111	119	3	0	2	0	1	1	1	1	0	0	0	305										2	268	101	3	8	3	0	0	10	0	1	0	0	367										4	464	202	3	14	5	0	0	0	0	0	0	668										
	12:00 - 24:00		19	2015	16	3	0	0	0	0	0	0	0	0	0	2751										19	2015	107	7	0	0	0	9	0	0	0	0	0	0	2768										4	4056	1403	7	24	0	0	0	0	0	0	5519										
	%		0%	17%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	65%										0%	12%	15%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	59%										0%	45%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	62%										
	Peak Hour	14:00	16:30	15:45	12:00	15:00	13:45	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	1561										15:45	16:15	15:30	12:00	15:00	13:45	12:00	15:45	12:00	12:00	12:00	12:00	12:00	1595										14:00	16:30	15:45	12:00	15:00	13:45	12:00	15:45	12:00	12:00	12:00	12:00	12:00	16:15									
	Peak Volume	5	338	123	0	7	2	0	0	1	0	0	0	0	0	456										4	325	125	2	9	2	0	3	0	0	0	0	0	441										7	653	248	2	16	4	0	3	1	0	0	0	0	879									
	07:00 - 09:00		1	326	178	1	16	2	0	1	0	1	0	0	0	526										2	499	169	1	4	2	0	0	0	0	0	0	0	677										3	825	347	2	20	4	0	1	0	1	0	0	0	1203									
	%		0%	8%	4%	0%	7%	0%	0%	0%	0%	0%	0%	0%	0%	12%										0%	11%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%										0%	9%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%									
Peak Hour	7:15	7:30	8:00	7:00	7:15	7:15	7:00	7:15	7:00	8:00	7:00	7:00	7:00	7:00	745										7:00	7:30	7:15	7:00	7:30	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	730										7:30	7:30	7:30	8:00	7:00	8:00	7:30	7:00	7:15	7:00	8:00	7:00	7:00	7:00	7:30									
Peak Volume	1	190	119	1	0	2	0	0	0	1	0	0	0	0	305										1	268	93	1	8	2	0	0	0	0	0	0	0	0	364										2	464	202	2	13	4	0	1	0	1	0	0	0	668									
16:00 - 18:00		6	194	109	3	171	3	1	0	0	0	0	0	0	813										6	171	85	2	1	3	0	2	2	0	0	0	0	813										7	1165	384	2	11	4	0	1	0	1	0	0	0	1588										
%		0%	14%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	19%										0%	12%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%										0%	13%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%										
Peak Hour	17:00	16:30	16:15	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	1630										16:00	16:15	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	1615										16:15	16:30	16:00	16:00	16:45	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15										
Peak Volume	4	338	119	0	3	1	0	0	0	0	0	0	0	0	456										4	325	110	2	6	0	0	2	0	0	0	0	0	441										7	653	227	2	7	1	0	2	0	0	0	0	0	0	879									

CLASSIFICATION
Bruce Rd Bet Skyway & E 20th St

Day: Tuesday
Date: 3/24/2026

City: Chico
Project #: CA26_100007_001

	Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
15-MINUTE BREAKDOWN	0:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	4	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
	0:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	
	0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0	3	0	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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
	1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	2		
	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2		
	1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
	2:15	0	2	0	0	1	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	1	0	0	0	0	0	0	0	0	4	
	2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
	2:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
	3:00	0	1	2	0	0	0	0	1	0	0	0	0	0	4	0	1	2	0	0	0	0	0	0	0	0	0	3	0	2	4	0	0	0	0	1	0	0	0	0	0	7	
	3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
	3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	1	0	0	0	0	0	0	0	0	0	4	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
	3:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	1	0	0	0	0	0	0	0	4	0	2	2	0	1	0	0	0	0	0	0	0	5		
	4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
	4:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0	5	0	6	2	0	0	0	0	0	0	0	0	0	8		
	4:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4	0	6	2	0	0	0	0	0	0	0	0	0	8		
	4:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	5	3	0	0	0	0	0	0	0	0	0	8	0	8	5	0	0	0	0	0	0	0	0	0	13		
	5:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	8	2	0	0	0	0	0	0	0	0	0	10	0	10	3	0	0	0	0	0	0	0	0	0	13		
	5:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	6	3	0	0	0	0	0	0	0	0	0	9	0	11	5	0	0	0	0	0	0	0	0	0	16		
	5:30	0	10	6	0	0	0	0	0	0	0	0	0	0	16	0	13	5	0	0	0	0	0	0	0	0	0	18	0	23	11	0	0	0	0	0	0	0	0	0	34		
	5:45	0	16	12	0	0	0	0	1	0	0	0	0	0	29	0	11	11	0	0	0	0	0	0	0	0	0	22	0	27	23	0	0	0	1	0	0	0	0	0	51		
	6:00	0	10	15	0	1	0	0	0	0	0	0	0	0	26	0	20	11	0	0	0	0	0	0	0	0	0	31	0	30	26	0	1	0	0	0	0	0	0	0	57		
	6:15	0	8	11	0	0	0	0	0	0	0	0	0	0	19	0	23	7	0	0	0	0	0	1	0	0	0	31	0	31	18	0	0	0	0	1	0	0	0	0	50		
	6:30	0	8	13	1	1	0	0	0	0	0	0	0	0	23	1	29	13	0	0	0	0	0	0	0	0	0	43	1	37	26	1	1	0	0	0	0	0	0	0	66		
	6:45	0	23	14	1	1	0	0	0	0	0	0	0	0	39	0	31	26	0	1	0	0	0	0	0	0	0	58	0	54	40	1	2	0	0	0	0	0	0	0	97		
	7:00	0	26	7	1	1	0	0	0	0	0	0	0	0	35	1	40	17	0	0	0	0	0	0	0	0	0	58	1	66	24	1	1	0	0	0	0	0	0	0	93		
	7:15	0	37	12	0	1	0	0	0	0	0	0	0	0	50	0	59	18	0	0	0	0	0	0	0	0	0	77	0	96	30	0	1	0	0	0	0	0	0	0	127		
	7:30	0	37	20	0	2	1	0	0	0	0	0	0	0	60	0	76	26	0	1	0	0	0	0	0	0	0	103	0	113	46	0	3	1	0	0	0	0	0	0	0	163	
	7:45	0	60	20	0	2	0	0	0	0	0	0	0	0	82	0	61	25	1	0	1	0	0	0	0	0	0	88	0	121	45	1	2	1	0	0	0	0	0	0	170		
8:00	1	52	34	0	5	1	0	1	0	0	0	0	0	94	0	65	24	0	0	0	0	0	0	0	0	0	89	1	117	58	0	5	1	0	1	0	0	0	0	0	183		
8:15	0	41	27	0	0	0	0	0	0	0	0	0	0	68	1	66	14	0	2	1	0	0	0	0	0	0	84	1	107	41	0	2	1	0	0	0	0	0	0	152			
8:30	0	35	25	0	1	0	0	0	0	0	0	0	0	61	0	61	19	0	1	0	0	0	0	0	0	0	81	0	96	44	0	2	0	0	0	0	0	0	0	142			
8:45	0	38	33	0	4	0	0	0	0	0	1	0	0	76	0	71	26	0	0	0	0	0	0	0	0	0	97	0	109	59	0	4	0	0	0	0	1	0	0	173			
9:00	0	42	17	0	2	1	0	0	0	0	0	0	0	62	0	49	19	0	2	1	0	0	0	0	0	0	71	0	91	36	0	4	2	0	0	0	0	0	0	133			
9:15	0	51	16	0	1	1	0	0	0	0	0	0	0	69	1	60	22	0	2	1	0	0	0	0	0	0	86	1	111	38	0	3	2	0	0	0	0	0	0	155			
9:30	0	46	15	0	3	0	0	0	0	0	0	0	0	64	0	43	20	3	0	0	0	0	0	0	0	0	66	0	89	35	3	3	0	0	0	0	0	0	0	130			
9:45	0	36	11	0	0	0	0	0	0	0	0	0	1	48	1	53	21	0	4	1	0	0	1	0	0	0	81	1	89	32	0	4	1	0	0	1	0	1	0	129			
10:00	0	40	18	0	2	0	0	0	0	0	0	0	0	60	0	60	18	0	2	0	0	0	0	0	0	0	80	0	100	36	0	4	0	0	0	0	0	0	0	140			
10:15	0	45	21	0	0	0	0	0	1	0	0	0	0	67	0	66	17	0	1	1	0	0	0	0	0	0	85	0	111	38	0	1	1	0	0	1	0	0	0	152			
10:30	0	43	14	1	1	0	0	0	0	0	0	0	0	59	0	46	21	1	0	0	0	0	0	0	0	0	68	0	89	35	2	1	0	0	0	0</							

City: Chico
Project #: CA26_100007_001

15-MINUTE BREAKDOWN	Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total	
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total				
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%				
	12:00	0	50	18	0	0	0	0	0	1	0	0	0	0	69	1	62	18	1	0	0	0	1	0	0	0	0	0	73	1	112	36	1	0	0	0	1	0	0	0	0	0	152	
	12:15	0	51	22	0	0	0	0	0	0	0	0	0	0	70	0	52	17	1	1	0	0	0	0	0	0	0	0	81	0	103	39	1	1	0	0	0	0	0	0	0	0	144	
	12:30	0	40	23	0	0	0	0	0	0	0	0	0	0	63	1	62	17	0	3	0	0	0	0	0	0	0	0	93	1	102	50	0	3	0	0	0	0	0	0	0	0	156	
	12:45	0	54	22	0	1	0	0	0	0	0	0	0	0	77	0	61	19	0	1	0	0	0	0	0	0	0	0	81	0	115	41	0	2	0	0	0	0	0	0	0	0	158	
	13:00	1	53	21	0	1	0	0	0	0	0	0	0	0	76	0	51	16	0	2	0	0	1	0	0	0	0	0	80	1	104	37	0	3	0	0	1	0	0	0	0	0	146	
	13:15	0	45	13	0	0	0	0	0	0	0	0	0	0	58	0	64	18	0	0	0	0	0	0	0	0	0	0	82	0	109	31	0	0	0	0	0	0	0	0	0	0	140	
	13:30	0	61	18	0	1	0	0	0	0	0	0	0	0	80	1	68	26	2	2	0	0	0	0	0	0	0	0	99	1	129	44	2	3	0	0	0	0	0	0	0	0	179	
	13:45	0	57	17	0	1	0	0	0	0	0	0	0	0	75	0	58	20	0	3	1	0	1	0	0	0	0	0	83	0	115	37	0	4	1	0	1	0	0	0	0	0	158	
	14:00	2	53	28	0	1	1	0	0	0	1	0	0	0	86	0	68	22	0	0	0	0	0	0	0	0	0	0	90	2	121	50	0	1	1	0	0	1	0	0	0	0	0	176
	14:15	1	59	19	0	0	0	0	0	0	0	0	0	0	79	0	58	28	0	3	0	0	0	0	0	0	0	0	89	1	117	47	0	3	0	0	0	0	0	0	0	0	0	168
	14:30	1	64	17	0	0	1	0	0	0	0	0	0	0	83	0	52	27	0	2	1	0	0	0	0	0	0	0	82	1	116	44	0	2	2	0	0	0	0	0	0	0	0	165
	14:45	1	68	23	0	0	0	0	0	0	0	0	0	0	72	2	70	31	0	0	0	0	0	0	0	0	0	0	103	3	118	54	0	0	0	0	0	0	0	0	0	0	0	175
	15:00	0	78	28	0	1	0	0	0	0	0	0	0	0	107	0	62	30	0	3	0	0	1	0	0	0	0	0	96	0	140	58	0	4	0	0	1	0	0	0	0	0	0	203
	15:15	1	76	26	0	3	0	0	0	0	0	0	0	0	106	0	86	27	1	3	0	0	0	0	0	0	0	0	117	1	162	53	1	6	0	0	0	0	0	0	0	0	0	223
	15:30	0	79	22	0	0	0	0	0	0	0	0	0	0	101	0	43	28	0	2	0	0	0	0	0	0	0	0	73	0	122	50	0	2	0	0	0	0	0	0	0	0	0	174
	15:45	0	79	29	0	3	0	0	0	0	0	0	0	0	111	0	51	38	0	1	0	0	1	0	0	0	0	0	91	0	130	67	0	4	0	0	1	0	0	0	0	0	0	202
	16:00	0	72	29	0	0	0	0	0	0	0	0	0	0	101	2	69	26	1	1	0	0	1	0	0	0	0	0	100	2	141	55	1	1	0	0	1	0	0	0	0	0	0	201
	16:15	1	62	27	0	1	0	0	0	0	0	0	0	0	91	1	78	33	0	1	0	0	0	0	0	0	0	0	113	2	140	60	0	2	0	0	0	0	0	0	0	0	0	204
	16:30	0	69	38	0	1	0	0	0	0	0	0	0	0	108	1	73	28	0	0	0	0	1	0	0	0	0	0	103	1	142	66	0	1	0	0	1	0	0	0	0	0	0	211
	16:45	1	86	23	0	1	0	0	0	0	0	0	0	0	111	0	84	23	1	1	0	0	0	0	0	0	0	0	109	1	170	46	1	2	0	0	0	0	0	0	0	0	0	220
	17:00	1	96	31	0	0	0	0	0	0	0	0	0	0	128	2	90	24	0	0	0	0	0	0	0	0	0	0	116	3	186	55	0	0	0	0	0	0	0	0	0	0	0	244
	17:15	1	87	20	0	1	0	0	0	0	0	0	0	0	109	1	68	17	0	2	0	0	0	0	0	0	0	0	88	2	155	37	0	2	1	0	0	0	0	0	0	0	0	197
	17:30	0	64	26	0	0	0	0	0	0	0	0	0	0	90	0	54	17	0	3	0	0	0	0	0	0	0	0	74	0	118	43	0	3	0	0	0	0	0	0	0	0	0	164
	17:45	2	58	15	0	0	0	0	0	0	0	0	0	0	75	0	55	17	0	0	0	0	0	0	0	0	0	0	72	2	113	32	0	0	0	0	0	0	0	0	0	0	147	
	18:00	0	45	14	0	0	0	0	0	0	0	0	0	0	59	2	45	10	0	0	0	0	1	0	0	0	0	0	58	2	90	24	0	0	0	0	1	0	0	0	0	0	0	117
	18:15	0	33	12	0	0	0	0	0	0	0	0	0	0	45	0	50	11	0	1	0	0	0	0	0	0	0	0	62	0	83	23	0	1	0	0	0	0	0	0	0	0	0	107
	18:30	1	37	14	0	0	0	0	0	0	0	0	0	0	52	0	46	17	0	0	0	0	0	0	0	0	0	0	63	1	83	31	0	0	0	0	0	0	0	0	0	0	115	
	18:45	0	37	15	0	0	0	0	0	0	0	0	0	0	52	0	46	7	0	0	0	0	0	0	0	0	0	0	53	0	83	22	0	0	0	0	0	0	0	0	0	0	0	105
	19:00	0	40	5	0	0	0	0	0	0	0	0	0	0	45	0	29	14	0	0	0	0	0	0	0	0	0	0	43	0	69	19	0	0	0	0	0	0	0	0	0	0	0	88
19:15	0	25	11	0	0	0	0	0	0	0	0	0	0	36	0	32	12	0	0	0	0	0	0	0	0	0	0	44	0	57	23	0	0	0	0	0	0	0	0	0	0	0	80	
19:30	1	42	11	0	0	0	0	0	0	0	0	0	0	54	1	29	7	0	0	0	0	0	0	0	0	0	0	37	2	71	18	0	0	0	0	0	0	0	0	0	0	0	91	
19:45	2	29	13	0	0	0	0	0	0	0	0	0	0	44	0	21	8	0	0	0	0	0	0	0	0	0	0	29	2	50	21	0	0	0	0	0	0	0	0	0	0	0	73	
20:00	0	22	7	0	0	0	0	0	0	0	0	0	0	29	0	21	6	0	0	0	0	0	0	0	0	0	0	27	0	43	13	0	0	0	0	0	0	0	0	0	0	0	56	
20:15	0	21	5	0	0	0	0	0	0	0	0	0	0	26	0	19	6	0	0	0	0	0	0	0	0	0	0	25	0	40	11	0	0	0	0	0	0	0	0	0	0	0	51	
20:30	0	15	5	0	0	0	0	0	0	0	0	0	0	20	0	19	2	0	0	0	0	0	0	0	0	0	0	21	0	34	7	0	0	0	0	0	0	0	0	0	0	0	41	
20:45	0	24	11	0	0	0	0	0	0	0	0	0	0	35	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	40	13	0	0	0	0	0	0	0	0	0	0	0	53	
21:00	0	23	3	0	0	0	0	0	0	0	0	0	0	26	0	13	9	0	0	0	0	0	0	0	0	0	0	22	0	36	12	0	0	0	0	0	0	0	0	0	0	0	48	
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21:30	0	15	2	0	0	0	0	0	0	0	0	0	0	17	0	11	3	0	1	0	0	0	0	0	0	0	0	15	0	26	5	0	1	0	0	0	0	0	0	0	0	0	32	
21:45	0	12	1	0	1	0	0	0	0	0	0	0	0	14	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	21	3	0	1	0	0	0	0	0	0	0	0	0	25	
22:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	5	6	0	2	0	0	0	0	0	0	0	0	13	0	14	8	0	2	0	0	0	0	0	0	0	0	0	24	
22:15	0	7	4	0	0	0	0	0	0	0	0	0	0	11	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	17	6	0	0	0	0	0	0	0	0	0	0	0	23	
22:30	0	6	1	0	0	0	0	0	0	0</																																		

VOLUME**Bruce Rd Bet Skyway & E 20th St**

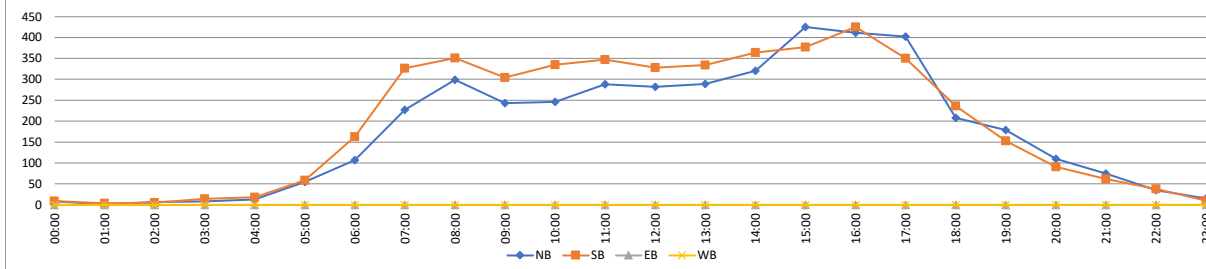
Day: Tuesday

Date: 3/24/2026

City: Chico

Project #: CA26_100007_001

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						4,254		4,703		0		0		8,957							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00	3	4			7	12:00	69	83			152	00:00 01:00	8	9			17				
0:15	1	2			3	12:15	73	71			144	01:00 02:00	2	4			6				
0:30	3	1			4	12:30	63	93			156	02:00 03:00	7	5			12				
0:45	1	2			3	12:45	77	81			158	03:00 04:00	8	14			22				
1:00	2	0			2	13:00	76	70			146	04:00 05:00	13	18			31				
1:15	0	2			2	13:15	58	82			140	05:00 06:00	55	59			114				
1:30	0	2			2	13:30	80	99			179	06:00 07:00	107	163			270				
1:45	0	0			0	13:45	75	83			158	07:00 08:00	227	326			553				
2:00	1	0			1	14:00	86	90			176	08:00 09:00	299	351			650				
2:15	3	1			4	14:15	79	89			168	09:00 10:00	243	304			547				
2:30	0	2			2	14:30	83	82			165	10:00 11:00	246	335			581				
2:45	3	2			5	14:45	72	103			175	11:00 12:00	288	347			635				
3:00	4	3			7	15:00	107	96			203	12:00 13:00	282	328			610				
3:15	1	3			4	15:15	106	117			223	13:00 14:00	289	334			623				
3:30	2	4			6	15:30	101	73			174	14:00 15:00	320	364			684				
3:45	1	4			5	15:45	111	91			202	15:00 16:00	425	377			802				
4:00	1	1			2	16:00	101	100			201	16:00 17:00	411	425			836				
4:15	3	5			8	16:15	91	113			204	17:00 18:00	402	350			752				
4:30	4	4			8	16:30	108	103			211	18:00 19:00	208	236			444				
4:45	5	8			13	16:45	111	109			220	19:00 20:00	179	153			332				
5:00	3	10			13	17:00	128	116			244	20:00 21:00	110	91			201				
5:15	7	9			16	17:15	109	88			197	21:00 22:00	75	62			137				
5:30	16	18			34	17:30	90	74			164	22:00 23:00	35	38			73				
5:45	29	22			51	17:45	75	72			147	23:00 00:00	15	10			25				
6:00	26	31			57	18:00	59	58			117	STATISTICS									
6:15	19	31			50	18:15	45	62			107		NB	SB	EB	WB	TOTAL				
6:30	23	43			66	18:30	52	63			115	Peak Period	00:00	to	12:00						
6:45	39	58			97	18:45	52	53			105	Volume	1503	1935			3438				
7:00	35	58			93	19:00	45	43			88	Peak Hour	7:45	10:45			7:30				
7:15	50	77			127	19:15	36	44			80	Peak Volume	305	367			668				
7:30	60	103			163	19:30	54	37			91	Peak Hour Factor	0.811	0.812			0.913				
7:45	82	88			170	19:45	44	29			73	Peak Period	12:00	to	00:00						
8:00	94	89			183	20:00	29	27			56	Volume	2751	2768			5519				
8:15	68	84			152	20:15	26	25			51	Peak Hour	16:30	16:15			16:15				
8:30	61	81			142	20:30	20	21			41	Peak Volume	456	441			879				
8:45	76	97			173	20:45	35	18			53	Peak Hour Factor	0.891	0.950			0.901				
9:00	62	71			133	21:00	26	22			48	Peak Period	07:00	to	09:00						
9:15	69	86			155	21:15	18	14			32	Volume	526	677			1203				
9:30	64	66			130	21:30	17	15			32	Peak Hour	7:45	7:30			7:30				
9:45	48	81			129	21:45	14	11			25	Peak Volume	305	364			668				
10:00	60	80			140	22:00	11	13			24	Peak Hour Factor	0.811	0.883			0.913				
10:15	67	85			152	22:15	11	12			23	Peak Period	16:00	to	18:00						
10:30	59	68			127	22:30	7	6			13	Volume	813	775			1588				
10:45	60	102			162	22:45	6	7			13	Peak Hour	16:30	16:15			16:15				
11:00	88	76			164	23:00	6	1			7	Peak Volume	456	441			879				
11:15	60	113			173	23:15	1	6			7	Peak Hour Factor	0.891	0.950			0.901				
11:30	80	76			156	23:30	5	0			5										
11:45	60	82			142	23:45	3	3			6										
TOTALS	1503	1935	0	0	3438	TOTALS	2751	2768	0	0	5519										
SPLIT %	44%	56%	0%	0%	38%	SPLIT %	50%	50%	0%	0%	62%										

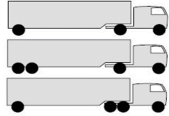
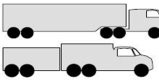


CLASSIFICATION Bruce Rd Bet Skyway & E 20th St

Day: Wednesday
Date: 3/25/2026

City: Chico
Project #: CA26_100007_001

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	1	9	1	0	0	0	0	0	0	0	0	0	0	11	0	6	1	0	0	0	0	0	0	0	0	0	7	1	15	2	0	0	0	0	0	0	0	0	0	0	0	18
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	0	0	0	0	0	0	7	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
2:00	0	4	0	0	0	1	0	0	0	0	0	0	0	5	0	4	1	0	0	0	0	0	0	0	0	0	5	0	8	1	0	0	1	0	0	0	0	0	0	0	10	
3:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0	4	2	0	0	0	0	0	0	0	0	0	6	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
4:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10	0	14	3	0	0	0	0	0	0	0	0	0	17	0	20	7	0	0	0	0	0	0	0	0	0	0	27	
5:00	0	36	21	0	1	0	1	2	0	0	0	0	0	61	0	48	21	0	0	0	0	0	0	0	0	0	69	0	84	42	0	1	0	1	2	0	0	0	0	0	130	
6:00	1	51	43	2	3	2	0	0	0	0	0	0	0	102	2	114	63	0	1	0	0	0	0	0	0	0	180	3	165	106	2	4	2	0	0	0	0	0	0	0	282	
7:00	2	142	68	1	3	0	0	1	0	0	0	0	0	217	0	250	81	0	1	2	0	0	0	0	0	0	334	2	392	149	1	4	2	0	1	0	0	0	0	0	551	
8:00	2	173	76	0	5	2	0	0	0	0	0	0	0	258	0	236	76	1	5	6	0	1	2	0	0	0	327	2	409	152	1	10	8	0	1	2	0	0	0	0	585	
9:00	0	161	74	1	6	3	0	0	0	0	0	0	0	245	1	230	65	0	5	6	0	1	0	0	0	0	308	1	391	139	1	11	9	0	1	0	0	0	0	0	553	
10:00	0	188	55	0	6	0	0	0	0	0	0	0	0	249	1	222	63	0	4	3	0	1	1	0	0	0	295	1	410	118	0	10	3	0	1	1	0	0	0	0	544	
11:00	1	194	72	0	3	1	0	0	0	0	0	0	0	271	2	227	85	1	3	2	0	0	0	0	0	0	320	3	421	157	1	6	3	0	0	0	0	0	0	0	591	
12:00	1	195	62	0	6	2	0	0	0	0	0	0	0	266	1	245	87	1	1	2	0	1	0	0	0	0	338	2	440	149	1	7	4	0	1	0	0	0	0	0	604	
13:00	0	208	67	0	4	1	0	1	0	0	0	0	0	281	4	212	96	0	2	2	0	0	1	0	0	0	317	4	420	163	0	6	3	0	1	1	0	0	0	0	598	
14:00	2	200	68	2	3	0	0	1	0	0	0	0	0	276	0	226	87	1	3	2	0	0	1	0	0	0	320	2	426	155	3	6	2	0	1	1	0	0	0	0	596	
15:00	3	255	106	0	6	0	0	0	0	0	0	0	0	370	1	260	106	2	3	5	0	0	0	0	0	0	377	4	515	212	2	9	5	0	0	0	0	0	0	0	747	
16:00	3	295	97	0	2	1	0	1	0	0	0	0	0	399	2	305	98	0	3	2	0	0	1	0	0	0	411	5	600	195	0	5	3	0	1	1	0	0	0	0	810	
17:00	3	289	91	0	0	0	0	0	0	0	0	0	0	383	2	235	59	1	1	0	0	0	0	0	0	0	298	5	524	150	1	1	0	0	0	0	0	0	0	0	681	
18:00	2	164	57	1	0	0	0	0	0	0	0	0	0	224	0	159	44	0	2	0	0	0	0	0	0	0	205	2	323	101	1	2	0	0	0	0	0	0	0	0	429	
19:00	2	132	43	0	0	0	0	0	0	0	0	0	0	177	1	113	30	0	0	0	0	0	0	0	0	0	144	3	245	73	0	0	0	0	0	0	0	0	0	0	321	
20:00	1	97	30	0	0	0	0	0	0	0	0	0	0	128	0	81	21	0	0	0	0	0	0	0	0	0	102	1	178	51	0	0	0	0	0	0	0	0	0	0	230	
21:00	0	68	11	0	0	0	0	0	0	0	0	0	0	79	1	46	10	0	0	0	0	0	0	0	0	0	57	1	114	21	0	0	0	0	0	0	0	0	0	0	136	
22:00	2	27	7	0	0	0	0	0	0	0	0	0	0	36	0	36	6	0	0	0	0	0	0	0	0	0	42	2	63	13	0	0	0	0	0	0	0	0	0	0	78	
23:00	0	16	9	0	0	0	0	0	0	0	0	0	0	25	0	9	3	0	0	0	0	0	0	0	0	0	12	0	25	12	0	0	0	0	0	0	0	0	0	0	0	37
Totals	26	2,912	1,064	7	48	13	1	6	0	0	0	0	0	4,077	18	3,289	1,108	7	34	32	0	4	6	0	0	0	4,498	44	6,201	2,172	14	82	45	1	10	6	0	0	0	0	8,575	
% of Totals	1%	71%	26%	0%	1%	0%	0%	0%						100%	0%	73%	25%	0%	1%	1%		0%	0%			100%	1%	72%	25%	0%	1%	1%	0%	0%	0%							100%

FHWA	CLASSIFICATION DEFINITIONS						
							
	#1 Motorcycles	#2 Passenger Cars	#3 2-Axle, 4-Tire Single Unit	#4 Buses	#5 2-Axle, 6-Tire Single Units	#6 3-Axle Single Units	#7 >=4-Axle Single Units
						ANY 7 OR MORE AXLE	
	#8 <=4-Axle Single Trailers	#9 5-Axle Single Trailers	#10 >=6-Axle Single Trailers	#11 <=5-Axle Multi-Trailers	#12 6-Axle Multi-Trailers	#13 >=7-Axle Multi-Trailers	

STATISTICS	00:00 - 12:00		7	966	416	4	27	9	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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CLASSIFICATION
Bruce Rd Bet Skyway & E 20th St

Day: Wednesday
Date: 3/25/2026

City: Chico
Project #: CA26_100007_001

	Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
15-MINUTE BREAKDOWN	0:00	0	3	1	0	0	0	0	0	0	0	0	0	4	0	1	1	0	0	0	0	0	0	0	0	0	2	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6	
	0:15	0	1	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0	0	0	5	0	6	0	0	0	0	0	0	0	0	0	0	0	6		
	0:30	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5			
	0:45	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	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	1	0	3	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	4			
	1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1			
	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2			
	1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1			
	2:00	0	2	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3		
	2:15	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	1	0	0	0	0	0	0	0	3		
	2:30	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1		
	2:45	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2	0	3	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	2	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	4		
	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2		
	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	2		
	3:45	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1		
	4:00	0	2	1	0	0	0	0	0	0	0	0	0	3	0	1	1	0	0	0	0	0	0	0	0	0	2	0	3	2	0	0	0	0	0	0	0	0	0	0	5		
	4:15	0	1	1	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	3	0	4	1	0	0	0	0	0	0	0	0	0	0	5		
	4:30	0	1	1	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	4	0	5	1	0	0	0	0	0	0	0	0	0	0	6		
	4:45	0	2	1	0	0	0	0	0	0	0	0	0	3	0	6	2	0	0	0	0	0	0	0	0	0	8	0	8	3	0	0	0	0	0	0	0	0	0	0	11		
	5:00	0	3	1	0	0	0	0	0	0	0	0	0	4	0	4	3	0	0	0	0	0	0	0	0	0	7	0	7	4	0	0	0	0	0	0	0	0	0	0	11		
	5:15	0	3	0	0	0	0	0	1	0	0	0	0	4	0	10	1	0	0	0	0	0	0	0	0	0	11	0	13	1	0	0	0	0	1	0	0	0	0	0	15		
	5:30	0	13	7	0	1	0	0	0	0	0	0	0	21	0	12	6	0	0	0	0	0	0	0	0	0	18	0	25	13	0	1	0	0	0	0	0	0	0	39			
	5:45	0	17	13	0	0	0	1	1	0	0	0	0	32	0	22	11	0	0	0	0	0	0	0	0	0	33	0	39	24	0	0	0	1	1	0	0	0	0	0	65		
	6:00	0	19	12	0	0	0	0	0	0	0	0	0	31	0	23	8	0	0	0	0	0	0	0	0	0	31	0	42	20	0	0	0	0	0	0	0	0	0	62			
	6:15	0	3	12	1	2	0	0	0	0	0	0	0	18	0	20	12	0	0	0	0	0	0	0	0	0	32	0	23	24	1	2	0	0	0	0	0	0	0	50			
	6:30	0	7	9	1	0	1	0	0	0	0	0	0	18	1	30	17	0	0	0	0	0	0	0	0	0	48	1	37	26	1	0	1	0	0	0	0	0	0	66			
	6:45	1	22	10	0	1	1	0	0	0	0	0	0	35	1	41	26	0	1	0	0	0	0	0	0	0	69	2	63	36	0	2	1	0	0	0	0	0	0	104			
	7:00	0	16	6	1	1	0	0	1	0	0	0	0	25	0	41	21	0	0	0	0	0	0	0	0	0	62	0	57	27	1	1	0	0	1	0	0	0	0	87			
	7:15	0	26	18	0	2	0	0	0	0	0	0	0	46	0	67	12	0	1	0	0	0	0	0	0	0	80	0	93	30	0	3	0	0	0	0	0	0	0	126			
	7:30	1	42	17	0	0	0	0	0	0	0	0	0	60	0	63	25	0	0	0	0	0	0	0	0	0	88	1	105	42	0	0	0	0	0	0	0	0	0	148			
	7:45	1	58	27	0	0	0	0	0	0	0	0	0	86	0	79	23	0	0	2	0	0	0	0	0	0	104	1	137	50	0	0	2	0	0	0	0	0	0	190			
	8:00	0	47	19	0	0	1	0	0	0	0	0	0	67	0	51	19	0	2	1	0	0	0	0	0	0	73	0	98	38	0	2	2	0	0	0	0	0	0	140			
	8:15	0	45	21	0	1	0	0	0	0	0	0	0	67	0	68	16	0	0	4	0	0	0	1	0	0	89	0	113	37	0	1	4	0	0	1	0	0	0	156			
	8:30	1	38	20	0	2	1	0	0	0	0	0	0	62	0	53	27	1	1	1	0	1	1	0	0	0	85	1	91	47	1	3	2	0	1	1	0	0	0	147			
	8:45	1	43	16	0	2	0	0	0	0	0	0	0	62	0	64	14	0	2	0	0	0	0	0	0	0	80	1	107	30	0	4	0	0	0	0	0	0	0	142			
	9:00	0	38	14	0	3	1	0	0	0	0	0	0	56	0	65	17	0	0	1	0	0	0	0	0	0	83	0	103	31	0	3	2	0	0	0	0	0	0	139			
	9:15	0	33	19	0	1	1	0	0	0	0	0	0	54	1	61	12	0	2	2	0	0	0	0	0	0	78	1	94	31	0	3	3	0	0	0	0	0	0	132			
	9:30	0	45	18	1	0	0	0	0	0	0	0	0	64	0	49	17	0	1	3	0	0	0	0	0	0	70	0	94	35	1	1	3	0	0	0	0	0	0	134			
	9:45	0	45	23	0	2	1	0	0	0	0	0	0	71	0	55	19	0	2	0	0	1	0	0	0	0	77	0	100	42	0	4	1	0	1	0	0	0	0	148			
	10:00	0	50	16	0	3	0	0	0	0	0	0	0	69	1	60	18	0	3	0	0	0	0	0	0	0	82	1	110	34	0	6	0	0	0	0	0	0	0	151			
	10:15	0	48	17	0	2	0	0	0	0	0	0	0	67	0	41	14	0	1	0	0	0	0	0	0	0	56	0	89	31	0	3	0	0	0	0	0	0	0	123			
10:30	0	44	14	0	1	0	0	0	0	0	0	0	59	0	64	14	0	0	1	0	1	1	0	0	0	81	0	108	28	0	1	1	0	1	1	0	0	0	140				
10:45	0	46	8	0	0	0	0	0	0	0	0	0	54	0	57	17	0	0	2	0	0	0	0	0	0	76	0	103	25	0	0	2	0										

City: Chico
Project #: CA26_100007_001

	Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
15-MINUTE BREAKDOWN	12:00	0	52	14	0	3	1	0	0	0	0	0	0	70	0	57	17	1	0	1	0	0	0	0	0	0	76	0	109	31	1	3	2	0	0	0	0	0	0	0	0	146	
	12:15	1	44	12	0	0	0	0	0	0	0	0	0	57	0	49	20	0	1	0	0	0	0	0	0	0	70	1	93	32	0	1	0	0	0	0	0	0	0	0	127		
	12:30	0	49	18	0	2	1	0	0	0	0	0	0	70	1	69	21	0	0	0	1	0	0	0	0	0	92	1	118	39	0	2	1	0	1	0	0	0	0	0	162		
	12:45	0	50	18	0	1	0	0	0	0	0	0	0	69	0	70	29	0	0	1	0	0	0	0	0	0	100	0	120	47	0	1	1	0	0	0	0	0	0	0	169		
	13:00	0	49	17	0	1	1	0	0	0	0	0	0	68	0	59	29	0	0	1	0	0	1	0	0	0	90	0	108	46	0	1	2	0	0	1	0	0	0	0	158		
	13:15	0	47	17	0	1	0	0	1	0	0	0	0	66	1	52	21	0	0	0	0	0	0	0	0	0	74	1	99	38	0	1	0	0	1	0	0	0	0	0	140		
	13:30	0	65	18	0	2	0	0	0	0	0	0	0	85	2	49	23	0	0	0	0	0	0	0	0	0	74	2	114	41	0	2	0	0	0	0	0	0	0	0	159		
	13:45	0	47	15	0	0	0	0	0	0	0	0	0	62	1	52	23	0	2	1	0	0	0	0	0	0	79	1	99	38	0	2	1	0	0	0	0	0	0	0	141		
	14:00	0	52	17	1	1	0	0	0	0	0	0	0	71	0	62	25	0	0	1	0	0	0	0	0	0	88	0	114	42	1	1	1	0	0	0	0	0	0	0	159		
	14:15	1	45	16	0	0	0	0	1	0	0	0	0	63	0	58	17	0	2	0	0	0	1	0	0	0	78	1	103	33	0	2	0	0	1	1	0	0	0	0	141		
	14:30	1	56	23	0	2	0	0	0	0	0	0	0	82	0	53	22	1	0	0	0	0	0	0	0	0	76	1	109	45	1	2	0	0	0	0	0	0	0	0	158		
	14:45	0	47	12	1	0	0	0	0	0	0	0	0	60	0	53	23	0	1	1	0	0	0	0	0	0	78	0	100	35	1	1	1	0	0	0	0	0	0	0	138		
	15:00	0	69	20	0	1	0	0	0	0	0	0	0	90	0	71	30	0	0	2	0	0	0	0	0	0	0	103	0	140	50	0	1	2	0	0	0	0	0	0	0	193	
	15:15	3	72	29	0	1	0	0	0	0	0	0	0	105	1	60	22	0	2	1	0	0	0	0	0	0	0	86	4	132	51	0	3	1	0	0	0	0	0	0	0	191	
	15:30	0	63	28	0	3	0	0	0	0	0	0	0	94	0	63	22	1	1	1	0	0	0	0	0	0	0	88	0	126	50	1	4	1	0	0	0	0	0	0	0	182	
	15:45	0	51	29	0	1	0	0	0	0	0	0	0	81	0	66	32	1	0	1	0	0	0	0	0	0	0	100	0	117	61	1	1	1	0	0	0	0	0	0	0	181	
	16:00	0	62	29	0	0	1	0	1	0	0	0	0	93	0	68	22	0	1	1	0	0	0	0	0	0	0	92	0	130	51	0	1	2	0	1	0	0	0	0	0	185	
	16:15	1	64	25	0	1	0	0	0	0	0	0	0	91	2	95	28	0	1	0	0	0	0	0	0	0	0	126	3	159	53	0	2	0	0	0	0	0	0	0	0	217	
	16:30	0	92	17	0	0	0	0	0	0	0	0	0	109	0	79	22	0	0	0	0	0	1	0	0	0	0	102	0	171	39	0	0	0	0	0	1	0	0	0	0	211	
	16:45	2	77	26	0	1	0	0	0	0	0	0	0	106	0	63	26	0	1	1	0	0	0	0	0	0	0	91	2	140	52	0	2	1	0	0	0	0	0	0	0	197	
	17:00	1	75	28	0	0	0	0	0	0	0	0	0	104	0	75	21	0	0	0	0	0	0	0	0	0	0	96	1	150	49	0	0	0	0	0	0	0	0	0	0	200	
	17:15	0	75	24	0	0	0	0	0	0	0	0	0	99	0	55	17	1	0	0	0	0	0	0	0	0	0	73	0	130	41	1	0	0	0	0	0	0	0	0	0	172	
	17:30	0	76	22	0	0	0	0	0	0	0	0	0	98	2	57	9	0	0	0	0	0	0	0	0	0	0	68	2	133	31	0	0	0	0	0	0	0	0	0	0	166	
	17:45	2	63	17	0	0	0	0	0	0	0	0	0	82	0	48	12	0	1	0	0	0	0	0	0	0	0	61	2	111	29	0	1	0	0	0	0	0	0	0	0	143	
	18:00	0	49	18	1	0	0	0	0	0	0	0	0	68	0	39	13	0	1	0	0	0	0	0	0	0	0	53	0	88	31	1	1	0	0	0	0	0	0	0	0	121	
	18:15	2	48	11	0	0	0	0	0	0	0	0	0	61	0	43	13	0	0	0	0	0	0	0	0	0	0	56	2	91	24	0	0	0	0	0	0	0	0	0	0	117	
	18:30	0	35	20	0	0	0	0	0	0	0	0	0	55	0	31	10	0	0	0	0	0	0	0	0	0	0	41	0	66	30	0	0	0	0	0	0	0	0	0	0	96	
	18:45	0	32	8	0	0	0	0	0	0	0	0	0	40	0	46	8	0	1	0	0	0	0	0	0	0	0	55	0	78	16	0	1	0	0	0	0	0	0	0	0	95	
	19:00	1	37	16	0	0	0	0	0	0	0	0	0	54	0	44	5	0	0	0	0	0	0	0	0	0	0	49	1	81	21	0	0	0	0	0	0	0	0	0	0	103	
	19:15	0	37	11	0	0	0	0	0	0	0	0	0	48	1	28	12	0	0	0	0	0	0	0	0	0	0	41	1	65	23	0	0	0	0	0	0	0	0	0	0	89	
	19:30	0	26	11	0	0	0	0	0	0	0	0	0	37	0	23	6	0	0	0	0	0	0	0	0	0	0	29	0	49	17	0	0	0	0	0	0	0	0	0	0	66	
	19:45	1	32	5	0	0	0	0	0	0	0	0	0	38	0	18	7	0	0	0	0	0	0	0	0	0	0	25	1	50	12	0	0	0	0	0	0	0	0	0	0	63	
20:00	1	26	13	0	0	0	0	0	0	0	0	0	40	0	18	8	0	0	0	0	0	0	0	0	0	0	26	1	44	21	0	0	0	0	0	0	0	0	0	0	66		
20:15	0	29	6	0	0	0	0	0	0	0	0	0	35	0	25	6	0	0	0	0	0	0	0	0	0	0	31	0	54	12	0	0	0	0	0	0	0	0	0	0	66		
20:30	0	19	8	0	0	0	0	0	0	0	0	0	27	0	20	4	0	0	0	0	0	0	0	0	0	0	24	0	39	12	0	0	0	0	0	0	0	0	0	0	51		
20:45	0	23	3	0	0	0	0	0	0	0	0	0	26	0	18	3	0	0	0	0	0	0	0	0	0	0	21	0	41	6	0	0	0	0	0	0	0	0	0	0	47		
21:00	0	22	2	0	0	0	0	0	0	0	0	0	24	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	31	3	0	0	0	0	0	0	0	0	0	0	34		
21:15	0	14	2	0	0	0	0	0	0	0	0	0	16	1	16	4	0	0	0	0	0	0	0	0	0	0	21	1	30	6	0	0	0	0	0	0	0	0	0	0	37		
21:30	0	21	5	0	0	0	0	0	0	0	0	0	26	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	27	7	0	0	0	0	0	0	0	0	0	0	34		
21:45	0	11	2	0	0	0	0	0	0	0	0	0	13	0	15	3	0	0	0	0	0	0	0	0	0	0	18	0	26	5	0	0	0	0	0	0	0	0	0	0	31		
22:00	0	10	1	0	0	0	0	0	0	0	0	0	11	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	17	3	0	0	0	0	0	0	0	0	0	0	20		
22:15	2	8	2	0	0	0	0	0	0	0	0	0	12	0	15	3	0	0	0	0	0	0	0	0	0	0	18	2	23	5	0	0	0	0	0	0	0	0	0	0	30		
22:30	0	5	1	0	0	0	0	0	0	0	0	0	6	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	14	2	0	0	0	0	0	0	0	0	0	0	16		
22:45	0	4	3	0	0	0	0	0	0	0	0	0	7	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	9	3	0	0	0	0	0	0	0	0	0	0	12		
23:00	0	5	5	0	0	0	0	0	0	0	0	0	10	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	8	5	0	0	0	0	0	0	0	0	0	0	0		

VOLUME**Bruce Rd Bet Skyway & E 20th St**

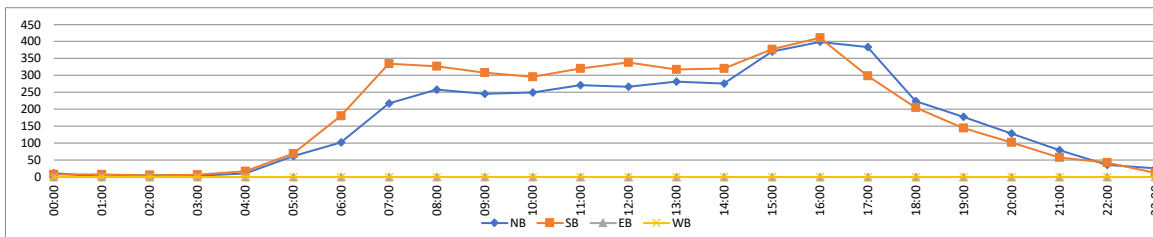
Day: Wednesday

Date: 3/25/2026

City: Chico

Project #: CA26_100007_001

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						4,077	4,498	0	0	8,575							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	4	2			6	12:00	70	76			146	00:00 01:00	11	7			18
0:15	1	5			6	12:15	57	70			127	01:00 02:00	1	7			8
0:30	5	0			5	12:30	70	92			162	02:00 03:00	5	5			10
0:45	1	0			1	12:45	69	100			169	03:00 04:00	3	6			9
1:00	1	3			4	13:00	68	90			158	04:00 05:00	10	17			27
1:15	0	1			1	13:15	66	74			140	05:00 06:00	61	69			130
1:30	0	2			2	13:30	85	74			159	06:00 07:00	102	180			282
1:45	0	1			1	13:45	62	79			141	07:00 08:00	217	334			551
2:00	2	1			3	14:00	71	88			159	08:00 09:00	258	327			585
2:15	1	2			3	14:15	63	78			141	09:00 10:00	245	308			553
2:30	1	0			1	14:30	82	76			158	10:00 11:00	249	295			544
2:45	1	2			3	14:45	60	78			138	11:00 12:00	271	320			591
3:00	2	2			4	15:00	90	103			193	12:00 13:00	266	338			604
3:15	0	2			2	15:15	105	86			191	13:00 14:00	281	317			598
3:30	0	2			2	15:30	94	88			182	14:00 15:00	276	320			596
3:45	1	0			1	15:45	81	100			181	15:00 16:00	370	377			747
4:00	3	2			5	16:00	93	92			185	16:00 17:00	399	411			810
4:15	2	3			5	16:15	91	126			217	17:00 18:00	383	298			681
4:30	2	4			6	16:30	109	102			211	18:00 19:00	224	205			429
4:45	3	8			11	16:45	106	91			197	19:00 20:00	177	144			321
5:00	4	7			11	17:00	104	96			200	20:00 21:00	128	102			230
5:15	4	11			15	17:15	99	73			172	21:00 22:00	79	57			136
5:30	21	18			39	17:30	98	68			166	22:00 23:00	36	42			78
5:45	32	33			65	17:45	82	61			143	23:00 00:00	25	12			37
6:00	31	31			62	18:00	68	53			121	STATISTICS					
6:15	18	32			50	18:15	61	56			117		NB	SB	EB	WB	TOTAL
6:30	18	48			66	18:30	55	41			96	Peak Period	00:00	to	12:00		
6:45	35	69			104	18:45	40	55			95	Volume	1433	1875			3308
7:00	25	62			87	19:00	54	49			103	Peak Hour	7:45	7:30			7:30
7:15	46	80			126	19:15	48	41			89	Peak Volume	282	354			634
7:30	60	88			148	19:30	37	29			66	Peak Hour Factor	0.820	0.851			0.834
7:45	86	104			190	19:45	38	25			63	Peak Period	12:00	to	00:00		
8:00	67	73			140	20:00	40	26			66	Volume	2644	2623			5267
8:15	67	89			156	20:15	35	31			66	Peak Hour	16:30	15:45			16:15
8:30	62	85			147	20:30	27	24			51	Peak Volume	418	420			825
8:45	62	80			142	20:45	26	21			47	Peak Hour Factor	0.959	0.833			0.950
9:00	56	83			139	21:00	24	10			34	Peak Period	07:00	to	09:00		
9:15	54	78			132	21:15	16	21			37	Volume	475	661			1136
9:30	64	70			134	21:30	26	8			34	Peak Hour	7:45	7:30			7:30
9:45	71	77			148	21:45	13	18			31	Peak Volume	282	354			634
10:00	69	82			151	22:00	11	9			20	Peak Hour Factor	0.820	0.851			0.834
10:15	67	56			123	22:15	12	18			30	Peak Period	16:00	to	18:00		
10:30	59	81			140	22:30	6	10			16	Volume	782	709			1491
10:45	54	76			130	22:45	7	5			12	Peak Hour	16:30	16:15			16:15
11:00	80	89			169	23:00	10	3			13	Peak Volume	418	415			825
11:15	50	86			136	23:15	4	4			8	Peak Hour Factor	0.959	0.823			0.950
11:30	58	67			125	23:30	5	2			7						
11:45	83	78			161	23:45	6	3			9						
TOTALS	1433	1875	0	0	3308	TOTALS	2644	2623	0	0	5267						
SPLIT %	43%	57%	0%	0%	39%	SPLIT %	50%	50%	0%	0%	61%						

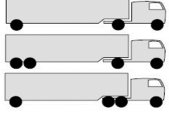
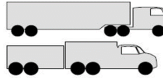


CLASSIFICATION

Bruce Rd Bet E 20th St & Hwy 32/Deer Creek Hwy

Day: Tuesday
Date: 3/24/2026City: Chico
Project #: CA26_100007_002

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	11	0	0	0	0	0	0	0	0	0	0	11	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17
1:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	6	0	0	0	0	0	0	0	0	0	0	6	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
2:00	0	9	1	0	0	0	1	0	0	0	0	0	0	11	0	4	0	0	0	0	0	0	0	0	0	0	4	0	13	1	0	0	0	1	0	0	0	0	0	0	15	
3:00	0	8	3	0	1	0	0	0	1	0	0	0	0	13	0	8	1	0	1	0	0	0	0	0	0	0	10	0	16	4	0	2	0	0	1	0	0	0	0	0	23	
4:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0	16	4	0	0	0	0	0	0	0	0	0	20	0	21	7	0	0	0	0	0	0	0	0	0	0	28	
5:00	0	33	7	0	0	0	0	1	0	0	0	0	0	41	0	41	19	0	0	0	0	0	0	0	0	0	60	0	74	26	0	0	0	1	0	0	0	0	0	0	101	
6:00	0	48	32	2	1	0	0	0	0	0	0	0	0	83	0	102	50	0	1	0	0	0	0	0	0	0	153	0	150	82	2	2	0	0	0	0	0	0	0	0	236	
7:00	0	253	73	1	10	1	0	1	0	0	0	0	0	339	4	342	108	2	3	1	0	1	0	0	0	0	461	4	595	181	3	13	2	0	2	0	0	0	0	0	800	
8:00	3	267	100	4	6	4	0	1	1	0	0	0	0	386	0	424	92	1	5	0	0	1	0	0	0	0	523	3	691	192	5	11	4	0	2	1	0	0	0	0	909	
9:00	1	282	79	1	5	2	1	0	0	0	0	0	0	371	1	313	88	3	11	2	0	1	0	0	0	0	419	2	595	167	4	16	4	1	1	0	0	0	0	0	790	
10:00	0	279	74	2	4	1	0	0	0	0	0	0	0	360	0	331	106	0	3	1	0	0	1	0	0	0	442	0	610	180	2	7	2	0	0	1	0	0	0	0	802	
11:00	0	337	113	1	2	0	0	2	0	0	0	0	0	455	2	363	92	1	2	0	0	1	0	0	0	0	461	2	700	205	2	4	0	0	3	0	0	0	0	0	916	
12:00	2	350	122	1	4	1	0	0	1	0	0	0	0	481	1	370	89	3	4	0	0	0	0	0	0	0	467	3	720	211	4	8	1	0	0	1	0	0	0	0	948	
13:00	1	358	92	0	5	0	0	0	0	0	0	0	0	456	3	382	113	1	7	1	0	2	0	0	0	0	509	4	740	205	1	12	1	0	2	0	0	0	0	0	965	
14:00	3	395	117	2	5	1	0	0	0	0	0	0	0	523	3	394	121	1	5	1	0	1	0	0	0	0	526	6	789	238	3	10	2	0	1	0	0	0	0	0	1049	
15:00	0	437	138	0	10	0	0	0	0	0	0	0	0	585	1	375	136	3	9	0	0	0	1	0	0	0	525	1	812	274	3	19	0	0	0	1	0	0	0	0	1110	
16:00	5	472	154	0	3	1	0	1	0	0	0	0	0	636	0	427	107	0	4	0	0	0	0	0	0	0	538	5	899	261	0	7	1	0	1	0	0	0	0	0	1174	
17:00	2	512	108	0	0	0	0	0	0	0	0	0	0	622	4	400	84	0	5	0	0	0	0	0	0	0	493	6	912	192	0	5	0	0	0	0	0	0	0	0	1115	
18:00	3	304	57	0	0	0	0	0	0	0	0	0	0	364	0	320	52	0	0	0	0	0	0	0	0	0	372	3	624	109	0	0	0	0	0	0	0	0	0	0	736	
19:00	3	285	54	0	0	0	0	0	0	0	0	0	0	342	1	216	53	0	0	0	0	0	0	0	0	0	270	4	501	107	0	0	0	0	0	0	0	0	0	0	612	
20:00	0	171	37	0	0	0	0	0	0	0	0	0	0	208	0	139	20	0	0	0	0	0	0	0	0	0	159	0	310	57	0	0	0	0	0	0	0	0	0	0	367	
21:00	0	120	12	0	1	0	0	0	0	0	0	0	0	133	0	82	26	0	2	0	0	0	0	0	0	0	110	0	202	38	0	3	0	0	0	0	0	0	0	0	243	
22:00	0	49	5	0	0	0	0	0	0	0	0	0	0	54	0	49	6	0	1	0	0	0	0	0	0	0	56	0	98	11	0	1	0	0	0	0	0	0	0	0	110	
23:00	2	15	4	0	0	0	0	0	0	0	0	0	0	21	0	22	2	0	0	0	0	1	0	0	0	0	25	2	37	6	0	0	0	0	1	0	0	0	0	0	46	
Totals	25	4,999	1,386	14	57	11	2	6	3	0	0	0	0	6,503	20	5,137	1,369	15	63	6	0	8	2	0	0	0	6,620	45	10,136	2,755	29	120	17	2	14	5	0	0	0	0	0	13,123
% of Totals	0%	77%	21%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	78%	21%	0%	1%	0%	0%	0%	0%	0%	0%	0%	100%	0%	77%	21%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%

FHWA	CLASSIFICATION DEFINITIONS						
	 #1 Motorcycles	 #2 Passenger Cars	 #3 2-Axle, 4-Tire Single Unit	 #4 Buses	 #5 2-Axle, 6-Tire Single Units	 #6 3-Axle Single Units	 #7 >=4-Axle Single Units
	 #8 <=4-Axle Single Trailers	 #9 5-Axle Single Trailers	 #10 >=6-Axle Single Trailers	 #11 <=5-Axle Multi-Trailers	 #12 6-Axle Multi-Trailers	ANY 7 OR MORE AXLE #13 >=7-Axle Multi-Trailers	

STATISTICS	00:00 - 12:00		00:00 - 12:00																12:00 - 24:00																07:00 - 09:00																16:00 - 18:00															
	4	1531	486	11	29	8	2	5	2	0	0	0	0	2078	7	1961	560	7	26	4	0	4	1	0	0	0	2570	11	3492	1046	18	55	12	2	9	3	0	0	0	0	4648																									
	0%	24%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	30%	8%	0%	0%	0%	0%	0%	0%	0%	0%	39%	0%	27%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	35%																										
	Peak Hour	7:30	11:30	11:30	8:00	7:15	8:00	1:45	10:45	2:15	0:00	0:00	0:00	0:00	11:30	7:00	7:30	7:15	7:15	9:00	9:00	0:00	8:45	10:00	0:00	0:00	0:00	7:30	7:30	7:30	7:30	7:30	7:15	9:15	1:45	10:45	2:15	0:00	0:00	0:00	0:00	7:30																								
	Peak Volume	3	348	129	4	12	4	1	2	1	0	0	0	0	486	4	449	120	3	11	2	0	2	1	0	0	0	576	6	774	225	5	16	5	1	3	1	0	0	0	0	1031																								
	12:00 - 24:00	21	3468	900	3	28	3	0	1	1	0	0	0	0	4425	13	3176	809	8	37	2	0	4	1	0	0	0	4050	34	6644	1709	11	65	5	0	5	2	0	0	0	0	8475																								
	Peak Hour	0%	53%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	68%	0%	48%	12%	0%	1%	0%	0%	0%	0%	0%	0%	0%	61%	0%	51%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	65%																									
	Peak Volume	16:00	16:30	15:15	16:00	15:00	12:00	12:00	15:15	12:00	12:00	12:00	12:00	16:30	16:45	15:30	15:15	12:00	14:30	13:45	12:00	12:45	14:45	12:00	12:00	12:00	15:30	17:15	16:45	15:45	12:00	15:00	13:45	12:00	12:45	12:00	12:00	12:00	12:00	12:00	16:30																									
	07:00 - 09:00	3	561	158	2	10	1	0	1	1	0	0	0	0	725	4	432	139	3	9	2	0	2	1	0	0	0	571	7	977	282	4	19	3	0	2	1	0	0	0	0	1234																								
	Peak Hour	0%	8%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	12%	3%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	10%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%																								
Peak Volume	3	325	113	4	12	4	0	1	1	0	0	0	0	455	4	449	120	3	7	1	0	1	0	0	0	0	576	6	774	225	5	16	4	0	2	1	0	0	0	0	1031																									
16:00 - 18:00	3	984	262	0	3	1	0	1	0	0	0	0	0	1258	4	827	191	0	9	0	0	0	0	0	0	0	1061	11	1811	425	5	12	1	0	1	0	0	0	0	0	2289																									
Peak Hour	0%	15%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	19%	0%	12%	3%	0%	0%	0%	0%	0%	0%	0%	0%	14%	3%	14%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%																									
Peak Volume	16:00	16:30	15:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:45	16:00	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30																								
Peak Volume	5	561	156	0	3	1	0	1	0	0	0	0	0	717	4	427	107	0	6	0	0	0	0	0	0	0	538	6	977	261	0	8	1	0	1	0	0	0	0	0	1234																									

CLASSIFICATION

Bruce Rd Bet E 20th St & Hwy 32/Deer Creek Hwy

Day: Tuesday
Date: 3/24/2026City: Chico
Project #: CA26_100007_002

	Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
15-MINUTE BREAKDOWN	0:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	4	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7	
	0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
	0:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	2	0	4	1	0	0	0	0	0	0	0	0	0	0	5		
	0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	0	4	0	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	1	0	2	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
	1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
	1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
	1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
	2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
	2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
	2:30	0	2	1	0	0	0	0	1	0	0	0	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	2	0	4	1	0	0	0	1	0	0	0	0	0	0	0	6
	2:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
	3:00	0	2	1	0	0	0	0	0	1	0	0	0	0	4	0	2	1	0	0	0	0	0	0	0	0	0	3	0	4	2	0	0	0	0	0	1	0	0	0	0	0	7
	3:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	3:30	0	3	0	0	1	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
	3:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	1	0	0	0	0	0	0	0	3	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
	4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	4:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0	0	0	5	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
	4:30	0	1	3	0	0	0	0	0	0	0	0	0	0	4	0	2	2	0	0	0	0	0	0	0	0	0	4	0	3	5	0	0	0	0	0	0	0	0	0	0	0	8
	4:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	7	2	0	0	0	0	0	0	0	0	0	9	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
	5:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	3	1	0	0	0	0	0	0	0	0	0	4	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
	5:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	9	4	0	0	0	0	0	0	0	0	0	13	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
	5:30	0	12	4	0	0	0	0	0	0	0	0	0	0	16	0	13	5	0	0	0	0	0	0	0	0	0	18	0	25	9	0	0	0	0	0	0	0	0	0	0	0	34
	5:45	0	15	3	0	0	0	0	1	0	0	0	0	0	19	0	16	9	0	0	0	0	0	0	0	0	0	25	0	31	12	0	0	0	0	1	0	0	0	0	0	0	44
	6:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12	0	17	11	0	1	0	0	0	0	0	0	0	29	0	25	15	0	1	0	0	0	0	0	0	0	0	0	41
	6:15	0	7	10	0	0	0	0	0	0	0	0	0	0	17	0	24	5	0	0	0	0	0	0	0	0	0	29	0	31	15	0	0	0	0	0	0	0	0	0	0	0	46
	6:30	0	11	7	1	0	0	0	0	0	0	0	0	0	19	0	32	13	0	0	0	0	0	0	0	0	0	45	0	43	20	1	0	0	0	0	0	0	0	0	0	0	64
	6:45	0	22	11	1	1	0	0	0	0	0	0	0	0	35	0	29	21	0	0	0	0	0	0	0	0	0	50	0	51	32	1	1	0	0	0	0	0	0	0	0	0	85
	7:00	0	27	8	1	1	0	0	0	0	0	0	0	0	37	1	48	19	0	1	0	0	0	0	0	0	0	69	1	75	27	1	2	0	0	0	0	0	0	0	0	0	106
	7:15	0	47	6	0	4	1	0	0	0	0	0	0	0	58	0	70	21	0	0	0	0	0	0	0	0	0	91	0	117	27	0	4	1	0	0	0	0	0	0	0	0	149
	7:30	0	86	28	0	3	0	0	1	0	0	0	0	0	118	2	88	25	1	1	0	0	0	0	0	0	0	117	2	174	53	1	4	0	0	1	0	0	0	0	0	0	235
	7:45	0	93	31	0	2	0	0	0	0	0	0	0	0	126	1	136	43	1	1	1	0	1	0	0	0	0	184	1	229	74	1	3	1	0	1	0	0	0	0	0	0	310
8:00	2	79	30	0	3	2	0	0	0	0	0	0	0	116	0	118	31	1	2	0	0	0	0	0	0	0	152	2	197	61	1	5	2	0	0	0	0	0	0	0	0	268	
8:15	1	67	24	2	0	1	0	0	0	0	0	0	0	95	0	107	13	0	3	0	0	0	0	0	0	0	123	1	174	37	2	3	1	0	0	0	0	0	0	0	0	218	
8:30	0	65	24	1	0	0	0	1	0	0	0	0	0	91	0	85	24	0	0	0	0	0	0	0	0	0	109	0	150	48	1	0	0	0	1	0	0	0	0	0	0	200	
8:45	0	56	22	1	3	1	0	0	1	0	0	0	0	84	0	114	24	0	0	0	0	1	0	0	0	0	139	0	170	46	1	3	1	0	1	1	0	0	0	0	0	223	
9:00	1	69	15	0	3	0	1	0	0	0	0	0	0	89	0	63	24	0	5	0	0	0	0	0	0	0	92	1	132	39	0	8	0	1	0	0	0	0	0	0	0	181	
9:15	0	62	24	0	2	1	0	0	0	0	0	0	0	89	1	79	22	0	2	1	0	0	0	0	0	0	105	1	141	46	0	4	2	0	0	0	0	0	0	0	0	194	
9:30	0	76	18	0	0	1	0	0	0	0	0	0	0	95	0	82	20	3	0	0	0	1	0	0	0	0	106	0	158	38	3	0	1	0	1	0	0	0	0	0	0	201	
9:45	0	75	22	1	0	0	0	0	0	0	0	0	0	98	0	89	22	0	4	1	0	0	0	0	0	0	116	0	164	44	1	4	1	0	0	0	0	0	0	0	0	214	
10:00	0	57	13	0	2	1	0	0	0	0	0	0	0	73	0	92	22	0	1	0	0	0	0	0	0	0	115	0	149	35	0	3	1	0	0	0	0	0	0	0	0	188	
10:15	0	64	20	0	0	0	0	0	0	0	0	0	0	84	0	76	23	0	1	1																							

Day: Tuesday
Date: 3/24/2026

	Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total					
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13						
15-MINUTE BREAKDOWN	12:00	1	82	27	1	2	1	0	0	0	1	0	0	0	0	115	1	91	15	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	224
	12:15	0	103	30	0	0	0	0	0	0	0	0	0	0	0	133	0	77	27	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	241		
	12:30	0	81	37	0	0	0	0	0	0	0	0	0	0	0	118	0	93	21	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	233		
	12:45	1	84	28	0	2	0	0	0	0	0	0	0	0	0	115	0	109	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	250		
	13:00	1	88	22	0	2	0	0	0	0	0	0	0	0	0	113	0	101	24	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	241			
	13:15	0	74	19	0	0	0	0	0	0	0	0	0	0	0	93	1	112	32	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	239			
	13:30	0	94	21	0	0	0	0	0	0	0	0	0	0	0	115	2	85	33	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	239				
	13:45	0	102	30	0	3	0	0	0	0	0	0	0	0	0	135	0	84	24	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	246			
	14:00	1	97	34	0	3	1	0	0	0	0	0	0	0	0	136	0	96	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	262			
	14:15	0	96	28	0	1	0	0	0	0	0	0	0	0	0	125	0	99	29	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	255				
	14:30	0	105	22	1	1	0	0	0	0	0	0	0	0	0	129	1	83	28	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	246			
	14:45	2	97	33	1	0	0	0	0	0	0	0	0	0	0	133	2	116	34	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	286			
	15:00	0	109	31	0	2	0	0	0	0	0	0	0	0	0	142	0	91	33	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	268			
	15:15	0	110	34	0	3	0	0	0	0	0	0	0	0	0	147	0	92	31	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	274			
	15:30	0	115	33	0	2	0	0	0	0	0	0	0	0	0	150	0	84	29	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	267				
	15:45	0	103	40	0	3	0	0	0	0	0	0	0	0	0	146	1	108	43	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	301				
	16:00	0	99	34	0	0	1	0	0	1	0	0	0	0	0	135	0	132	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	303					
	16:15	2	118	33	0	0	0	0	0	0	0	0	0	0	0	153	0	108	22	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	284				
	16:30	2	125	51	0	1	0	0	0	0	0	0	0	0	0	179	0	77	23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	280				
	16:45	1	130	36	0	2	0	0	0	0	0	0	0	0	0	169	0	110	26	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	307			
	17:00	0	153	36	0	0	0	0	0	0	0	0	0	0	0	189	1	118	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	336			
	17:15	0	153	27	0	0	0	0	0	0	0	0	0	0	0	180	0	110	20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	311				
	17:30	0	116	27	0	0	0	0	0	0	0	0	0	0	0	143	3	87	23	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	259					
	17:45	2	90	18	0	0	0	0	0	0	0	0	0	0	0	110	0	85	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	209					
	18:00	2	75	18	0	0	0	0	0	0	0	0	0	0	0	95	0	88	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	195					
	18:15	0	77	12	0	0	0	0	0	0	0	0	0	0	0	89	0	83	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	186					
	18:30	1	74	15	0	0	0	0	0	0	0	0	0	0	0	90	0	80	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	186					
	18:45	0	78	12	0	0	0	0	0	0	0	0	0	0	0	90	0	69	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	169					
19:00	0	83	13	0	0	0	0	0	0	0	0	0	0	0	96	0	53	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	169						
19:15	1	64	12	0	0	0	0	0	0	0	0	0	0	0	77	0	69	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160							
19:30	1	70	10	0	0	0	0	0	0	0	0	0	0	0	81	1	45	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	136								
19:45	1	68	19	0	0	0	0	0	0	0	0	0	0	0	88	0	49	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	147							
20:00	0	52	6	0	0	0	0	0	0	0	0	0	0	0	58	0	48	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116							
20:15	0	45	13	0	0	0	0	0	0	0	0	0	0	0	58	0	81	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96								
20:30	0	39	3	0	0	0	0	0	0	0	0	0	0	0	42	0	34	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80								
20:45	0	35	15	0	0	0	0	0	0	0	0	0	0	0	50	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75								
21:00	0	40	3	0	0	0	0	0	0	0	0	0	0	0	43	0	25	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73									
21:15	0	29	5	0	0	0	0	0	0	0	0	0	0	0	34	0	18	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59									
21:30	0	21	3	0	0	0	0	0	0	0	0	0	0	0	24	0	28	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61									
21:45	0	30	1	0	1	0	0	0	0	0	0	0	0	0	32	0	11	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50									
22:00	0	15	2	0	0	0	0	0	0	0	0	0	0	0	17	0	18	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38									
22:15	0	17	0	0	0	0	0	0	0	0	0	0	0	0	17	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36										
22:30	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20										
22:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16											

VOLUME**Bruce Rd Bet E 20th St & Hwy 32/Deer Creek Hwy**

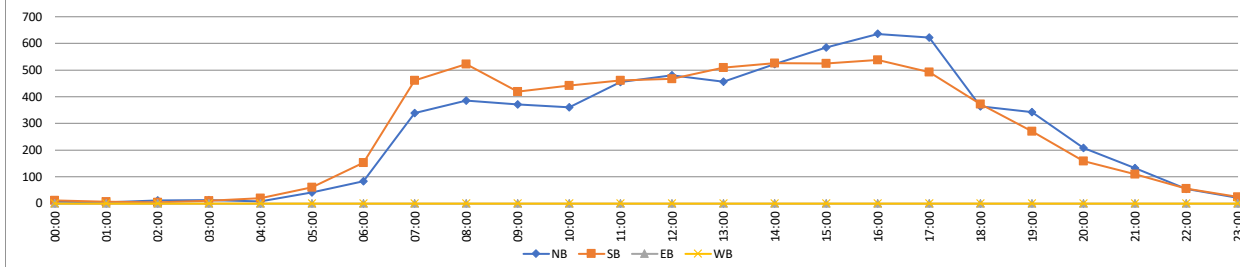
Day: Tuesday

City: Chico

Date: 3/24/2026

Project #: CA26_100007_002

DAILY TOTALS						NB		SB		EB		WB		Total	DAILY TOTALS					
						6,503		6,620		0		0		13,123						
15-Minutes Interval												Hourly Intervals								
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL			
0:00	3	4			7	12:00	115	109			224	00:00 01:00	6	11			17			
0:15	0	1			1	12:15	133	108			241	01:00 02:00	5	6			11			
0:30	3	2			5	12:30	118	115			233	02:00 03:00	11	4			15			
0:45	0	4			4	12:45	115	135			250	03:00 04:00	13	10			23			
1:00	1	2			3	13:00	113	128			241	04:00 05:00	8	20			28			
1:15	1	3			4	13:15	93	146			239	05:00 06:00	41	60			101			
1:30	2	1			3	13:30	115	124			239	06:00 07:00	83	153			236			
1:45	1	0			1	13:45	135	111			246	07:00 08:00	339	461			800			
2:00	2	0			2	14:00	136	126			262	08:00 09:00	386	523			909			
2:15	2	0			2	14:15	125	130			255	09:00 10:00	371	419			790			
2:30	4	2			6	14:30	129	117			246	10:00 11:00	360	442			802			
2:45	3	2			5	14:45	133	153			286	11:00 12:00	455	461			916			
3:00	4	3			7	15:00	142	126			268	12:00 13:00	481	467			948			
3:15	1	3			4	15:15	147	127			274	13:00 14:00	456	509			965			
3:30	4	1			5	15:30	150	117			267	14:00 15:00	523	526			1049			
3:45	4	3			7	15:45	146	155			301	15:00 16:00	585	525			1110			
4:00	1	2			3	16:00	135	168			303	16:00 17:00	636	538			1174			
4:15	1	5			6	16:15	153	131			284	17:00 18:00	622	493			1115			
4:30	4	4			8	16:30	179	101			280	18:00 19:00	364	372			736			
4:45	2	9			11	16:45	169	138			307	19:00 20:00	342	270			612			
5:00	4	4			8	17:00	189	147			336	20:00 21:00	208	159			367			
5:15	2	13			15	17:15	180	131			311	21:00 22:00	133	110			243			
5:30	16	18			34	17:30	143	116			259	22:00 23:00	54	56			110			
5:45	19	25			44	17:45	110	99			209	23:00 00:00	21	25			46			
6:00	12	29			41	18:00	95	100			195	STATISTICS								
6:15	17	29			46	18:15	89	97			186		NB	SB	EB	WB	TOTAL			
6:30	19	45			64	18:30	90	96			186	Peak Period	00:00	to	12:00					
6:45	35	50			85	18:45	90	79			169	Volume	2078	2570			4648			
7:00	37	69			106	19:00	96	73			169	Peak Hour	7:30	7:30			7:30			
7:15	58	91			149	19:15	77	83			160	Peak Volume	455	576			1031			
7:30	118	117			235	19:30	81	55			136	Peak Hour Factor	0.903	0.783			0.831			
7:45	126	184			310	19:45	88	59			147	Peak Period	12:00	to	00:00					
8:00	116	152			268	20:00	58	58			116	Volume	4425	4050			8475			
8:15	95	123			218	20:15	58	38			96	Peak Hour	16:30	15:30			16:30			
8:30	91	109			200	20:30	42	38			80	Peak Volume	717	571			1234			
8:45	84	139			223	20:45	50	25			75	Peak Hour Factor	0.948	0.850			0.918			
9:00	89	92			181	21:00	43	30			73	Peak Period	07:00	to	09:00					
9:15	89	105			194	21:15	34	25			59	Volume	725	984			1709			
9:30	95	106			201	21:30	24	37			61	Peak Hour	7:30	7:30			7:30			
9:45	98	116			214	21:45	32	18			50	Peak Volume	455	576			1031			
10:00	73	115			188	22:00	17	21			38	Peak Hour Factor	0.903	0.783			0.831			
10:15	84	101			185	22:15	17	19			36	Peak Period	16:00	to	18:00					
10:30	101	98			199	22:30	14	6			20	Volume	1258	1031			2289			
10:45	102	128			230	22:45	6	10			16	Peak Hour	16:30	16:00			16:30			
11:00	118	98			216	23:00	8	8			16	Peak Volume	717	538			1234			
11:15	99	135			234	23:15	3	9			12	Peak Hour Factor	0.948	0.801			0.918			
11:30	127	114			241	23:30	6	5			11									
11:45	111	114			225	23:45	4	3			7									
TOTALS	2078	2570	0	0	4648	TOTALS	4425	4050	0	0	8475									
SPLIT %	45%	55%	0%	0%	35%	SPLIT %	52%	48%	0%	0%	65%									

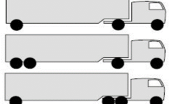
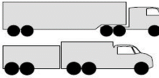


CLASSIFICATION

Bruce Rd Bet E 20th St & Hwy 32/Deer Creek Hwy

Day: Wednesday
Date: 3/25/2026City: Chico
Project #: CA26_100007_002

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	11	2	0	0	0	0	0	0	0	0	0	13	0	25	2	0	0	0	0	0	0	0	0	0	0	0	27
1:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	9	1	0	0	0	0	0	0	0	0	0	10	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
2:00	0	5	1	0	0	0	0	1	0	0	0	0	0	7	0	6	0	0	0	0	0	0	0	0	0	0	6	0	11	1	0	0	0	0	1	0	0	0	0	0	0	13
3:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	3	2	0	0	0	0	0	0	0	0	0	5	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
4:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0	18	5	0	0	0	0	0	0	0	0	0	23	0	25	8	0	0	0	0	0	0	0	0	0	0	33	
5:00	0	37	10	0	1	2	0	1	0	0	0	0	0	51	0	49	22	0	0	0	0	0	0	0	0	0	71	0	86	32	0	1	2	0	1	0	0	0	0	0	122	
6:00	0	49	30	2	2	2	1	0	1	0	0	0	0	87	2	106	50	0	1	0	0	0	0	0	0	0	159	2	155	80	2	3	2	1	0	1	0	0	0	0	246	
7:00	0	235	75	1	4	2	0	0	0	0	0	0	0	317	1	348	87	4	4	1	0	0	0	0	0	0	445	1	583	162	5	8	3	0	0	0	0	0	0	0	762	
8:00	2	311	89	3	4	1	1	0	0	0	0	0	0	411	0	395	91	2	7	1	0	1	2	0	0	0	499	2	706	180	5	11	2	1	1	2	0	0	0	0	910	
9:00	2	252	88	4	6	1	0	0	0	0	0	0	0	353	2	340	98	1	5	2	1	1	0	0	0	0	450	4	592	186	5	11	3	1	1	0	0	0	0	0	803	
10:00	0	271	77	1	5	1	0	0	0	0	0	0	0	355	1	342	102	0	2	0	0	0	0	0	0	0	447	1	613	179	1	7	1	0	0	0	0	0	0	0	802	
11:00	0	327	104	2	2	1	0	0	0	0	0	0	0	436	2	296	91	1	4	1	0	0	0	0	0	0	395	2	623	195	3	6	2	0	0	0	0	0	0	0	831	
12:00	2	346	89	1	6	0	0	0	0	0	0	0	0	444	2	370	115	2	0	1	0	0	1	0	0	0	491	4	716	204	3	6	1	0	0	1	0	0	0	0	935	
13:00	0	341	101	0	3	1	0	0	1	0	0	0	0	447	2	357	101	1	6	0	0	0	0	0	0	0	467	2	698	202	1	9	1	0	0	1	0	0	0	0	914	
14:00	4	358	107	1	3	0	0	2	0	0	0	0	0	475	0	400	106	1	4	0	0	0	1	0	0	0	512	4	758	213	2	7	0	0	2	1	0	0	0	0	987	
15:00	1	431	142	1	4	0	0	0	0	0	0	0	0	579	4	394	136	4	3	1	0	0	0	0	0	0	542	5	825	278	5	7	1	0	0	0	0	0	0	0	1121	
16:00	2	471	133	1	1	0	0	1	0	0	0	0	0	609	0	440	105	2	1	1	0	0	0	0	0	0	549	2	911	238	3	2	1	0	1	0	0	0	0	0	1158	
17:00	0	472	116	0	0	0	0	0	0	0	0	0	0	588	0	371	75	1	2	0	0	0	0	0	0	0	449	0	843	191	1	2	0	0	0	0	0	0	0	0	1037	
18:00	2	303	56	1	0	0	0	0	0	0	0	0	0	362	1	283	51	1	0	0	0	0	0	0	0	0	336	3	586	107	2	0	0	0	0	0	0	0	0	0	698	
19:00	0	258	53	0	0	0	0	0	0	0	0	0	0	311	4	232	36	0	0	0	0	0	0	0	0	0	272	4	490	89	0	0	0	0	0	0	0	0	0	0	583	
20:00	0	183	32	0	0	0	0	0	0	0	0	0	0	215	0	151	34	0	0	0	0	0	0	0	0	0	185	0	334	66	0	0	0	0	0	0	0	0	0	0	400	
21:00	0	112	20	0	0	0	0	0	0	0	0	0	0	132	0	70	13	0	0	0	0	0	0	0	0	0	83	0	182	33	0	0	0	0	0	0	0	0	0	0	215	
22:00	3	50	5	0	0	0	0	0	0	0	0	0	0	58	0	51	11	0	0	0	0	0	0	0	0	0	62	3	101	16	0	0	0	0	0	0	0	0	0	0	120	
23:00	0	22	2	0	0	0	0	0	0	0	0	0	0	24	0	21	3	0	0	0	0	0	0	0	0	0	24	0	43	5	0	0	0	0	0	0	0	0	0	0	48	
Totals	18	4,863	1,335	18	41	11	3	4	2	0	0	0	0	6,295	21	5,063	1,337	20	39	8	1	2	4	0	0	0	6,495	39	9,926	2,672	38	80	19	4	6	6	0	0	0	0	12,790	
% of Totals	0%	77%	21%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	78%	21%	0%	1%	0%	0%	0%	0%	0%	0%	0%	100%	0%	78%	21%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	100%	

FHWA	CLASSIFICATION DEFINITIONS						
							
	#1 Motorcycles	#2 Passenger Cars	#3 2-Axle, 4-Tire Single Unit	#4 Buses	#5 2-Axle, 6-Tire Single Units	#6 3-Axle Single Units	#7 >=4-Axle Single Units
						ANY 7 OR MORE AXLE	
	#8 <=4-Axle Single Trailers	#9 5-Axle Single Trailers	#10 >=6-Axle Single Trailers	#11 <=5-Axle Multi-Trailers	#12 6-Axle Multi-Trailers	#13 >=7-Axle Multi-Trailers	

STATISTICS	00:00 - 12:00		00:00 - 12:00																12:00 - 24:00																07:00 - 09:00																16:00 - 18:00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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CLASSIFICATION

Bruce Rd Bet E 20th St & Hwy 32/Deer Creek Hwy

Day: Wednesday
Date: 3/25/2026City: Chico
Project #: CA26_100007_002

	Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total	
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		
15-MINUTE BREAKDOWN	0:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	4	1	0	0	0	0	0	0	0	0	0	5	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11	
	0:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	1	0	0	0	0	0	0	0	0	0	4	0	5	1	0	0	0	0	0	0	0	0	0	0	6		
	0:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	6		
	0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4		
	1:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	3	1	0	0	0	0	0	0	0	0	0	4	0	8	1	0	0	0	0	0	0	0	0	0	0	9		
	1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
	1:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0	0	0	5	0	5	1	0	0	0	0	0	0	0	0	0	0	6		
	1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
	2:15	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	0	0	5	
	2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
	2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
	3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	3:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	4:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	2	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6	
	4:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	1	0	0	0	0	0	0	0	0	0	5	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6	
	4:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0	4	1	0	0	0	0	0	0	0	0	0	5	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8	
	4:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	8	3	0	0	0	0	0	0	0	0	0	11	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13	
	5:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	8	3	0	0	0	0	0	0	0	0	0	11	0	13	4	0	0	0	0	0	0	0	0	0	0	0	17	
	5:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	9	2	0	0	0	0	0	0	0	0	0	11	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16	
	5:30	0	12	2	0	1	0	0	0	0	0	0	0	0	15	0	8	5	0	0	0	0	0	0	0	0	0	13	0	20	7	0	1	0	0	0	0	0	0	0	0	0	28	
	5:45	0	15	7	0	0	2	0	1	0	0	0	0	0	25	0	24	12	0	0	0	0	0	0	0	0	0	36	0	39	19	0	0	2	0	1	0	0	0	0	0	0	61	
6:00	0	10	2	0	0	0	0	0	1	0	0	0	0	13	0	16	7	0	0	0	0	0	0	0	0	0	23	0	26	9	0	0	0	0	0	1	0	0	0	0	0	36		
6:15	0	12	10	1	1	0	0	0	0	0	0	0	0	24	0	21	10	0	0	0	0	0	0	0	0	0	31	0	33	20	1	1	0	0	0	0	0	0	0	0	0	55		
6:30	0	8	10	1	1	1	1	0	0	0	0	0	0	22	1	24	19	0	0	0	0	0	0	0	0	0	44	1	32	29	1	1	1	1	0	0	0	0	0	0	0	66		
6:45	0	19	8	0	0	1	0	0	0	0	0	0	0	28	1	45	14	0	1	0	0	0	0	0	0	0	61	1	64	22	0	1	1	0	0	0	0	0	0	0	0	89		
7:00	0	31	8	1	1	1	0	0	0	0	0	0	0	42	0	53	18	0	1	0	0	0	0	0	0	0	72	0	84	26	1	2	1	0	0	0	0	0	0	0	0	114		
7:15	0	42	15	0	3	1	0	0	0	0	0	0	0	61	1	85	12	0	1	0	0	0	0	0	0	0	99	1	127	27	0	4	1	0	0	0	0	0	0	0	0	160		
7:30	0	70	26	0	0	0	0	0	0	0	0	0	0	96	0	85	23	2	1	0	0	0	0	0	0	0	111	0	155	49	2	1	0	0	0	0	0	0	0	0	0	207		
7:45	0	92	26	0	0	0	0	0	0	0	0	0	0	118	0	125	34	2	1	1	0	0	0	0	0	0	163	0	217	60	2	1	1	0	0	0	0	0	0	0	0	281		
8:00	1	70	15	1	1	0	0	0	0	0	0	0	0	88	0	95	15	0	2	1	0	0	0	0	0	0	113	1	165	30	1	3	1	0	0	0	0	0	0	0	0	201		
8:15	0	76	25	1	2	0	1	0	0	0	0	0	0	105	0	97	25	0	0	0	0	0	0	0	1	0	123	0	173	50	1	2	0	1	0	1	0	0	0	0	0	228		
8:30	1	87	34	1	1	1	0	0	0	0	0	0	0	125	0	95	26	2	3	0	0	1	1	0	0	0	128	1	182	60	3	4	1	0	1	1	0	0	0	0	0	253		
8:45	0	78	15	0	0	0	0	0	0	0	0	0	0	93	0	108	25	0	2	0	0	0	0	0	0	0	135	0	186	40	0	2	0	0	0	0	0	0	0	0	0	228		
9:00	0	53	20	0	3	0	0	0	0	0	0	0	0	76	0	105	28	0	1	0	0	0	0	0	0	0	134	0	158	48	0	4	0	0	0	0	0	0	0	0	0	210		
9:15	0	63	26	0	1	0	0	0	0	0	0	0	0	90	2	87	21	0	2	1	1	1	0	0	0	0	115	2	150	47	0	3	1	1	1	0	0	0	0	0	0	205		
9:30	2	67	19	1	1	0	0	0	0	0	0	0	0	90	0	69	20	0	2	1	0	0	0	0	0	0	92	2	136	39	1	3	1	0	0	0	0	0	0	0	0	182		
9:45	0	69	23	3	1	1	0	0	0	0	0	0	0	97	0	79	29	1	0	0	0	0	0	0	0	0	109	0	148	52	4	1	1	0	0	0	0	0	0	0	0	206		
10:00	0	67	18	0	2	1	0	0	0	0	0	0	0	88	1	87	30	0	0	0	0	0	0	0	0	0	118	1	154	48	0	2	1	0	0	0	0	0	0	0	0	206		
10:15	0	68	26	1	1	0	0	0	0	0	0	0	0																															

Day: Wednesday
Date: 3/25/2026

	Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
15-MINUTE BREAKDOWN	12:00	1	92	23	0	3	0	0	0	0	0	0	0	119	1	92	29	1	0	0	0	0	0	0	0	0	123	2	184	52	1	3	0	0	0	0	0	0	0	0	0	242	
	12:15	1	85	20	1	0	0	0	0	0	0	0	0	107	0	91	28	0	0	1	0	0	0	0	0	0	120	1	176	48	1	0	1	0	0	0	0	0	0	0	227		
	12:30	0	88	24	0	3	0	0	0	0	0	0	0	115	1	95	30	1	0	0	0	0	0	1	0	0	128	1	183	54	1	3	0	0	0	1	0	0	0	0	243		
	12:45	0	81	22	0	0	0	0	0	0	0	0	0	103	0	92	28	0	0	0	0	0	0	0	0	0	120	0	173	50	0	0	0	0	0	0	0	0	0	223			
	13:00	0	74	21	0	1	1	0	0	0	0	0	0	97	0	102	31	1	1	0	0	0	0	0	0	0	135	0	176	52	1	2	1	0	0	0	0	0	0	0	232		
	13:15	0	82	28	0	1	0	0	0	0	1	0	0	0	112	1	102	25	0	2	0	0	0	0	0	0	0	130	1	184	53	0	3	0	0	0	1	0	0	0	0	242	
	13:30	0	90	21	0	0	0	0	0	0	0	0	0	0	111	1	76	25	0	0	0	0	0	0	0	0	0	102	1	166	46	0	0	0	0	0	0	0	0	0	213		
	13:45	0	95	31	0	1	0	0	0	0	0	0	0	0	127	0	77	20	0	3	0	0	0	0	0	0	0	100	0	172	51	0	4	0	0	0	0	0	0	0	0	227	
	14:00	1	80	27	1	0	0	0	0	0	0	0	0	0	109	0	83	30	0	0	0	0	0	0	1	0	0	114	1	163	57	1	0	0	0	0	1	0	0	0	0	223	
	14:15	1	82	14	0	3	0	0	0	1	0	0	0	0	101	0	97	20	0	1	0	0	0	0	0	0	0	0	118	1	179	34	0	4	0	0	1	0	0	0	0	219	
	14:30	2	105	36	0	0	0	0	0	0	0	0	0	0	143	0	89	22	1	2	0	0	0	0	0	0	0	114	2	194	58	1	2	0	0	0	0	0	0	0	0	257	
	14:45	0	91	30	0	0	0	0	0	1	0	0	0	0	122	0	131	34	0	1	0	0	0	0	0	0	0	0	166	0	222	64	0	1	0	0	1	0	0	0	0	0	288
	15:00	0	102	28	1	1	0	0	0	0	0	0	0	0	132	1	89	32	1	1	0	0	0	0	0	0	0	0	124	1	191	60	2	2	0	0	0	0	0	0	0	0	256
	15:15	1	112	37	0	1	0	0	0	0	0	0	0	0	151	2	97	26	1	1	1	0	0	0	0	0	0	0	128	3	209	63	1	2	1	0	0	0	0	0	0	0	279
	15:30	0	119	44	0	1	0	0	0	0	0	0	0	0	164	0	93	33	1	1	0	0	0	0	0	0	0	0	128	0	212	77	1	2	0	0	0	0	0	0	0	0	292
	15:45	0	98	33	0	1	0	0	0	0	0	0	0	0	132	1	115	45	1	0	0	0	0	0	0	0	0	0	162	1	213	78	1	1	0	0	0	0	0	0	0	0	294
	16:00	0	99	40	0	1	0	0	0	0	0	0	0	0	140	0	105	25	1	0	0	0	0	0	0	0	0	0	131	0	204	65	1	1	0	0	0	0	0	0	0	0	271
	16:15	1	102	31	0	0	0	0	0	1	0	0	0	0	135	0	135	30	0	0	0	0	0	0	0	0	0	0	165	1	237	61	0	0	0	0	1	0	0	0	0	0	300
	16:30	0	106	27	0	0	0	0	0	0	0	0	0	0	163	0	104	25	1	1	0	0	0	0	0	0	0	0	131	0	240	52	1	1	0	0	0	0	0	0	0	0	294
	16:45	1	134	35	1	0	0	0	0	0	0	0	0	0	171	0	96	25	0	0	1	0	0	0	0	0	0	0	122	1	230	60	1	0	1	0	0	0	0	0	0	0	293
	17:00	0	160	36	0	0	0	0	0	0	0	0	0	0	196	0	101	23	0	0	0	0	0	0	0	0	0	0	124	0	261	59	0	0	0	0	0	0	0	0	0	0	320
	17:15	0	119	31	0	0	0	0	0	0	0	0	0	0	150	0	85	21	1	0	0	0	0	0	0	0	0	0	107	0	204	52	1	0	0	0	0	0	0	0	0	0	257
	17:30	0	102	23	0	0	0	0	0	0	0	0	0	0	125	0	98	16	0	0	0	0	0	0	0	0	0	0	114	0	200	39	0	0	0	0	0	0	0	0	0	0	239
	17:45	0	91	26	0	0	0	0	0	0	0	0	0	0	117	0	87	15	0	2	0	0	0	0	0	0	0	0	104	0	178	41	0	2	0	0	0	0	0	0	0	0	221
18:00	0	85	16	1	0	0	0	0	0	0	0	0	0	102	0	80	11	0	0	0	0	0	0	0	0	0	0	91	0	165	27	1	0	0	0	0	0	0	0	0	0	193	
18:15	2	93	11	0	0	0	0	0	0	0	0	0	0	106	0	78	15	0	0	0	0	0	0	0	0	0	0	93	2	171	26	0	0	0	0	0	0	0	0	0	0	199	
18:30	0	61	20	0	0	0	0	0	0	0	0	0	0	81	0	54	17	1	0	0	0	0	0	0	0	0	0	72	0	115	37	1	0	0	0	0	0	0	0	0	0	153	
18:45	0	64	9	0	0	0	0	0	0	0	0	0	0	73	1	71	8	0	0	0	0	0	0	0	0	0	0	80	1	135	17	0	0	0	0	0	0	0	0	0	0	153	
19:00	0	66	14	0	0	0	0	0	0	0	0	0	0	80	0	64	8	0	0	0	0	0	0	0	0	0	0	72	0	130	22	0	0	0	0	0	0	0	0	0	0	152	
19:15	0	71	15	0	0	0	0	0	0	0	0	0	0	86	4	59	13	0	0	0	0	0	0	0	0	0	0	76	4	130	28	0	0	0	0	0	0	0	0	0	0	162	
19:30	0	52	12	0	0	0	0	0	0	0	0	0	0	64	0	64	9	0	0	0	0	0	0	0	0	0	0	73	0	116	21	0	0	0	0	0	0	0	0	0	0	137	
19:45	0	69	12	0	0	0	0	0	0	0	0	0	0	81	0	45	6	0	0	0	0	0	0	0	0	0	0	51	0	114	18	0	0	0	0	0	0	0	0	0	0	132	
20:00	0	62	17	0	0	0	0	0	0	0	0	0	0	79	0	52	14	0	0	0	0	0	0	0	0	0	0	66	0	114	31	0	0	0	0	0	0	0	0	0	0	145	
20:15	0	42	5	0	0	0	0	0	0	0	0	0	0	47	0	35	13	0	0	0	0	0	0	0	0	0	0	48	0	77	18	0	0	0	0	0	0	0	0	0	0	95	
20:30	0	47	8	0	0	0	0	0	0	0	0	0	0	55	0	32	2	0	0	0	0	0	0	0	0	0	0	34	0	79	10	0	0	0	0	0	0	0	0	0	0	89	
20:45	0	32	2	0	0	0	0	0	0	0	0	0	0	34	0	32	5	0	0	0	0	0	0	0	0	0	0	37	0	64	7	0	0	0	0	0	0	0	0	0	0	71	
21:00	0	37	5	0	0	0	0	0	0	0	0	0	0	42	0	24	2	0	0	0	0	0	0	0	0	0	0	26	0	61	7	0	0	0	0	0	0	0	0	0	0	68	
21:15	0	30	5	0	0	0	0	0	0	0	0	0	0	35	0	16	4	0	0	0	0	0	0	0	0	0	0	20	0	46	9	0	0	0	0	0	0	0	0	0	0	55	
21:30	0	23	6	0	0	0	0	0	0	0	0	0	0	29	0	14	4	0	0	0	0	0	0	0	0	0	0	18	0	37	10	0	0	0	0	0	0	0	0	0	0	47	
21:45	0	22	4	0	0	0	0	0	0	0	0	0	0	26	0	16	3	0	0	0	0	0	0	0	0	0	0	19	0	38	7	0	0	0	0	0	0	0	0	0	0	45	
22:00	0	23	1	0	0	0	0	0	0	0	0	0	0	24	0	13	4	0	0	0	0	0	0	0	0	0	0	17	0	36	5	0	0	0	0	0	0	0	0	0	0	41	
22:15	3	14	2	0	0	0	0	0	0	0	0	0	0	19	0	23	4	0	0	0	0	0	0	0	0	0	0	27	3	37	6	0	0	0	0	0	0	0	0	0	0	46	
22:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	10	3	0	0	0	0	0	0	0	0	0	0	13	0	15	4	0	0	0	0	0	0	0	0	0	0	19	
22:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	13	1	0	0										

VOLUME**Bruce Rd Bet E 20th St & Hwy 32/Deer Creek Hwy**

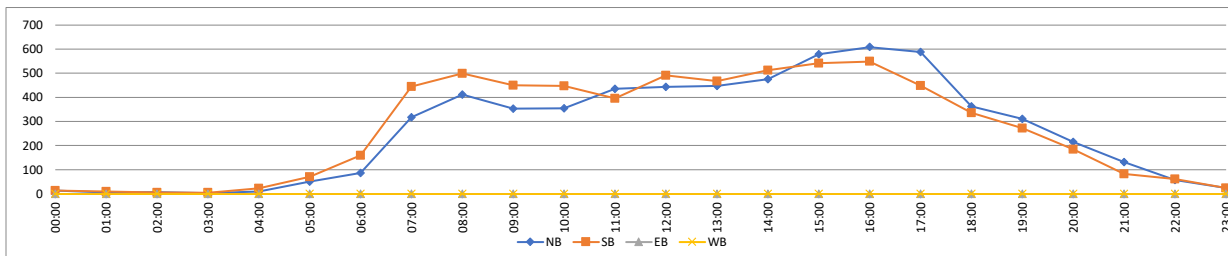
Day: Wednesday

Date: 3/25/2026

City: Chico

Project #: CA26_100007_002

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						6,295		6,495		0		0		12,790							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00	6	5			11	12:00	119	123			242	00:00	01:00	14	13		27				
0:15	2	4			6	12:15	107	120			227	01:00	02:00	6	10		16				
0:30	5	1			6	12:30	115	128			243	02:00	03:00	7	6		13				
0:45	1	3			4	12:45	103	120			223	03:00	04:00	4	5		9				
1:00	5	4			9	13:00	97	135			232	04:00	05:00	10	23		33				
1:15	0	1			1	13:15	112	130			242	05:00	06:00	51	71		122				
1:30	1	5			6	13:30	111	102			213	06:00	07:00	87	159		246				
1:45	0	0			0	13:45	127	100			227	07:00	08:00	317	445		762				
2:00	1	1			2	14:00	109	114			223	08:00	09:00	411	499		910				
2:15	2	3			5	14:15	101	118			219	09:00	10:00	353	450		803				
2:30	2	0			2	14:30	143	114			257	10:00	11:00	355	447		802				
2:45	2	2			4	14:45	122	166			288	11:00	12:00	436	395		831				
3:00	0	2			2	15:00	132	124			256	12:00	13:00	444	491		935				
3:15	0	1			1	15:15	151	128			279	13:00	14:00	447	467		914				
3:30	1	1			2	15:30	164	128			292	14:00	15:00	475	512		987				
3:45	3	1			4	15:45	132	162			294	15:00	16:00	579	542		1121				
4:00	4	2			6	16:00	140	131			271	16:00	17:00	609	549		1158				
4:15	1	5			6	16:15	135	165			300	17:00	18:00	588	449		1037				
4:30	3	5			8	16:30	163	131			294	18:00	19:00	362	336		698				
4:45	2	11			13	16:45	171	122			293	19:00	20:00	311	272		583				
5:00	6	11			17	17:00	196	124			320	20:00	21:00	215	185		400				
5:15	5	11			16	17:15	150	107			257	21:00	22:00	132	83		215				
5:30	15	13			28	17:30	125	114			239	22:00	23:00	58	62		120				
5:45	25	36			61	17:45	117	104			221	23:00	00:00	24	24		48				
6:00	13	23			36	18:00	102	91			193	STATISTICS									
6:15	24	31			55	18:15	106	93			199		NB	SB	EB	WB	TOTAL				
6:30	22	44			66	18:30	81	72			153	Peak Period	00:00	to	12:00						
6:45	28	61			89	18:45	73	80			153	Volume	2051	2523			4574				
7:00	42	72			114	19:00	80	72			152	Peak Hour	7:45	7:45			7:45				
7:15	61	99			160	19:15	86	76			162	Peak Volume	436	527			963				
7:30	96	111			207	19:30	64	73			137	Peak Hour Factor	0.872	0.808			0.857				
7:45	118	163			281	19:45	81	51			132	Peak Period	12:00	to	00:00						
8:00	88	113			201	20:00	79	66			145	Volume	4244	3972			8216				
8:15	105	123			228	20:15	47	48			95	Peak Hour	16:30	15:45			16:15				
8:30	125	128			253	20:30	55	34			89	Peak Volume	680	589			1207				
8:45	93	135			228	20:45	34	37			71	Peak Hour Factor	0.867	0.892			0.943				
9:00	76	134			210	21:00	42	26			68	Peak Period	07:00	to	09:00						
9:15	90	115			205	21:15	35	20			55	Volume	728	944			1672				
9:30	90	92			182	21:30	29	18			47	Peak Hour	7:45	7:45			7:45				
9:45	97	109			206	21:45	26	19			45	Peak Volume	436	527			963				
10:00	88	118			206	22:00	24	17			41	Peak Hour Factor	0.872	0.808			0.857				
10:15	96	89			185	22:15	19	27			46	Peak Period	16:00	to	18:00						
10:30	81	120			201	22:30	6	13			19	Volume	1197	998			2195				
10:45	90	120			210	22:45	9	5			14	Peak Hour	16:30	16:00			16:15				
11:00	104	98			202	23:00	8	10			18	Peak Volume	680	549			1207				
11:15	97	111			208	23:15	7	7			14	Peak Hour Factor	0.867	0.832			0.943				
11:30	103	91			194	23:30	3	4			7										
11:45	132	95			227	23:45	6	3			9										
TOTALS	2051	2523	0	0	4574	TOTALS	4244	3972	0	0	8216										
SPLIT %	45%	55%	0%	0%	36%	SPLIT %	52%	48%	0%	0%	64%										



No.	Survey Street	Segment Start	Segment End	Length (ft)	Length (miles)	Crash Data						Crashes Per Mile	Crash Period Duration (Years)	ADT	Crash Rate - Crashes per 1,000,000 vehicle miles	Statewide Avg. (Urban)	Statewide Avg.	District 3 Avg.
						Total	PDO	Complaint of Pain	Other Visible Injury	Severe Injury	Fatal							
1	Bruce Road	Skyway	E. 20th Street	4,480	0.8	5	4	1	0	0	0	5.9	5.0	8,766	0.37	1.08	0.97	1.11
2	Bruce Road	Hwy 32	E. 20th Street	6,230	1.2	12	3	3	6	0	0	10.2	5.0	12,957	0.43	1.08	0.97	1.11



Internal Affairs Committee Report

Meeting Date: November 2, 2026

TO: **Internal Affairs Committee**

FROM: Brendan Ottoboni, Director of Public Works – Engineering

RE: TRA 885 – Parking Removal – 12th St, 14th St, and Elm St

REPORT IN BRIEF:

The City proposes removing on-street parking along portions of 14th St, Elm St, and 12th St. Parked vehicles in this area interfere with traffic operations at the intersections and reduce safe maneuvering space for drivers to navigate the skewed intersection. Removing parking will improve visibility, traffic flow, and overall roadway safety.

RECOMMENDATION:

The Director of Public Works – Engineering recommends that the Committee approve the Traffic Regulation Amendment (TRA 885) to remove on-street parking along designated sections 12th St, 14th St, and Elm St.

FISCAL IMPACT: Budgeted: No

Supplemental Required: No

The fiscal impact is minor and includes staff time, curb paint, and installation of traffic signs. Costs will be absorbed within existing Public Works operating resources.

DISCUSSION:

City Staff received concerns raised in this area and found sight distance and operational concerns at the intersections of 14th St and Elm St at 12th St which has a skewed intersection alignment and parking that hinders a driver's visibility to navigate into the intersection safely.

When vehicles park along the identified location, this reduces driver visibility, constrains turning movements, and increases the risk of conflicts between vehicles.

Public Works – Engineering Staff reviewed the location and evaluated traffic operations and safety conditions. Based on this review, a stop sign establishing right of way for 14th St at 12th St and Elm St at 12th St will be established by Director's Authority (10.05.030) in TRA 884 (Attachment D) and staff recommends to the Internal Affairs Committee (10.05.040) to remove parking along specific areas of E 12th St, E 14th St, and Elm St as part of TRA 885. The parking removal to be approved by Internal Affairs are:

- 38 LF on E 14th St at 12th St (includes 20 LF of AB413 compliant red curb addition)
- 20 LF on E 12th St at Elm St
- 20 LF on Elm St at E 12th St (AB413 Compliant Red Curb)

Implementation will include installation of red curb and appropriate signage as part of the approved traffic resolution.

ENVIRONMENTAL:

This action is categorically exempt from the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15301 (Existing Facilities), as it involves minor alterations to existing public infrastructure with no expansion of use and no potential for significant environmental impacts.

ATTACHMENTS:

TRA 885 IAC Resolution

Attachment A – Legend Sheet to Accompany Traffic Regulation Amendment No. 885

Attachment B – Additions and Deletions to Accompany Traffic Regulation Amendment No. 885

Attachment C – TRA 885 – Parking Removal – 14th St & Elm St at 12th St

Attachment D – TRA 884 – PWD Stop Control – 14th St & Elm St at 12th St DRAFT

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**RESOLUTION OF THE INTERNAL AFFAIRS COMMITTEE OF THE CITY
COUNCIL OF THE CITY OF CHICO ADOPTING TRAFFIC REGULATION
AMENDMENT NO. 885**

Pursuant to Section 10.05.040 of the City of Chico Municipal Code, the Traffic
Regulation Amendment as shown in "Attachment A" is hereby adopted by Internal
Affairs Committee of the City Council of the City of Chico.

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

APPROVED AS TO FORM:

Deborah R. Presson,
City Clerk



Ryan R. Jones, City Attorney
Pursuant to the Charter of
The City of Chico, Section 906 (E)

_____ Date of Authorization _____ Date Work Order Issued

_____ Date Mapped/Filed Changes or Supersedes N/A

**ATTACHMENT "A" - Legend Sheet to Accompany
Traffic Regulation Amendment No. 885
Describing Additions & Deletions to Exhibit No. 7
On Public Streets**

Exhibit Number	Description	Authority CMC/CVC Section
7	Prohibited parking at all times	CMC 10.05.040/10.05.050

**ATTACHMENT “B” – Additions and Deletions to Accompany Traffic
Regulation Amendment No. 885**

ADDITION TO:
EXHIBIT 7 Prohibited Parking at All Times

AUTHORITY: CMC 10.50.040/10.50.050

Approach				Street Name	From	To
N'ly	E'ly	S'ly	W'ly			
			XX	E 14 th St	Far Corner of 595 E 14 th St	38' Northeasterly
	XX			E 12 th St	Southeasterly Curb at Intersection with Elm St, Eastern Curb Return	20' Easterly
		XX		Elm St	Southeasterly Curb at Intersection with Elm St, Southern Curb Return	20' Southerly

Exhibit A - TRA 885 Resolution (Contains Attachment A & B)

Final Audit Report

2026-10-20

Created:	2026-10-20
By:	Robyn Ryan (robyn.ryan@chicoca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAwdnBB769UZ6KEMrGzq_4rljNMHMrNHjy

"Exhibit A - TRA 885 Resolution (Contains Attachment A & B)" History

 Document created by Robyn Ryan (robyn.ryan@chicoca.gov)

2026-10-20 - 10:24:52 PM GMT

 Document emailed to Ryan Jones (rrj@jones-mayer.com) for signature

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 Document e-signed by Ryan Jones (rrj@jones-mayer.com)

Signature Date: 2026-10-20 - 10:27:18 PM GMT - Time Source: server - Signature Appearance Selected: IMAGE

 Agreement completed.

2026-10-20 - 10:27:18 PM GMT

NOTES:

- LINEWORK BASED OFF AERIAL IMAGE ONLY

LIP OF GUTTER
/EDGE OF PAVEMENT



Designed:	AT/KS	Approved:	SH	Revision	Date	By
Drawn By:	AT/KS					
Checked:	KS	Date:	AUGUST 2026			

CITY OF CHICO
PUBLIC WORKS DEPARTMENT



TRA 885 - Parking Removal - 14th St + Elm St at 12th St
Attachment C

Project Number: TRA 885	Drawing Number P-1
Scale: 1"= 10'	Sheet 1 of 1



DRAFT

Director TRA 884 Report

October 15, 2026

TO: Public Works Director – Engineering, Brendan Ottoboni

FROM: Senior Traffic Engineer, Sean Hummer

RE: TRA 884 Stop Control – 14th St & Elm St at 12th St

REPORT IN BRIEF:

Due to a public inquiry raised in 2025, City Staff of the Transportation Engineering reviewed and determined this location warranted stop control to establish right of way at these intersections.

BACKGROUND:

Transportation division received an inquiry in 2025 stating visibility concerns as well as concerning driving behaviors on these roadways while navigating the existing intersection geometry at a skewed intersection. The volume on these roadways primarily carries local traffic entering Chapman area or traffic going to Mulberry St/Pine St/Cypress St roadways.



I:\ENG\Files\Transportation\Traffic Regulation Amendments (TRA)\TRA Files\TRA 884_PWD Stop Control - 12th St & 14th St at Elm St\TRA 884 Report.docx



DRAFT

DISCUSSION & REVIEW:

Due to the existing conditions and geometry, City Staff recommends the establishment of right of way by installing a stop on 14th St at 12th St and Elm St at 12th St.

PUBLIC CONTACT:

Original Requestor: Chris Peplo 530-514-9938

TRAFFIC REGULATION BY THE
DIRECTOR OF PUBLIC WORKS DEPARTMENT
OF THE CITY OF CHICO
(TRAFFIC REGULATION AMENDMENT NO. 884)

Pursuant to Section 10.05.050 of the City of Chico Municipal Code the Traffic Regulation Amendment as shown in “Attachment A” is hereby adopted by the Public Works Director.

Brendan M. Ottoboni
Director of Public Works – Engineering

DRAFT

_____ Date of Authorization

Date Work Order Issued _____

_____ Date Mapped/Files

Changes or Supersedes TRA N/A

ADDITION TO:
EXHIBIT 3: Stop Intersections
AUTHORITY: CVC 21101 (b), CHICO MUNICIPAL CODE 10.05.050

STOP CONTROL AND PARKING REMOVAL

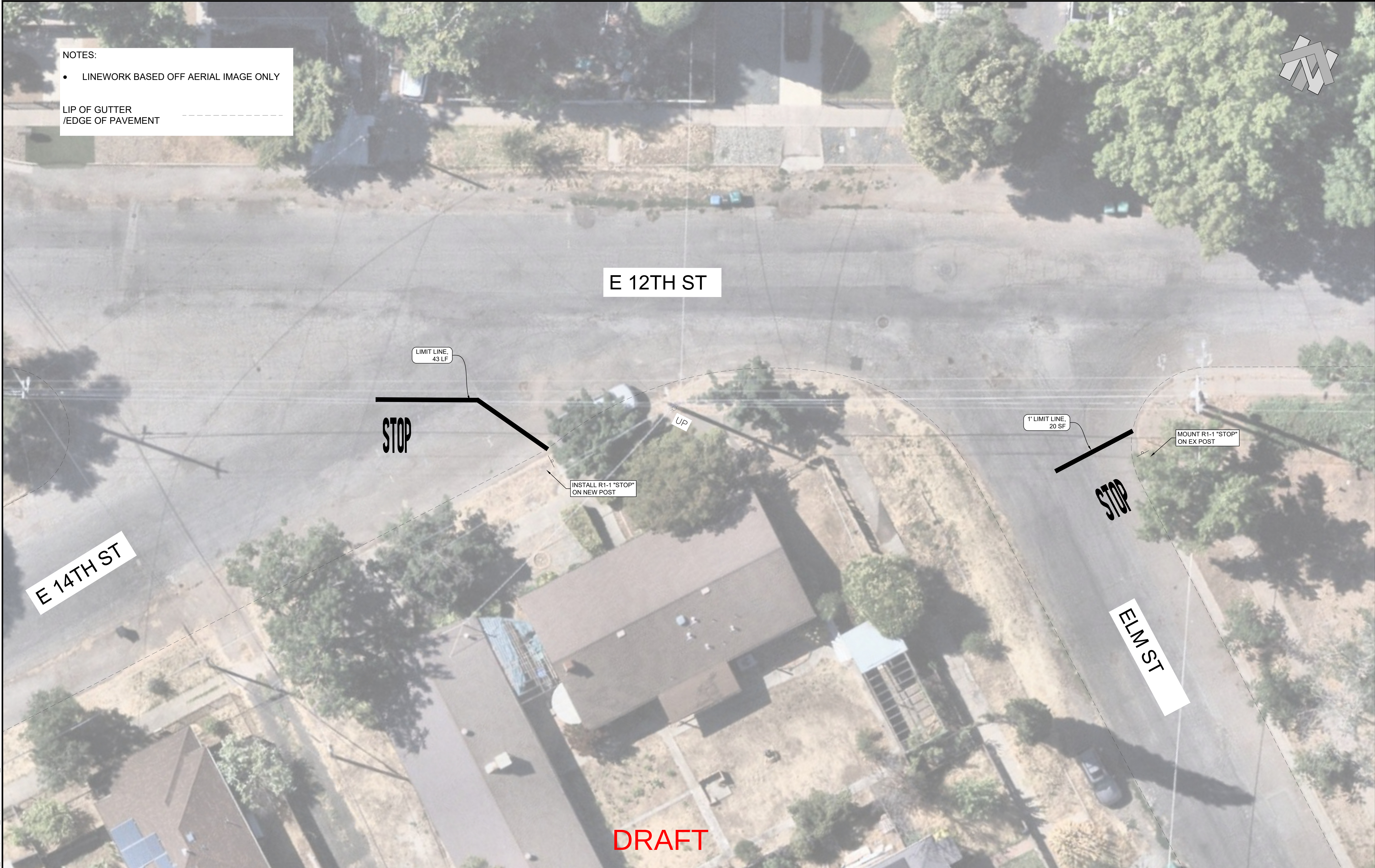
STOP CONTROL INSTALLATION

Side of Street				Street	Intersection
North	East	South	West		
			XX	E 14 th STREET	12 th STREET
		XX		ELM STREET	12 th STREET

DRAFT

ATTACHMENT “A” DESCRIBING ADDITIONS AND DELETIONS TO EXHIBIT 3
TO ACCOMPANY TRAFFIC REGULATION AMENDMENT NO. 884

NOTES:
• LINEWORK BASED OFF AERIAL IMAGE ONLY
LIP OF GUTTER
/EDGE OF PAVEMENT



Designed:	AT/KS	Approved:	SH	Revision	Date	By
Drawn By:	AT/KS					
Checked:	SH	Date:	AUGUST 2026			

CITY OF CHICO
PUBLIC WORKS DEPARTMENT



TRA 884 - STOP CONTROL 14TH ST + ELM ST AT 12TH ST
ATTACHMENT A

Project Number: TRA 884	Drawing Number P-1
Scale: 1"= 10'	Sheet 1 of 1



TO: Internal Affairs Committee

FROM: Brendan Ottoboni, Director of Public Works – Engineering

RE: TRA 886 - Burnap Ave at Rectangular Rapid Flashing Beacon Crossing Parking Removal

REPORT IN BRIEF:

The City proposes removing on-street parking along portions of Burnap Ave at the bike path Rectangular Rapid Flashing Beacon (RRFB) Crossing to address a documented safety concern. Parked vehicles in this area interfere with visibility for both drivers, cyclists, and pedestrians. Removing parking will improve visibility, traffic flow, and overall roadway safety.

RECOMMENDATION:

The Director of Public Works - Engineering - recommends the Committee approve the Traffic Regulation Amendment (TRA 886) to remove on-street parking along designated sections of Burnap Avenue, as shown in attachments.

FISCAL IMPACT: Budgeted: No

Supplemental Required: No

The fiscal impact is minor and includes staff time, curb painting, and installation of traffic signs. Costs will be absorbed within existing Public Works operating resources.

DISCUSSION:

City staff reviewed the safety concerns reported at this intersection related to unrestricted on-street parking along Burnap Avenue near the existing crossing with a Rectangular Rapid Flashing Beacon (RRFB). This section of roadway currently has no posted parking restrictions.

Due to the skewed path crossing and existing conditions, visibility of oncoming pedestrians and cyclists is inadequate for any users or drivers to safely negotiate the area before entering traffic.

Based on this review, staff recommends removing parking spaces adjacent to the crossing at Burnap Avenue to improve sight distance and reduce conflict points near the intersection.

Implementation will include installation of red curbs and appropriate signage, consistent with the approved traffic resolution.

ENVIRONMENTAL:

This action is categorically exempt from the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15301 (Existing Facilities), as it involves minor alterations to existing public infrastructure with no expansion of use and no potential for significant environmental impacts.

ATTACHMENTS:

TRA 886 IAC Resolution

Attachment A – Legend Sheet to Accompany TRA 886

Attachment B – Additions and Deletions to Accompany TRA 886

Attachment C – Map – Burnap Ave at RRFB Crossing Parking Removal

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**RESOLUTION OF THE INTERNAL AFFAIRS COMMITTEE OF THE CITY
COUNCIL OF THE CITY OF CHICO ADOPTING TRAFFIC REGULATION
AMENDMENT NO. 886**

Pursuant to Section 10.05.040 of the City of Chico Municipal Code, the Traffic
Regulation Amendment as shown in “Attachment A” is hereby adopted by Internal
Affairs Committee of the City Council of the City of Chico.

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

APPROVED AS TO FORM:

Deborah R. Presson,
City Clerk

_____
Ryan R. Jones, City Attorney
Pursuant to the Charter of
The City of Chico, Section 906 (E)

_____ Date of Authorization _____ Date Work Order Issued

_____ Date Mapped/Filed Changes or Supersedes N/A

**ATTACHMENT "A" - Legend Sheet to Accompany
Traffic Regulation Amendment No. 886
Describing Additions & Deletions to Exhibit No. 7
On Public Streets**

Exhibit Number	Description	Authority CMC/CVC Section
7	Prohibited parking at all times	CMC 10.05.040/10.05.050

**ATTACHMENT “B” – Additions and Deletions to Accompany Traffic
Regulation Amendment No. 886**

ADDITION TO:
EXHIBIT 7 Prohibited Parking at All Times

AUTHORITY: CMC 10.50.040/10.50.050

Approach				Street Name	From	To
N'ly	E'ly	S'ly	W'ly			
	XX			Burnap Ave	SW Corner of 2636 Burnap Ave Driveway	114' West of SW Corner of DW
			XX	Burnap Ave	NW Corner of 2625 Burnap Ave Driveway	114' West of NW Corner of DW

Exhibit A - TRA 886 Resolution

Final Audit Report

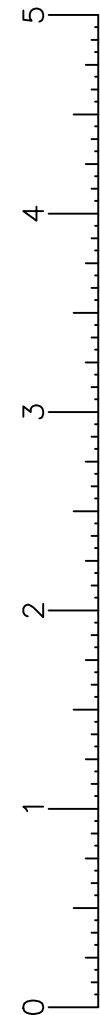
2026-10-20

Created:	2026-10-20
By:	Robyn Ryan (robyn.ryan@chicoca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAA7eWxtCuErNCaPN_qQxcuIQGWEfuM8hr9

"Exhibit A - TRA 886 Resolution" History

-  Document created by Robyn Ryan (robyn.ryan@chicoca.gov)
2026-10-20 - 10:25:53 PM GMT
-  Document emailed to Ryan Jones (rrj@jones-mayer.com) for signature
2026-10-20 - 10:25:56 PM GMT
-  Email viewed by Ryan Jones (rrj@jones-mayer.com)
2026-10-20 - 10:27:23 PM GMT
-  Document e-signed by Ryan Jones (rrj@jones-mayer.com)
Signature Date: 2026-10-20 - 10:27:33 PM GMT - Time Source: server - Signature Appearance Selected: IMAGE
-  Agreement completed.
2026-10-20 - 10:27:33 PM GMT

Plan Status: ☐ Conceptual, ☐ Approved Final, ☐ Record Drawing Path: I:\ENG\Files\Transportation\Traffic Regulation Amendments (TRA)\TRA Drafts\TRA 886.AC Burnap Ave at RRFB Crossing\TRA 886 - Burnap Ave at RRFB Crossing Parking Removal.dwg - P-1, Tue, Aug 25 2026 - 12:01:50pm, kimberly.scholtz



Designed:	AT	Approved:	SH	Revision	Date	By
Drawn By:	AT					
Checked:	KS	Date:	AUGUST 2026			

CITY OF CHICO
PUBLIC WORKS DEPARTMENT



PARKING REMOVAL
BURNAP AVE AT RRFB CROSSING PARKING REMOVAL
Attachment C

Project Number: 54321	Drawing Number P-1
Scale: 1"= 30'	Sheet 1 of 1