

IV. ROADWAY OPERATIONS

Unlike the other topics evaluated in this report, the roadway segment level of service (LOS) analysis and vehicle miles traveled (VMT) was completed for each of the three major land use scenarios on a countywide basis, rather than for each individual study area. This is because transportation impacts are highly interactive and interdependent. Future development in Study Area 21, for example, might be expected to generate traffic that would impact roadways around Study Area 29. Traffic from Study Area 12 would probably have some effect on the roadways around Study Area 20. Traffic impacts from a single study area therefore cannot be accurately modeled without knowing what future development would be in other nearby study areas.

To conduct this analysis, Fehr & Peers used the Butte County travel demand forecasting (TDF) model to analyze operations on key roadways in Butte County under each of the three land use alternatives. The key roadway segments were selected using information from the Setting and Trends Report, BCAG, and local knowledge. The roadway segments were selected because they provide connections between cities and communities in Butte County and to destinations outside Butte County. Figure 25 in Section III, Evaluation Maps, highlights the key roadways that were included in this analysis.

Since no preferred alternative for any specific study area has been determined, this evaluation assumes full buildout of each alternative. It should be noted that all three alternatives include more development than would be needed to accommodate the amount of growth projected for Butte County by 2030. However, comparing full buildout of each alternative provides a sense of how the overall growth patterns foreseen in the alternatives would affect traffic in the county.

A. Roadway Level of Service

Table IV-1 summarizes of the numbers of roadway segments operating at unacceptable levels of service under each alternative. Table IV-2 provides details regarding PM peak hour volumes and level of service observed on each

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TABLE IV-1 **LEVEL OF SERVICE (LOS) AND VEHICLE MILES TRAVELED (VMT) IMPACTS OF THE ALTERNATIVES**

Alternative	LOS D or Worse Segments	LOS F Segments	VMT
Existing Conditions (2006)	55	5	4,438,000
Alternative 1 (2030)	85	28	10,137,000
Alternative 2 (2030)	77	26	9,677,000
Alternative 3 (2030)	86	35	11,076,000

segment in 2006, as well as roadway volumes and level of service anticipated in 2030 under each of the land use alternatives. Establishing roadway level of service allows transportation planners to evaluate traffic operating conditions and provides a basis for comparison of operating conditions. A roadway or street segment is assigned a level of service grade that corresponds to its quality of traffic operations. A level of service grade of “A” (LOS A) indicates high quality service; a level of service grade of “F” (LOS F) indicates low quality service.

It should be noted that predicted level of service in 2030 is calculated without mitigation measures. In many cases, it would be possible to mitigate traffic impacts with roadway improvements, which will be planned as the General Plan 2030 update continues. At this time, therefore, predicted LOS is simply an indicator of relative traffic impacts from the alternatives.

As the tables below show, 55 segments currently operate unacceptably (LOS D or worse). A total of 5 segments currently operate at LOS F.

The number of segments operating unacceptably by 2030 would increase under all land use alternatives, as shown in Table IV-1. The number of roadway segments operating at LOS D or worse would increase the most under Alternatives 1 and 3, with the greatest number of segments operating at LOS F under Alternative 3.

B. Vehicle Miles Traveled

Similarly, Fehr & Peers also used the Butte County TDF model to forecast countywide VMT in 2030 under each of the three land use alternatives. This information is also shown in Table IV-1, which shows that VMT is expected to increase by over 100 percent in all alternatives, with the greatest increase under Alternative 3 and the smallest increase under Alternative 2.

C. Conclusion

As shown in Table IV-2, Alternative 2 would result in the lowest absolute countywide VMT and the lowest number of roadway segments functioning at or below LOS D. These outcomes appear to be a result both of Alternative 2's more compact pattern of development and the fact that Alternative 2 contains less total development than the other two alternatives.

However, it is important to note that, proportionally, Alternative 1 would generate the least traffic impacts per new housing unit. For example, although Alternative 1 allows almost 17,000 more new homes than Alternative 2 (a 50 percent increase over Alternative 2), it generates only 400,000 more VMT than Alternative 2. This represents only a 4 percent increase in VMT for a 50 percent increase in residential development. Therefore, it would appear that Alternative 1 is very efficient at providing housing while minimizing traffic impacts.

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Alternative 3, on the other hand, provides significantly more jobs. Alternative 3 provides more than twice as many jobs as Alternative 1, but results in only 10 percent more VMT. Alternative 3 provides 20 percent more jobs than Alternative 2, but results in 15 percent more VMT. Therefore, Alternative 3 is more efficient at providing jobs while minimizing traffic impacts, although it is less efficient than is Alternative 1 with regard to housing.

The countywide traffic analysis completed for this Alternatives Evaluation Report is intended to be a broad-brush assessment of the potential impacts of each alternative. Based on this analysis, it is reasonable to conclude that the lower traffic impacts of Alternative 2 are due to the combined effect of Alternative 2's lower residential development, or compact growth pattern and jobs/housing mix.

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TABLE IV-2. ROADWAY SEGMENT LEVEL OF SERVICE UNDER 2006 AND 2030 CONDITIONS

Roadway	Segment	2006			2030 Alternative 1			2030 Alternative 2			2030 Alternative 3		
		Peak Hour Volume	LOS	Peak Hour Volume	LOS	Peak Hour Volume	LOS	Peak Hour Volume	LOS	Peak Hour Volume	LOS	Peak Hour Volume	LOS
SR-32	Muir Avenue to East Avenue	1,600	D	2,648	F	3,236	F	2,749	F				
	East Avenue to W. Sacramento Avenue	1,750	E	2,032	E	2,192	F	2,066	F				
	W. Sacramento Avenue to W. 1 st Street	2,000	E	2,181	F	2,300	F	2,271	F				
	W. 1 st Street to W. 5 th Street	2,800	D	3,025	D	3,128	D	3,071	D				
	W. 5 th Street to 8 th /9 th /Walnut Street	1,500	A-C	1,770	D	1,928	D	1,997	D				
	8 th Street (One way WB), Walnut to Main	1,100	A-C	1,296	A-C	1,440	D	1,452	D				
	9 th Street (One way EB), Walnut to Main	1,000	A-C	1,236	A-C	1,162	A-C	1,184	A-C				
	8 th Street (WB), Main to SR-99	1,400	D	1,608	D	1,857	D	1,833	D				
	9 th Street (EB), Main Street to SR-99	1,600	D	1,909	D	1,790	D	1,701	D				
	SR99 to Forest Avenue	1,500	D	1,664	E	1,660	E	1,660	E				
SR-70	Forest Avenue to Humboldt Road (Hog Springs)	1,050	D	1,132	D	1,116	D	1,231	D				
	Humboldt Road (H.S.) to Robert E. Lee Drive (F.R.)	400	A-C	714	A-C	400	A-C	1,051	D				
	Yuba County Line to Lower Honcut Road	1,150	D	2,381	A-C	2,144	A-C	2,317	A-C				
	Lower Honcut Road to East Gridley Road	1,250	D	2,437	A-C	2,246	A-C	2,440	A-C				
	East Gridley Road to Palermo Road	1,200	D	3,317	E	3,084	D	3,280	D				
	Palermo Road to SR-162	1,350	D	4,429	F	2,744	A-C	4,386	F				

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Roadway	Segment	2006		2030 Alternative 1		2030 Alternative 2		2030 Alternative 3	
		Peak Hour Volume	LOS	Peak Hour Volume	LOS	Peak Hour Volume	LOS	Peak Hour Volume	LOS
	SR-162 to Montgomery Street	1,800	A-C	4,494	D	3,857	A-C	5,416	E
	Montgomery Street to Grand Avenue	2,800	D	6,602	F	5,513	E	7,439	F
	Grand Avenue to SR-149	1,950	A-C	4,720	D	4,385	A-C	7,129	F
	SR-149 to SR-191	950	D	1,794	E	2,344	F	3,492	F
	SR-191 to Pentz Road	300	A-C	493	A-C	545	A-C	643	A-C
	Pentz Road to Big Bend Road (Concow)	200	A-C	465	A-C	319	A-C	397	A-C
	Sutter County line to Archer Avenue	1,800	E	3,675	F	3,385	F	3,567	F
	Archer Avenue to Spruce Street (Gridley)	2,350	D	3,737	F	3,824	F	4,397	F
	Spruce Street to East Biggs Highway	1,650	E	2,291	F	2,818	F	3,270	F
	East Biggs Highway SR-162 (East)	1,100	D	1,778	E	2,424	F	3,001	F
	SR-162 to (East) to SR-149	1,000	D	1,193	A-C	1,834	A-C	2,586	D
	SR-149 to Durham - Pentz Road	2,500	A-C	4,742	F	5,035	F	8,090	F
	Durham-Pentz Rd to Skyway	2,550	D	4,367	F	5,727	F	6,406	F
	Skyway to East 20th Street	4,650	A-C	6,432	D	7,793	E	8,201	F
	East 20 th to SR-32	6,400	D	8,021	E	9,152	F	9,313	F
	SR-32 to Cohasset Road	6,450	D	8,222	F	8,887	F	9,001	F

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TABLE IV-2 ROADWAY SEGMENT LEVEL OF SERVICE UNDER 2006 AND 2030 CONDITIONS (CONTINUED)

Roadway	Segment	2006		2030 Alternative 1		2030 Alternative 2		2030 Alternative 3	
		Peak Hour Volume	LOS	Peak Hour Volume	LOS	Peak Hour Volume	LOS	Peak Hour Volume	LOS
SR-149	Cohasset Road to East Avenue	3,750	F	6,059	D	6,626	D	6,356	D
	East Avenue to Eaton Road		A-C	2,792	A-C	3,337	A-C	2,856	A-C
	Eaton Road to Keefer Road	1,700	D	3,695	F	4,239	F	3,704	F
SR-70 to SR-99		1,550	D	3,599	E	3,247	D	5,566	F
	Glenn County line to SR-99 (south intersect)	150	A-C	328	A-C	303	A-C	314	A-C
	SR-99 (north intersect) to Larkin Road	850	D	1,456	E	1,224	D	1,290	D
	Larkin Road to SR-70	1,200	D	3,740	F	2,939	F	3,207	F
	SR-70 to Feather River Boulevard	2,850	E	7,303	F	5,590	F	6,552	F
SR-162	Feather River Boulevard to Lincoln Boulevard	2,900	F	7,910	F	5,993	F	6,687	F
	Lincoln Boulevard to Olive Highway	3,050	F	6,764	F	5,565	F	6,241	F
	Olive Highway to Lower Wyandotte Road	2,950	F	6,044	F	4,994	F	5,436	F
	Lower Wyandotte Road to Foothill Boulevard	1,850	E	5,671	F	4,026	F	4,401	F
	Foothill Boulevard to Canyon Drive	1,200	D	3,674	F	2,507	F	2,811	F
	Canyon Drive to Forbestown Road	650	A-C	1,312	D	884	D	928	D
SR-191	SR-70 to Durham-Pentz Road	650	A-C	1,301	D	1,799	F	2,849	F
	Durham-Pentz Road to Airport Road	650	A-C	1,432	E	1,369	D	2,170	F

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Roadway	Segment	2006		2030 Alternative 1		2030 Alternative 2		2030 Alternative 3	
		Peak Hour Volume	LOS	Peak Hour Volume	LOS	Peak Hour Volume	LOS	Peak Hour Volume	LOS
Aguas Frias Road	Airport Road to Buschmann Road	900	D	1,567	E	1,473	E	2,119	F
	Buschmann Road to Pearson Road	950	D	1,890	F	1,689	E	1,758	F
	Durham-Dayton Road to Grainland Avenue	100	A-C	121	A-C	164	A-C	135	A-C
Biggs East Highway	Grainland Avenue to SR-162	50	A-C	64	A-C	106	A-C	85	A-C
	Biggs to SR-99	200	A-C	270	A-C	295	A-C	287	A-C
	SR-99 to Larkin Road	250	A-C	935	A-C	835	A-C	422	A-C
Clark Road	Wagstaff Road to Skyway	970	A-C	1,197	A-C	970	A-C	970	A-C
	SR-99 to East Avenue	2,100	D	2,197	D	2,167	D	2,124	D
	East Avenue to Lupin Road	1,500	A-C	1,534	A-C	1,596	A-C	1,516	A-C
Cohasset Road	Lupin Road to E. Lassen Avenue	1,200	A-C	1,244	A-C	1,317	A-C	1,224	A-C
	Lassen Avenue to Boeing Drive (Chico M. Airport)	1,250	D	1,304	A-C	1,261	A-C	1,250	A-C
	Boeing Drive to Keefer Road	300	A-C	300	A-C	311	A-C	300	A-C
Colusa Highway	Keefer Road to Vilas Road	200	A-C	211	A-C	224	A-C	200	A-C
	Colusa County line to Pennington Road	50	A-C	177	A-C	145	A-C	175	A-C
	Pennington Road to Biggs Gridley Road	100	A-C	370	A-C	301	A-C	351	A-C
	Biggs Gridley Road to SR-99	750	A-C	1,148	D	1,448	D	2,172	F

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Roadway	Segment	2006		2030 Alternative 1		2030 Alternative 2		2030 Alternative 3	
		Peak Hour Volume	LOS	Peak Hour Volume	LOS	Peak Hour Volume	LOS	Peak Hour Volume	LOS
Dayton Road	SR-32 to Hegan Lane	600	A-C	734	A-C	721	A-C	678	A-C
	Hegan Lane to Durham-Dayton Highway	370	A-C	532	A-C	541	A-C	514	A-C
Durham-Dayton Highway	Dayton Road to Midway	430	A-C	569	A-C	572	A-C	632	A-C
	Midway to Stanford Lane	200	A-C	410	A-C	492	A-C	525	A-C
	Stanford Lane to SR-99	200	A-C	463	A-C	569	A-C	569	A-C
	SR-99 to SR-191	700	A-C	978	D	1,536	D	2,339	F
Durham-Pentz Road	SR-191 to Pentz Road	220	A-C	241	A-C	266	A-C	241	A-C
East Avenue-Manzanita Avenue-Bruce Avenue	SR-32 to Cussick Avenue	1,350	A-C	1,908	D	2,129	D	1,856	D
	Cussick Avenue to Esplanade	2,050	D	2,653	D	2,766	E	2,609	D
	Esplanade to SR-99	2,250	D	2,876	E	2,923	F	2,803	E
East Avenue-Manzanita Avenue-Bruce Avenue	SR-99 to Cohasset Road	1,200	A-C	1,726	A-C	1,773	D	1,592	A-C
	Cohasset Road to Floral Avenue	1,500	A-C	2,074	D	2,168	D	2,029	D
	Floral Avenue to Mariposa Avenue	1,750	A-C	2,221	D	2,346	D	2,263	D
	Mariposa Avenue to Marigold Avenue	1,000	A-C	1,422	A-C	1,625	A-C	1,585	A-C
East Avenue to Vallombrosa Avenue	Marigold Avenue to Manzanita Avenue	1,000	D	1,318	A-C	1,577	A-C	1,568	A-C
	East Avenue to Vallombrosa Avenue	1,000	D	1,466	A-C	1,793	D	1,852	D

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TABLE IV-2 ROADWAY SEGMENT LEVEL OF SERVICE UNDER 2006 AND 2030 CONDITIONS (CONTINUED)

Roadway	Segment	2006			2030 Alternative 1			2030 Alternative 2			2030 Alternative 3		
		Peak Hour Volume	LOS	Peak Hour Volume	LOS	Peak Hour Volume	LOS	Peak Hour Volume	LOS	Peak Hour Volume	LOS	Peak Hour Volume	LOS
East Gridley Road	California Park Drive to SR-32	1,200	D	1,514	A-C	2,029	D	2,023	D	2,023	D		
	SR-99 to Larkin Road	740	A-C	1,467	D	1,367	D	1,340	D	1,340	D		
	Larkin Road to SR-70	550	A-C	2,067	F	1,464	D	1,864	E	1,864	E		
Eaton Road	Esplanade to SR-99	1,350	D	1,641	D	1,937	F	1,586	D	1,586	D		
	SR-99 to Hicks Lane	950	A-C	1,268	D	1,485	D	1,253	D	1,253	D		
	Hicks Lane to Cohasset Road	700	A-C	986	A-C	1,001	A-C	971	A-C	971	A-C		
Esplanade	SR-99 to Garner Lane	100	A-C	395	A-C	607	A-C	419	A-C	419	A-C		
	Garner Lane to Eaton Road	850	A-C	1,286	D	1,494	D	1,321	D	1,321	D		
	Eaton Road to Lassen Avenue	1,300	A-C	1,519	A-C	1,833	D	1,464	A-C	1,464	A-C		
Esplanade	Lassen Avenue to East Avenue	1,850	D	1,983	D	2,123	D	1,870	D	1,870	D		
	East Avenue to Cohasset Road	1,850	A-C	2,303	A-C	2,377	A-C	2,197	A-C	2,197	A-C		
	Cohasset Road to E. 9 th Avenue	2,200	A-C	2,654	D	2,672	D	2,539	D	2,539	D		
Main Street (NB)	E. 9 th Avenue to E. 1 st Avenue	1,950	A-C	2,335	A-C	2,346	A-C	2,289	A-C	2,289	A-C		
	E. 1 st Avenue to Main Street/Broadway	2,200	A-C	2,664	D	2,775	D	2,657	D	2,657	D		
	Esplanade/E. 1 st Street to 9 th Street	1,250	A-C	1,341	D	1,598	D	1,493	D	1,493	D		
Broadway (SB)	Esplanade/E. 1 st Street to 9 th Street	950	A-C	1,265	A-C	1,178	A-C	1,223	A-C	1,223	A-C		

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Roadway	Segment	2006		2030 Alternative 1		2030 Alternative 2		2030 Alternative 3	
		Peak Hour Volume	LOS	Peak Hour Volume	LOS	Peak Hour Volume	LOS	Peak Hour Volume	LOS
	E. 9 th Street to 16 th Street	1,650	A-C	2,052	D	2,341	D	2,391	D
Park Avenue	E. 16 th Street to E. 20 th Street	1,500	A-C	1,886	D	2,230	D	2,338	D
	E. 20 th Street to East Park Avenue	1,150	A-C	1,385	A-C	1,584	A-C	1,744	A-C
E. Park Avenue	Park Avenue to SR-99	2,250	D	2,404	D	2,611	D	2,680	D
Forbestown Road	SR-162 to Lumpkin Road	250	A-C	281	A-C	269	A-C	260	A-C
	Dayton Road to S.P. Railroad tracks	350	A-C	388	A-C	413	A-C	419	A-C
Hegan Lane	S.P. Railroad tracks to Midway	400	A-C	457	A-C	538	A-C	575	A-C
Honey Run Road	Skyway to Centerville Road	150	A-C	197	A-C	622	D	1,006	D
Centerville Road	Honey Run Road to Centerville Road	100	A-C	147	A-C	100	A-C	132	A-C
	Centerville to Nimshew Road	50	A-C	97	A-C	50	A-C	82	A-C
Nimshew Road	Centerville to Skyway	50	A-C	82	A-C	86	A-C	104	A-C
	SR-162 to E. Hamilton Road	600	A-C	1,875	F	1,410	D	1,647	D
Larkin Road	E. Hamilton Road to East Biggs Highway	100	A-C	418	A-C	244	A-C	662	A-C
	East Biggs Highway to E. Gridley Highway	50	A-C	401	A-C	239	A-C	718	A-C
	E. Gridley Highway to E. Evans Reimer Road	250	A-C	1,072	D	658	A-C	1,083	D

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Roadway	Segment	2006		2030 Alternative 1		2030 Alternative 2		2030 Alternative 3	
		Peak Hour Volume	LOS	Peak Hour Volume	LOS	Peak Hour Volume	LOS	Peak Hour Volume	LOS
Lincoln Boulevard	SR-162 to Marysville Baggett Road	1,100	A-C	3,574	E	2,578	D	2,238	D
	Marysville Baggett Road to Monte Vista Avenue	850	A-C	2,807	E	1,740	A-C	1,331	A-C
	Monte Vista Avenue to Ophir Road	700	A-C	1,995	F	948	A-C	1,330	D
Lower Honcut Road	Ophir Road to Palermo Road	500	A-C	2,064	F	500	A-C	617	A-C
	SR-70 to Palermo Honcut Highway	50	A-C	229	A-C	54	A-C	95	A-C
	Lower Honcut Road to Oro-Bangor Highway	100	A-C	230	A-C	122	A-C	157	A-C
LaPorte Road	Palermo Honcut Highway to LaPorte Road	50	A-C	239	A-C	66	A-C	102	A-C
	SR-162 to Oro-Bangor Highway	650	A-C	2,221	F	1,543	D	989	D
	Oro-Bangor Highway to Ophir Road	600	A-C	2,383	F	1,419	D	1,113	D
Upper Palermo Road	Ophir Road to Palermo Road	350	A-C	1,920	F	681	A-C	612	A-C
	Palermo Road to Lower Honcut Road	100	A-C	126	A-C	122	A-C	131	A-C
	East Park Avenue to Hegan Lane	1,400	D	1,589	A-C	1,724	A-C	1,827	D
Midway	Hegan Lane to Durham-Dayton Road	900	A-C	1,126	D	1,252	D	1,461	D
	SR-70 to Lincoln Boulevard	640	A-C	1,651	D	1,164	D	1,402	D
Montgomery Street	Lincoln Boulevard to Table Mountain Boulevard	630	A-C	1,452	D	1,117	D	1,089	D

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Roadway	Segment	2006		2030 Alternative 1		2030 Alternative 2		2030 Alternative 3	
		Peak Hour Volume	LOS	Peak Hour Volume	LOS	Peak Hour Volume	LOS	Peak Hour Volume	LOS
Oroville-Bangor Highway	Lincoln Boulevard to Lower Wyandotte Road	200	A-C	1,278	D	464	A-C	402	A-C
	Lower Wyandotte Road to Foothill Boulevard	200	A-C	1,198	D	518	A-C	511	A-C
	Foothill Boulevard to Swedes Flat Road	200	A-C	847	A-C	522	A-C	574	A-C
	South of Swedes Flat Road	50	A-C	697	A-C	372	A-C	424	A-C
Palermo Road	Upper Palermo Road to Lincoln Boulevard	120	A-C	1,121	D	120	A-C	120	A-C
	Lincoln Boulevard to Lone Tree Road	110	A-C	1,693	D	110	A-C	390	A-C
	Lone Tree Road to SR-70	100	A-C	914	A-C	100	A-C	416	A-C
Pentz Road	SR-70 to Messilla Valley Road	330	A-C	436	A-C	579	A-C	845	A-C
	Messilla Valley Road to Malibu Drive	500	A-C	578	A-C	736	A-C	1,020	D
	SR-99 to Notre Dame Boulevard	3,150	F	3,637	F	4,530	F	4,711	F
	Notre Dame Boulevard to Bruce Road	2,200	D	2,534	D	3,331	F	3,421	F
Skyway	Bruce Road to Honey Run Road	3,400	F	3,754	F	5,228	F	5,893	F
	Honey Run Road to Pearson Road	2,500	A-C	2,819	D	2,694	D	3,145	D
	Pearson Road to Bille Road	1,940	D	2,011	D	2,362	D	2,491	D
	Bille Road to Wagstaff Road	1,700	D	1,778	D	1,935	D	2,081	D
	Wagstaff Road to Clark Road	1,000	D	1,116	A-C	1,104	A-C	1,231	A-C

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Roadway	Segment	2006		2030 Alternative 1		2030 Alternative 2		2030 Alternative 3	
		Peak Hour Volume	LOS	Peak Hour Volume	LOS	Peak Hour Volume	LOS	Peak Hour Volume	LOS
	Clark Road to Coutolenc Road	1,600	D	2,155	D	1,674	A-C	1,802	D
	Coutolenc Road to Nimshew	1,000	D	1,627	A-C	1,000	A-C	1,045	A-C
	Nimshew Road to Lovelock Road	200	A-C	278	A-C	250	A-C	262	A-C
	Lovelock Road to Powellton Road	100	A-C	164	A-C	164	A-C	164	A-C
Table Mountain Boulevard	Montgomery Street to County Center Drive	1,350	A-C	1,806	D	1,723	A-C	1,823	D
	County Center Drive to SR-70	1,020	D	1,546	D	1,568	D	1,959	F