



City of Wheatland

Traffic Management Plan for the 2025 Bishop Pumpkin Farm Event

June 16, 2025

Event Period:
September 6th through November 9th, 2025

111 C Street Wheatland, California 95692
TELEPHONE (530) 633-2761
FAX (530) 633-9102

Traffic Management Plan 2025 Bishop Pumpkin Farm Event

Introduction/Setting

The Bishop Pumpkin Farm (BPF) is an agricultural oriented business located in the southwesterly corner of the City of Wheatland. BPF opened for business in 1973 by hosting school field trips in the fall. BPF has since expanded to include food and alcohol sales, amusement rides, shows, fireworks, fire pits, movie nights and other events. BPF has steadily grown in popularity and employs seasonal workers from the surrounding community.

The vast majority of visitors to BPF travel to the event via Highway 65 and then through City streets to reach the site. Initially, all traffic to the farm was via a single point of access at the westerly end of Fourth Street which turns into Roddan Lane (private street) and then Pumpkin Lane (private street). In recent years the main point of access has been at the end of Main Street and a secondary access via Wheatland Road during peak periods.

Although actual 2024 data are not available, it is estimated that the 2024 BPF attendance exceeded 310,000 guests over 65-days from September 7th through November 11th, 2024.

Traffic flows are characterized as:

- Slower in September with a more even distribution of traffic throughout the week.
- Intensifying consistently leading up to the last weekend in October with marked increases on Fridays, Saturdays and Sundays.
- School bus traffic only on weekdays, typically Monday through Thursday.
- Adverse weather conditions can significantly lower attendance but then cause a spike in attendance on subsequent fair-weather weekends.
- After-hours traffic is substantial and includes employees and deliveries.
- Visitors will explore the use of any available routes in attempts to reduce travel time.
- Visitor trips are more intense/condensed in the mornings and after evening events.
- Special evening events generate surges of exiting traffic when special events conclude.
- Admissions/parking processes at BPF can cause queueing that spills into city streets if adequate admission booths and parking staff are not provided.

Since 2015, Wheatland has been implementing a traffic control/management plan during the season. Temporary traffic controls and signs are placed prior to the event and monitored for the duration of the event.

City Staff meets several times before each season to discuss and plan for the upcoming event. Participants include the City Manager, Wheatland Police Department, Wheatland Fire Authority, Public Works Director and Superintendent, and the City Engineer. After formulating a draft plan for the season City Staff consults Caltrans Traffic Operations Staff and representatives from BPF in separate meetings. Staff consulted BPF representatives and no changes to the internal traffic circulation or access to the site are planned. City staff will consult with Caltrans Traffic Operations staff to discuss the traffic management plan, highway traffic impacts and traffic signal timing. In 2023 and 2024 Caltrans decided to add additional left-turn time of 5- to 9-seconds to the northbound turns on to Main Street to facilitate more incoming BPF visitors per traffic signal cycle.

The calendar of events for Wheatland High School will be checked for any events that may disrupt the use of the Wheatland Road gate located near the high school football field.

The City's practice of advanced planning is part of a continuous improvement process that can provide opportunities to adapt and optimize the traffic management plans for the event.

2025 Approach to Traffic Management

The following description and the attached exhibits describe the City's approach to traffic management for the 2025 BPF season. For purposes of this plan, peak days are defined as all Saturdays and Sundays in October, although the City may require peak day traffic controls be instituted when traffic conditions warrant.

1. Essentially follow last year's plan with minor modifications.
2. Follow and comply with published regulations such as the California Manual for Uniform Traffic Control Devices (CA-MUTCD) and the California Vehicle Code.
3. Segregate to the extent possible vehicle trips generated from north and south of Wheatland, especially on peak days, to reduce traffic conflicts.
4. Use traffic signals at Main Street and First Street to organize, direct and meter traffic entering or exiting Wheatland via Highway 65.
5. Direct traffic to arterial streets to the greatest extent possible to take advantage of the wider streets and stronger pavement structure present in arterial streets.
6. Reduce vehicle conflicts and cut-through traffic from intersecting streets by restricting or strongly discouraging the use of non-arterial streets.
7. Provide a visible law enforcement presence. See details in the following section.
8. Discourage use of E Street from Main Street by placing road closed signs on the shoulders at E Street and Main Street (all weekdays the entire season).
9. Full closure (both directions) of E Street at First Street after 4pm on Fridays and re-open by 7am Monday (all weekends the entire season).
10. Discourage use of E Street by placing road closed local traffic only signs along Highway 65 at Second Street, Third Street and Fourth Street.
11. Close the west end of Fourth Street at Roddan Lane (entire season).
12. Open a second/northerly entrance on Wheatland Road for peak days and divert trips from the north to the second entrance via the First Street traffic signal.
13. Encourage southbound visitors to use the First Street signal and the Wheatland Road Gate with changeable message signs and static signage.
14. Request that Caltrans implement alternative signal timing at the Main Street and First Street traffic signals.
15. Use semi-portable barricades at full-street closures to allow for public safety response. (Note: Wheatland PD and Fire must review and approve any barriers).
16. Request that Caltrans modify signal timing at Main Street to allow more time for left turn from northbound Hwy-65 to westbound Main Street and right turns from eastbound Main Street to Hwy-65.
17. Request that Caltrans modify First Street and McDevitt Drive signal timing as needed in coordination with modified flows from the Main Street signal.
18. Use of traffic barrels with "slow for the cone zone" signs on Main Street between E Street and the westerly end of Main Street for enhanced lane delineation and traffic calming.

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19. Use temporary striping and restrict parking at the southwesterly corner of Main Street and Highway 65 to make a temporary dedicated right-turn lane to southbound Highway 65.
20. Road signs along eastbound Wheatland Road for visitors coming from the west on Wheatland Road and Oakley Lane. (peak days)
21. Road signs along westbound Wheatland Road to guide visitors to the second entrance on Wheatland Road. (peak days)
22. Changeable message sign at westbound First Street west of E Street to guide visitors to Wheatland Road entrance. (peak days)
23. Changeable message sign at eastbound Wheatland Road east of Oakley Lane of E Street to guide visitors to Wheatland Road entrance. (peak days)
24. Restrict turns at the exit of the Wheatland Road gate to right-turns only onto eastbound Wheatland Road/First Street.
25. Monitor the effectiveness of this plan throughout the season and make minor adjustments as may be appropriate and as approved by the City Engineer.

Wheatland Police Department

Friday evenings the Wheatland Police Department (PD) will have one officer assigned from 4pm until closing to monitor traffic in the vicinity of the event and conduct patrols inside the event.

Depending on police department staffing levels on Saturday and Sunday, one officer may be assigned to monitor traffic in the vicinity of the event and one officer assigned foot patrol inside the event from opening until closing.

On Friday evenings at the conclusion of the fireworks officers will be posted at the intersection of Main Street and SR-65. The officers will stop traffic on SR-65 and allow exiting traffic on eastbound Main Street to turn onto SR-65 without stopping. This will be done in 5–10-minute increments until the majority of the BPF traffic has exited the parking lot. Northbound and Southbound SR-65 traffic will be held during the egress for 5-10 minute increments then allowed to proceed briefly until stopped again as the traffic exiting from Main Street is the priority.

At the end of each week, PD will evaluate the traffic concerns and concerns within the event to determine if adjustments to staffing levels and patrol times are needed.

Points of Contact

During the event, public safety concerns, comments and inquiries should be directed to the following:

All Public Safety Emergencies	911
Police Non-Emergency (dispatch)	530-633-2821
Fire Non-Emergency	530-633-0861
Public Works After 5pm and Weekends	530-633-0926
Public Works Normal Business Hrs. (M-Th)	530-633-2761

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Conclusion

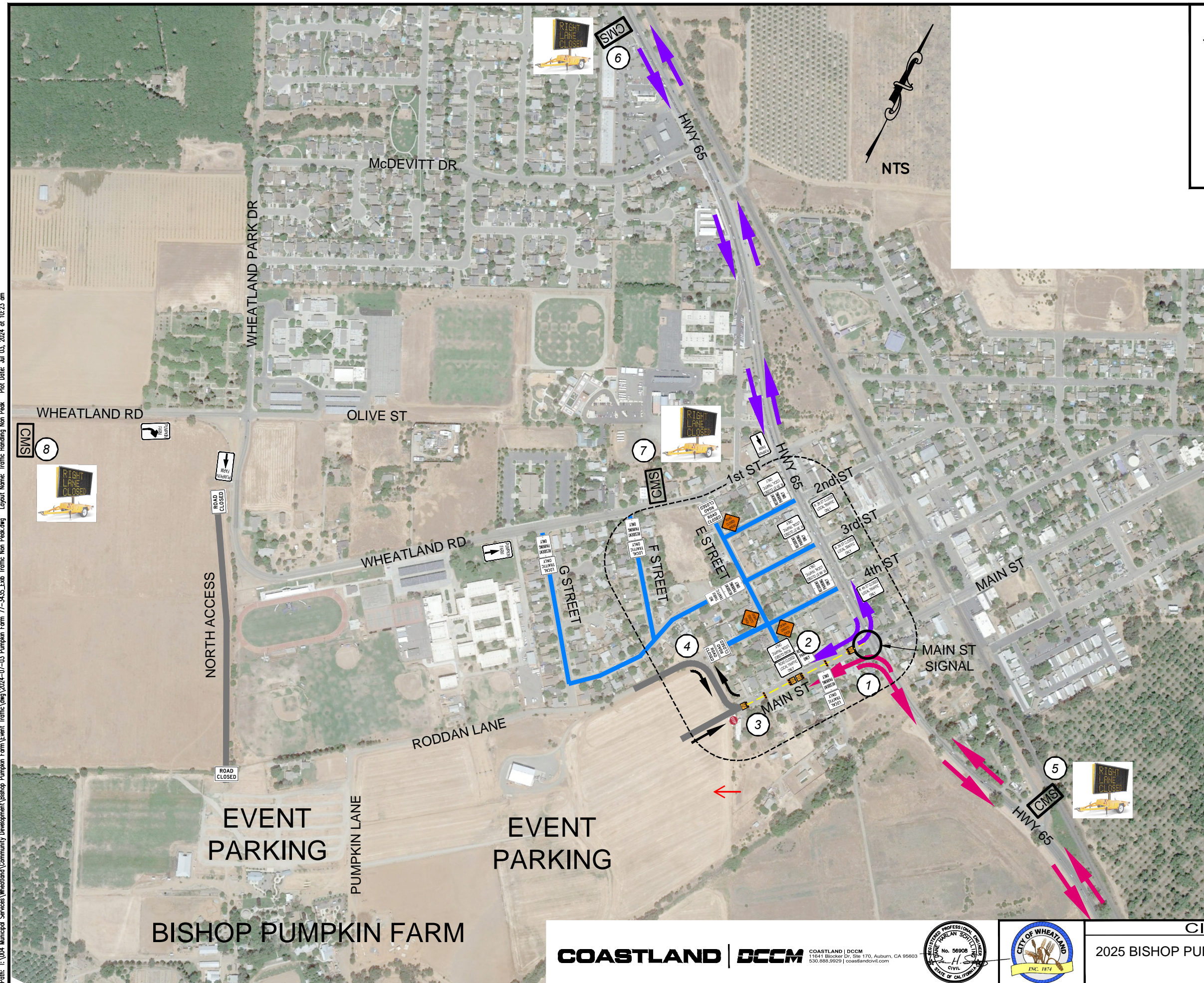
To the greatest reasonable extent and under the direction of the City Engineer the City will: 1) implement this traffic management plan as described herein, 2) monitor conditions during the event, and 3) make minor adjustments to the plan as needed during the event to address any issues or unforeseen circumstances. Any substantial changes to the plan will require the approval of the City Engineer and written modification of this plan.

This plan has been prepared under my responsible charge in coordination with and with input from other City departments.







Dane H. Schilling, PE
City Engineer
City of Wheatland

Attachments: 2025 BISHOP PUMPKIN FARM TRAFFIC PLAN (3 pages)



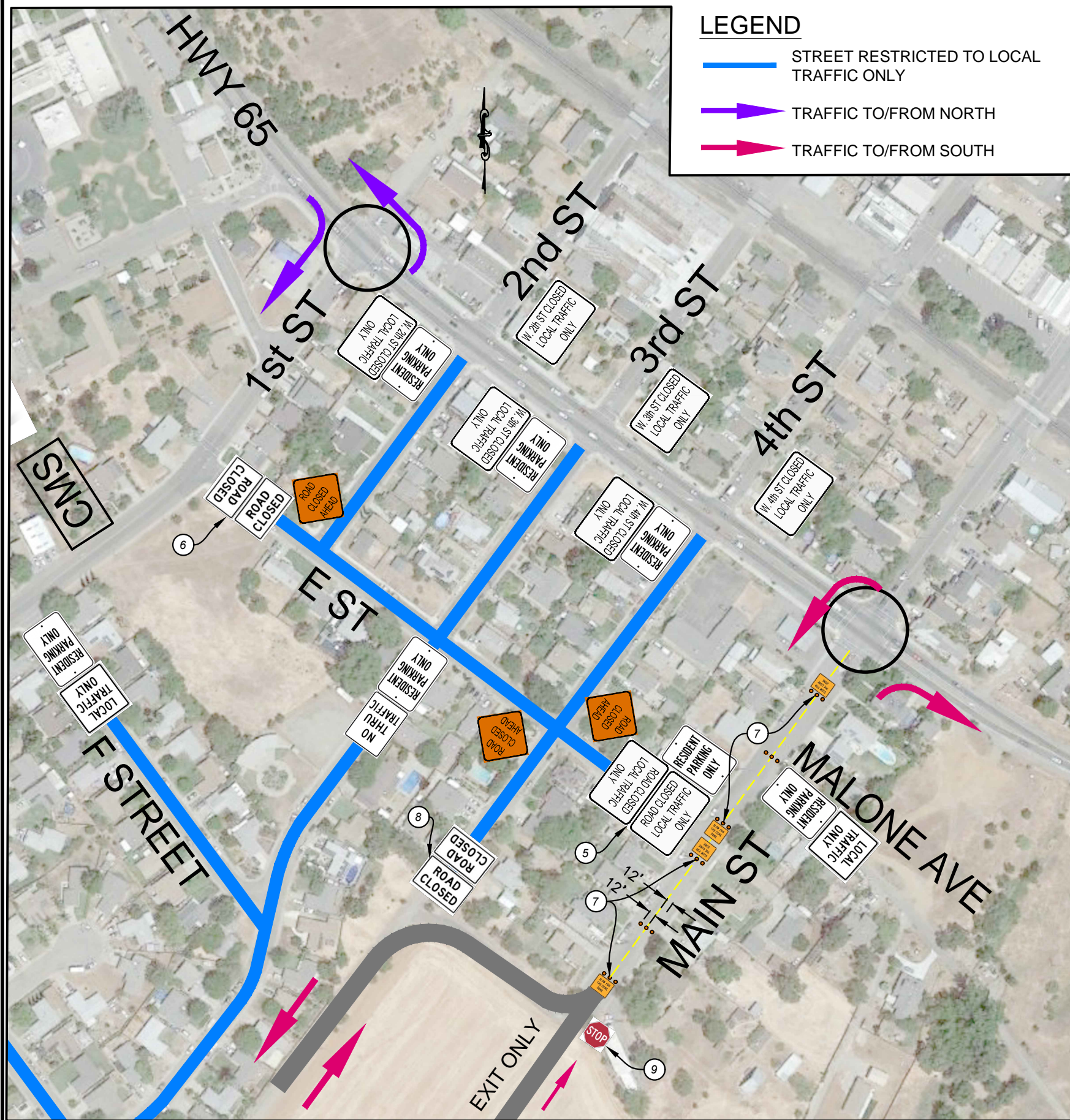
LEGEND

-  STREET RESTRICTED TO LOCAL TRAFFIC ONLY
-  CHANGEABLE MESSAGE SIGN
-  TRAFFIC TO/FROM NORTH
-  TRAFFIC TO/FROM SOUTH

NOTES

- 1 TEMP. RIGHT TURN LANE PER
DETAIL A/3.
- 2 SOFT CLOSURE: SEE NOTE 5
SHEET3.
- 3 PLACE 3 TRAFFIC BARRELS
TRANSVERSE AT 6 LOCATIONS (18
TOTAL) WITH 'SLOW FOR THE CONE
ZONE' SIGN AT END OF EACH BLOCK
(4 PLACES).
- 4 FULL CLOSURE: THREE-TYPE 3
BARRICADES WITH TWO SANDBAGS
EACH LEG.
- 5 CHANGEABLE MESSAGE SIGN (CMS):
"PUMPKIN FARM"
"LEFT AT SIGNAL"
- 6 CHANGEABLE MESSAGE SIGN
"PUMPKIN FARM"
"RIGHT AT MAIN ST."
- 7 CHANGEABLE MESSAGE SIGN
"NO PUMPKIN FARM ACCESS"
"RETURN TO HWY 65"
"FOLLOW SIGNS"
- 8 CHANGEABLE MESSAGE SIGN
"PUMPKIN FARM TURN RIGHT"
"THEN RIGHT AT SIGNAL"

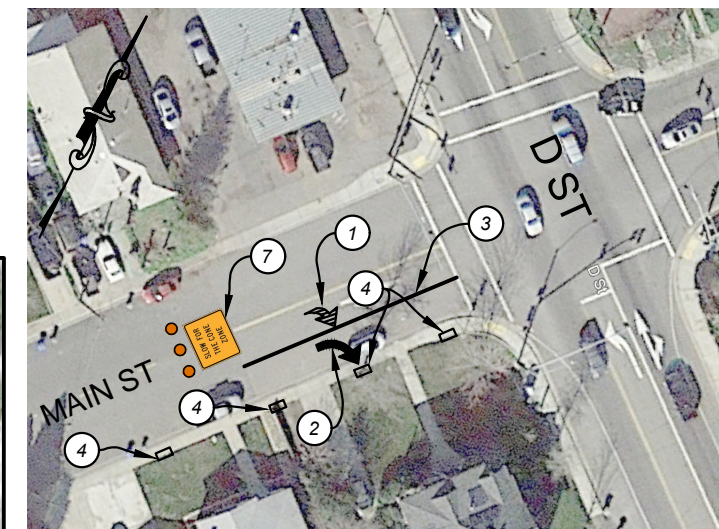
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- 6 CHANGEABLE MESSAGE SIGN
"PUMPKIN FARM"
"RIGHT AT SIGNAL."
- 7 CHANGEABLE MESSAGE SIGN
"PUMPKIN FARM"
"CONTINUE 0.5-MILES"
"FOLLOW SIGNS"
- 8 CHANGEABLE MESSAGE SIGN
"PUMPKIN FARM TURN RIGHT"
"FOLLOW SIGNS"



C E STREET NEIGHBORHOOD

LEGEND

- STREET RESTRICTED TO LOCAL TRAFFIC ONLY
- TRAFFIC TO/FROM NORTH
- TRAFFIC TO/FROM SOUTH



A MAIN ST & HWY 65 RIGHT TURN



B WHEATLAND ROAD TURN RESTRICTIONS

NOTES

- BLACK-OUT RIGHT ARROW ON (E) TYPE II(B) MARKING. WITH ADHESIVE STRIPING TAPE.
- PLACE TEMPORARY TYPE III(R) RIGHT TURN ARROW WITH ADHESIVE STRIPING TAPE.
- STRIPE 60' OF 6" (DETAIL 38A) WHITE STRIPE. WITH ADHESIVE STRIPING TAPE.
- INSTALL "NO PARKING" SIGNS ON TYPE II BARRICADE (4 PLACES).
- SOFT CLOSURE: ONE - TYPE 3 BARRICADE ON EACH SHOULDER WITH TWO SANDBAGS EACH LEG. POST TWO 'NO PARKING' SIGNS ON EACH SIDE OF STREET ON TYPE 2 BARRICADES, 40-FT APART CENTERED ON CLOSURE SIGN.
- FULL CLOSURE: FOUR - TYPE 3 BARRICADES WITH TWO SANDBAGS EACH LEG.
- PLACE 3 TRAFFIC BARRELS TRANSVERSE AT 6 LOCATIONS (18 TOTAL) WITH 'SLOW FOR THE CONE ZONE' SIGN AT END OF EACH BLOCK (4 PLACES).
- FULL CLOSURE: THREE- TYPE 3 BARRICADES WITH TWO SAND BAGS EACH LEG.
- R-1 "STOP" SIGN ON TYPE 2 BARRICADE.

GENERAL NOTES

ALL SIGN SHALL BE SECURED TO TYPE 2 BARRICADES UNLESS OTHERWISE NOTED.