

SUPPLEMENTAL INFORMATION #1

For Planning Commission Agenda of:
April 20, 2023

<input type="checkbox"/>	Consent Agenda Item	
<input type="checkbox"/>	Continued Hearing Item	No. <u>G-3</u>
<input checked="" type="checkbox"/>	Public Hearing Item	
<input type="checkbox"/>	Department Report	
<input type="checkbox"/>	Old Business	

Project Title: **Russ Renner Zone Reclassification, General Plan Amendment, and Conditional Use Permit**

Record Number: PLN-2023-18078

Assessor Parcel Numbers: 201-311-026 & 201-311-028
Address: 646 State Highway 36, Alton Area

Attached for the Planning Commission's record and review is the following supplementary information:

1. Added Conditions of Approval

clarifying need for retrofit and improvement of existing driveway encroachment (Hillcrest Dr.) and preserving two-way traffic within easement.

2. Comments from Jesse Robertson, Caltrans Transportation Planning

Discussion of timing of Alton Shoulder Widening Project and resulting driveway improvements

3. Letter from Kevin McKenny, engineer for the applicant

Discussion and analysis of improvements to driveway safety anticipated to result from part Caltrans forthcoming Highway 36 Realignment project.

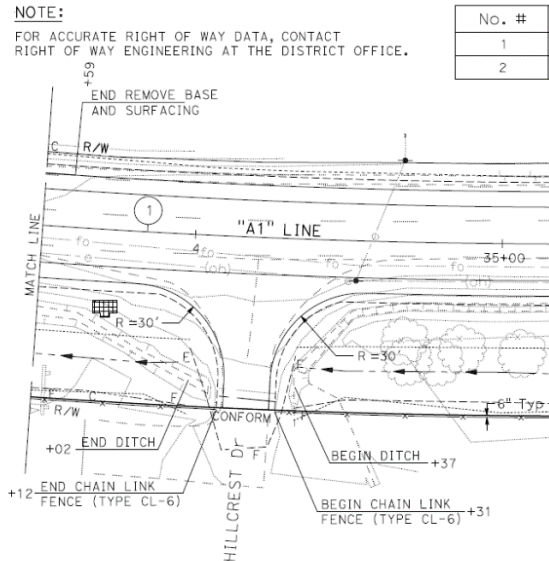
APPROVAL OF THE CONDITIONAL USE PERMIT IS GRANTED ON THE FOLLOWING TERMS AND REQUIREMENTS WHICH MUST BE SATISFIED BEFORE THE USE MAY BE INITIATED AND FOR THE LIFE OF THE PROJECT

A. General Conditions

7. **Hillcrest Drive Encroachment:** The site plan provided by the applicant shows that Hillside Drive will provide ingress and egress to the proposed new commercial use (Reynolds RV). The applicant shall ensure this existing driveway encroachment is retrofitted so that (at minimum): 1. the throat of the encroachment will meet the minimum 20-foot standard width; 2. the apron will be paved to a distance satisfactory to Caltrans design standards.

If necessary, the applicant shall secure an encroachment permit from Caltrans to retrofit the existing driveway encroachment. Appendix J of the Caltrans Encroachment Permits Manual is available online to aid in submitting a compliant driveway design: <<https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/encroachment-permits/appendix-j-ada.pdf>>

Note: this condition shall be seen as satisfied following completion of the forthcoming Safety Improvements and Shoulder Widening project planned for State Highway 36.



8. **Hillcrest Drive Roadway:** The applicant shall ensure that Hillcrest Drive is improved and maintained to meet the Category IV Roadway standard between State Highway 36 and the railroad right-of-way crossing. Design and improvement of all parking areas must allow for simultaneous ingress and egress (two-way travel) of vehicles on Hillcrest Drive within this stretch of its length.

From: ROBERTSON, JESSE GRAHAM@DOT
To: [Lazar, Steve](#)
Subject: RE: PLN-2023-18078 - Alton Shoulder Widening Project - opportunity for driveway widening
Date: Monday, April 17, 2023 4:16:24 PM
Attachments: [image001.png](#)

Caution: This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

Steve,

After consulting with our Permits Chief and the Design Engineer for this phase of the project, the Conditional Use Permit seems less likely to conflict with the Alton Shoulder Widening Project than previously believed. Caltrans' plans call for the installation of a 35-foot length of culvert beneath Hillcrest Drive. We may need to increase the length of the proposed culvert to 40-feet, not because the throat of the driveway will be that wide, but because the culvert will cross under the roadway flare. This is good news for the applicant and County that Caltrans will deal with the drainage work as part of the Safety project.

The applicant will still need an encroachment permit to connect to the limits of Caltrans' driveway apron. The driveway will not extend to the limit of the newly acquired State right of way, but we may be paving the driveway apron with flare as far as 25- or 30-feet from the edge of the improved (not existing) shoulder. Some additional widening by the applicant may be needed at the driveway throat to meet our 20-foot minimum width standards for a commercial road approach. Any widening of, and/or connection to, the private roadway within State R/W would need to take place under an encroachment permit.

The applicant should have plenty of time to complete the encroachment permit work after the Caltrans improvements are completed. There are a couple of hurdles for Caltrans to clear before our paving work can begin. We think utility pole relocation may increase the construction timeline, which would otherwise last 90-100 days. (You were correct, that Mercer-Fraser is the contractor.) An estimated timeframe for Caltrans construction work to be complete is August/September 2023. If the County were to approve the applicant's CUP in May (I think you said that this may need to go to the Board of Supervisors), it would take 30 to 60 days for Caltrans Permits to grant an approval, once the encroachment application has been accepted as complete. A driveway encroachment could begin work shortly after the Caltrans project is complete, which would be far in advance of the one year period given by the County to meet the conditions of approval.

We do not anticipate drainage conflicts or unstudied environmental impacts with the encroachment permit portion of the work.

Appendix J of the Caltrans Encroachment Permits Manual is available online to aid in submitting a compliant driveway design: <<https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/encroachment-permits/appendix-j-ada.pdf>>.

As we may have already stated, any work within State right of way will require an encroachment permit from Caltrans. To streamline the process, Caltrans requires the applicant to arrange and participate in a pre-submittal meeting with the Caltrans encroachment permits staff in Eureka, prior to submitting a permit application. For more information or to request an encroachment permit, please contact the Eureka permits office at 707-498-5684, and refer to the following website: <<https://dot.ca.gov/programs/traffic-operations/ep>>.

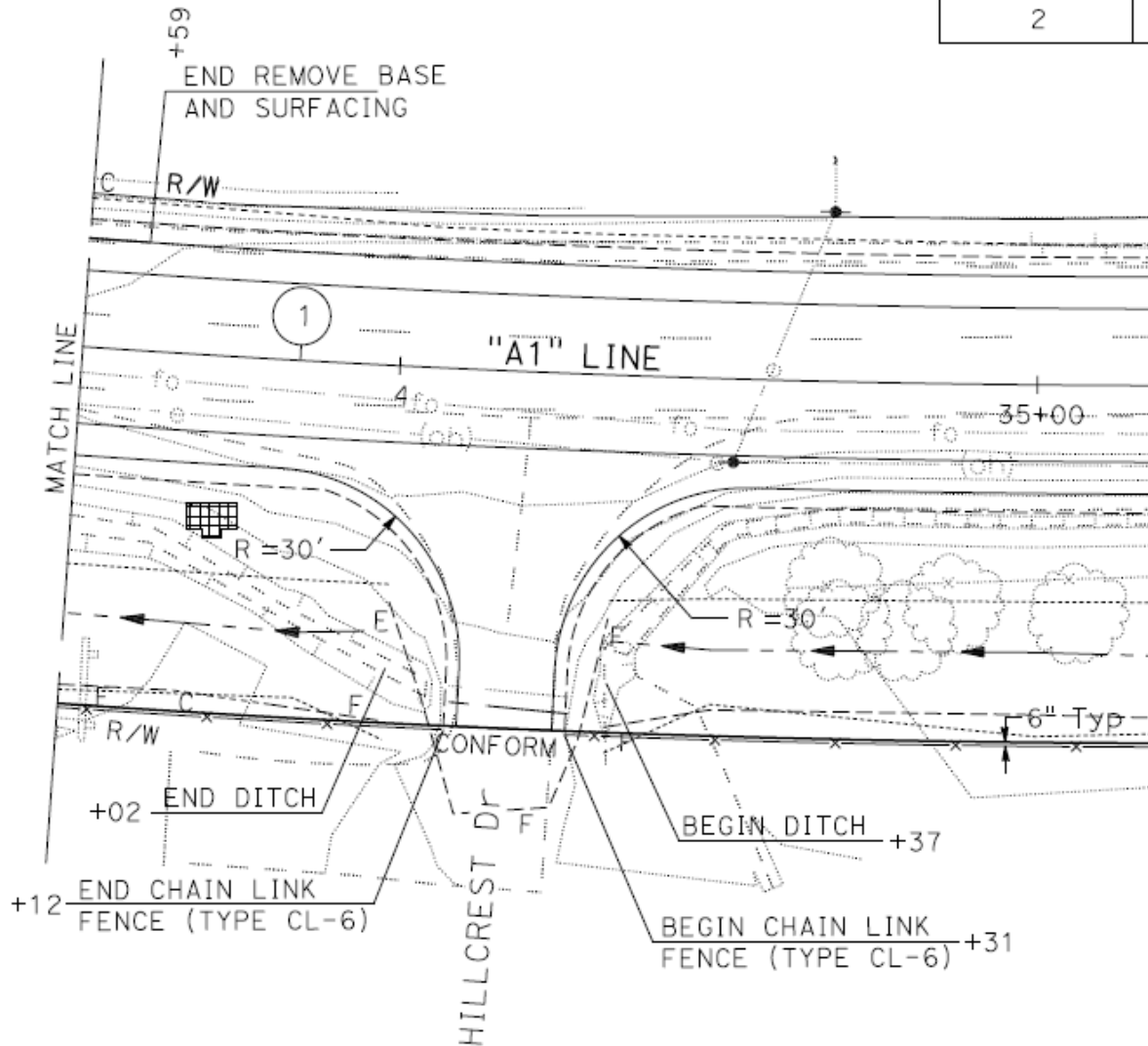
Let me know if you have questions or need any other information prior to the Planning Commission hearing.

Jesse Robertson
Transportation Planning

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

No. #	
1	
2	



From: ROBERTSON, JESSE GRAHAM@DOT <jesse.robertson@dot.ca.gov>
Sent: Friday, October 07, 2022 10:31 AM
To: Lazar, Steve <SLazar@co.humboldt.ca.us>
Cc: Matteoli, Jaime@DOT <jaime.matteoli@dot.ca.gov>
Subject: Alton Shoulder Widening Project Coordination

Caution: This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

Steve,

Attached are plan sheets from the Alton Shoulder Widening Project. The pages show Driveway #4, Humboldt Fence Company, I believe, Hillcrest Drive, and Victoria Lane. Caltrans is proposing to pave and improve the driveways to a distance between 40- and 50-feet. The width of the driveway is shown at the edge of pavement

(EP), 20-feet beyond EP, and 40-feet beyond EP. At 40-feet beyond EP, the driveway will conform to the existing road width. See the table below for the proposed dimensions. The actual conform may be modified or adjusted during construction.

The project is currently being advertised for construction. The construction contract is expected to be awarded by the end of November. Since the project is in the process of being awarded, changing the driveway width to 20-feet-wide or wider will have to be done as a contract change order and either the county or the private developer will have to assume the additional cost. Jaime Matteoli is currently assigned as the Project Manager; he is cc'd. He or I can direct you to the person who can assist you with the road widening change order.

Intersection	Distance from ETW	Road Width
Hillcrest Drive	5' (shoulder)	74'
	20'	30'
	40'	15'

Feel free to contact me with questions or for further assistance.

Jesse Robertson
Transportation Planning
Caltrans District 1
(707) 684-6879 (mobile)



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kevin@khmckenny.com

Phone: 707-444-9659
CA Licensed Civil Engineer
C- 45971

Russ Renner
646 Hwy 36
Alton Ca 95541

RE: PLN 2023-18078 Zone Reclassification from ML to C3 Ap # 201-311-026 & 201-311-028

You asked that I research the design aspects of the Cal Trans Hwy 36 Realignment that is under construction at this time fronting your properties that are proposed to be rezoned to C3. More specifically you asked us to address the new improvements to the intersection of Hillcrest Drive onto Hwy 36 that will serve as the access to your properties. As we discussed earlier with planning staff that intersection was redesigned and will be reconstructed as part of the ongoing Realignment project by Cal Trans. Todd Lark from Cal Trans Engineering is the design engineer of record and we have attached the plan to this letter.

The realignment project did require the dedication of thirty feet of land from you along your northern property line for the expansion of the roadway and additional shoulder widening. This was needed to facilitate the changes at the intersection of Hillcrest Drive onto the highway. The Cal trans design utilized aspects from both, Cal Trans Highway Design Manual and the AASHTO design parameters which are used for Truck design Turning Radii. Sections of those are referred to in the following review.

The Highway realignment project utilized 30 feet of your property to both widen the roadway and shoulder section also included increasing the sight distance for the intersection at your site. The Cal Trans Design manual sets limits for sight lengths for both Stopping distance and Decision distance at various speeds.(Cal Trans HDM Table 201.1 and 201.7 Sight Distances) The highway is rated for 55MPH and at that speed the stopping sight distance is 500 feet with decision distance set at 865 ft. Those distances go up to 660 feet for stopping and 1050 ft. for decision at 65 MPH.

The newly constructed intersection will provide sight distances of 1050 feet in both the East bound and West bound directions. (See the google maps attachments) Therefore, the required distance of 850 feet at 55 MPH is not a problem for the sight distance needed to slow down or stop as traffic pulls out onto the highway in either direction with the new design. The Cal Trans Design Manual refers to the AASHTO truck turn radii and has utilized a " Bus 45" which works for a dual rear axle School bus or a Large Motorhome. This intersection design does facilitate those vehicles coming onto or off the highway. Additionally, Fifth Wheel Delivery trucks which also replicate the largest travel trailer are shown as "WB-40 or WB-50" for design radii onto the highway. The Intersection as designed for the Cal Trans Realignment Project does work for both of these Combination vehicle setups. (See attached AASHTO Design diagrams) The intersection, as designed, allows for all these vehicles to turn onto and off the highway without taking up the opposite lane.

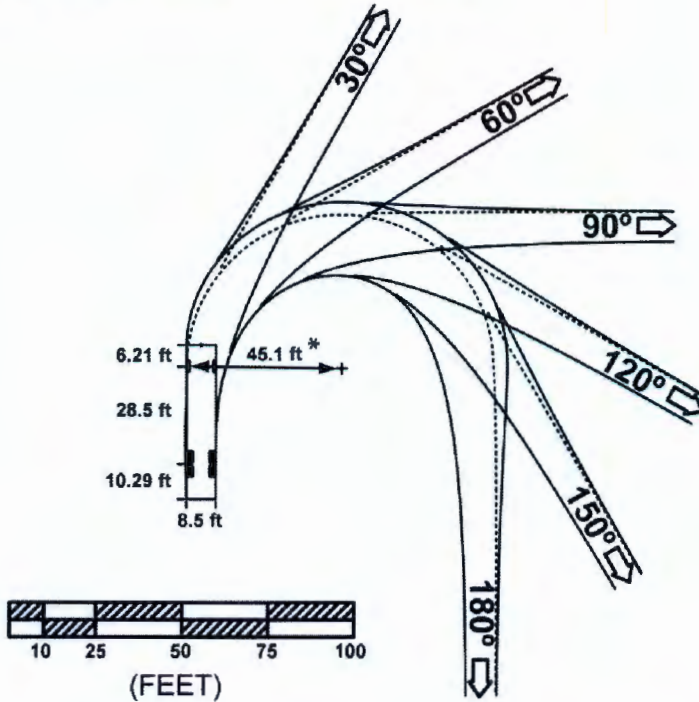
I think the above narrative coupled with the attachments should alleviate the questions brought up regarding the Cal Trans design on the intersection of Hwy 36 with Hillcrest drive serving your project. The attached plan shows those planning issues raised were captured in the design and subsequent construction that is ongoing. Please call or email any additional questions or concerns.

Kevin McKenny PE
California License C-45971

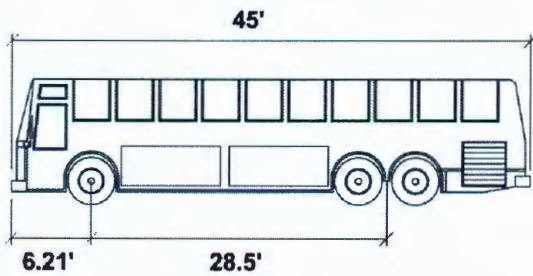
July 1, 2020

Figure 404.5F

45-Foot Bus & Motorhome Design Vehicle



* Radius to outside wheel at beginning of curve.



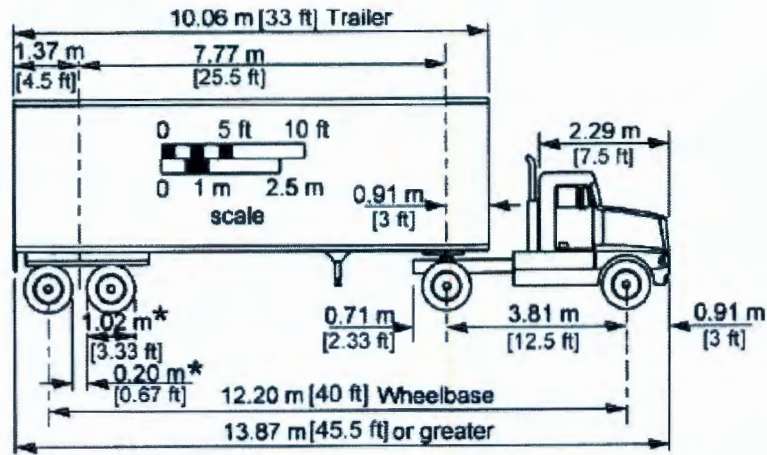
LEGEND

	Swept Width (Body)
	Tracking Width (Tires)

45' BUS

- Width : 8.5'
- Track : 8.5'
- Lock to Lock Time : 6 seconds
- Steering Lock Angle: 44.3 degrees

Note: For definitions, see Indexes 404.1, and 404.5.



* Typical tire size and space between tires applies to all trailers.

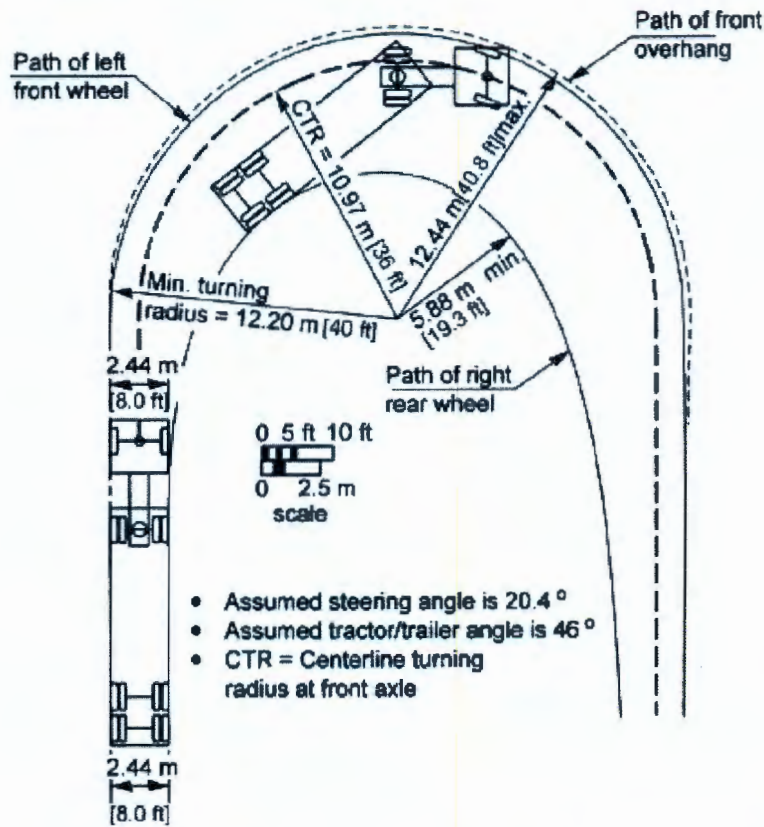


Exhibit 2-13. Minimum Turning Path for Intermediate Semitrailer (WB-12 [WB-40]) Design Vehicle

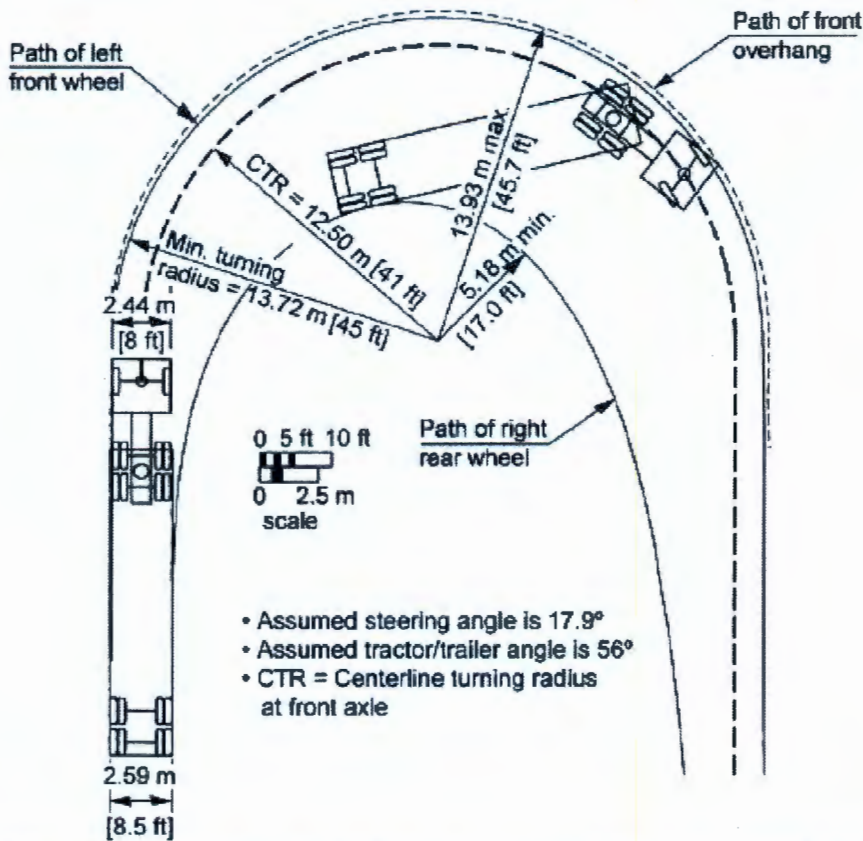
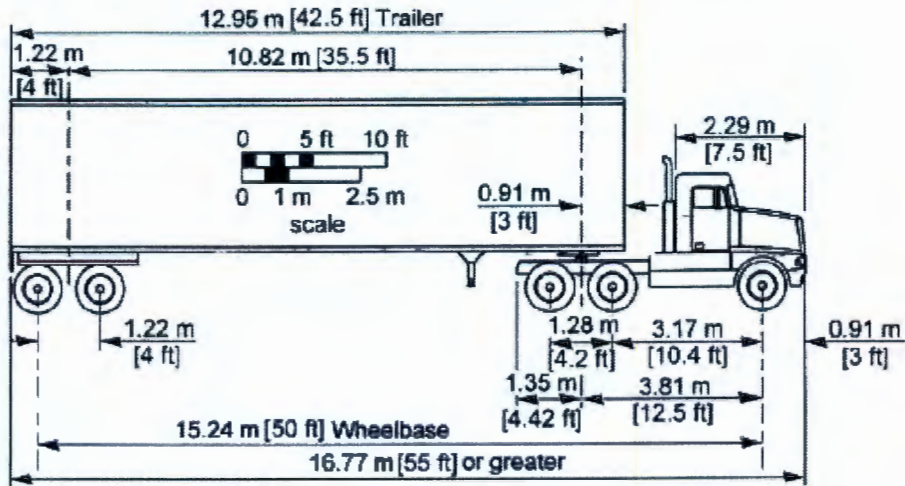
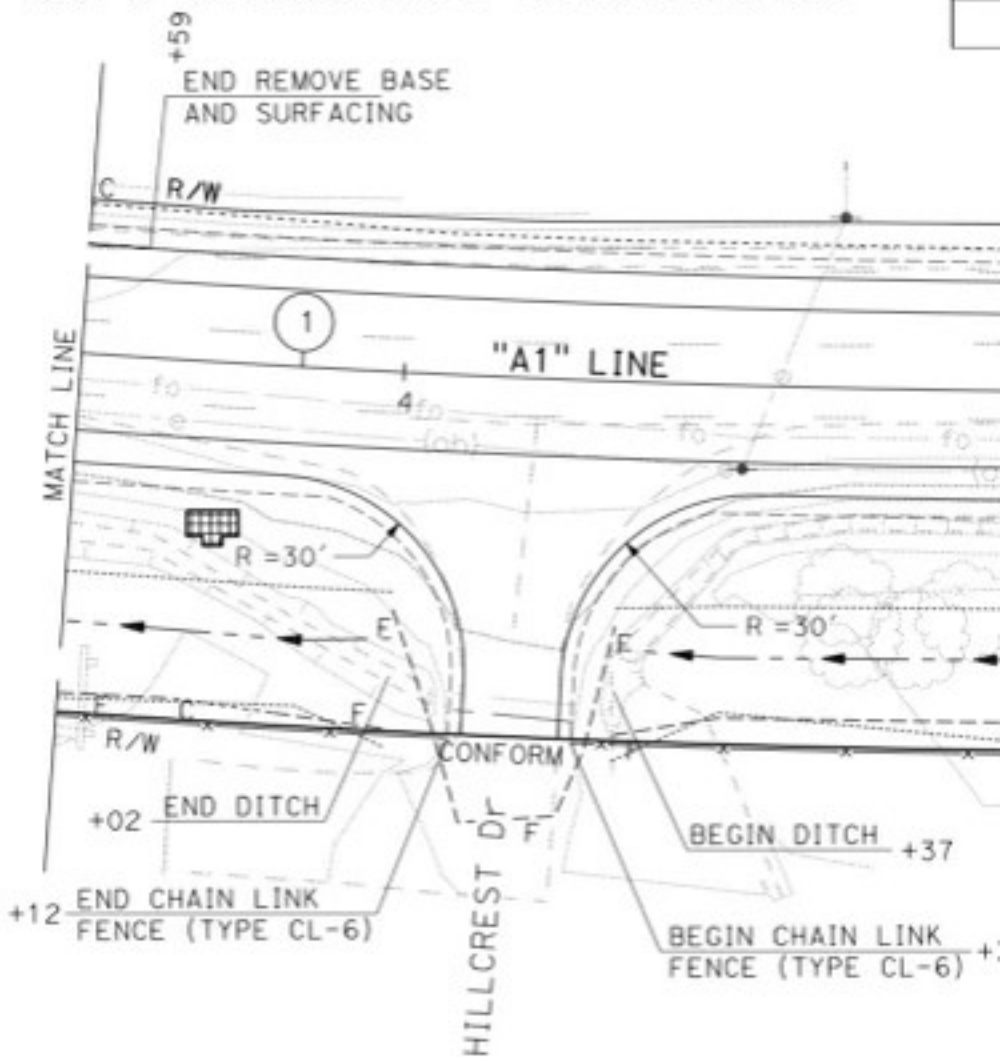


Exhibit 2-14. Minimum Turning Path for Intermediate Semitrailer (WB-15 [WB-50]) Design Vehicle

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



R=2,500' Lt



Imagery ©2023 Maxar Technologies, USDA/FPAC/GEO, Map data ©2023 50 ft

Measure distance

Total distance: 1,050.25 ft (320.11 m)



Imagery ©2023 Maxar Technologies, Map data ©2023 50 ft

Measure distance
Total distance: 1,050.12 ft (320.08 m)