

Lenzi, Chelsea

From: Larry Hail <pte@sbcglobal.net>
Sent: Tuesday, June 21, 2016 12:54 PM
To: sbcob
Subject: Fwd: Sierra Grande - SR 246 Access

Sent from my iPhone

Begin forwarded message:

From: "Streder, Melissa@DOT" <melissa.streder@dot.ca.gov>
Date: June 21, 2016 at 10:46:42 AM PDT
To: Larry Hail <pte@sbcglobal.net>
Cc: "jzoro@co.santa-barbara.ca.us" <jzoro@co.santa-barbara.ca.us>
Subject: RE: Sierra Grande - SR 246 Access

Hi Larry,

Yes, this is correct. Caltrans requested Conditions of approval is to construct a public road intersection per Chapter 400 of the HDM (4:1 taper for ingress and a 2:1 taper for egress between SR 246 and the driveway).

Best Regards,

Melissa Streder
Associate Transportation Planner
California Department of Transportation
(805) 549-3800

From: Larry Hail [<mailto:pte@sbcglobal.net>]
Sent: Tuesday, June 21, 2016 9:52 AM
To: Streder, Melissa@DOT <melissa.streder@dot.ca.gov>
Subject: Re: Sierra Grande - SR 246 Access

Therefore, is it acceptable to conclude that the proposed deceleration taper improvements do not satisfy the Caltrans requested Condition of Approval to construct the Public Road Intersection improvements? I did email you a copy of the proposed project improvements

Sent from my iPhone

On Jun 21, 2016, at 9:41 AM, Streder, Melissa@DOT <melissa.streder@dot.ca.gov> wrote:

Hello Larry,

In our March 3, 2015 letter to the county, we indicated that a public road intersection be constructed as a condition of approval for the project (see attached). Chapter 400 of

the HDM indicates that this would include a 4:1 taper for ingress and a 2:1 taper for egress between SR 246 and the driveway (see Figure 405.7 attached).

Since SR 246 is designated a STAA Terminal Access Route, it is also recommended that the use of the STAA curve radius be considered at this location as well as identified in Figure 407.5. Also it is recommended that driveway be squared up with SR 246 (see HDM 403.3 for guidance) to avoid determining the possibility for an advisory design exception during the permitting process. Sight distance is also an important factor to consider as there are many trees that may block sight distance.

I hope this information clarifies Caltrans recommendations. I apologize I was not able to get it to you before the County Board of Supervisor's meeting this morning.

Please feel free to call me if you have any additional questions. I will be here this week through Thursday. I am out of the office on Fridays.

Best Regards,

Melissa Streder
Associate Transportation Planner
California Department of Transportation
(805) 549-3800

From: pte@sbcglobal.net [mailto:pte@sbcglobal.net]
Sent: Thursday, June 02, 2016 11:58 AM
To: Streder, Melissa@DOT <melissa.streder@dot.ca.gov>
Cc: Steven Kirby <sekirby@hbsb.com>
Subject: Sierra Grande - SR 246 Access

Melissa - Thank you for returning my call!!

I've attached a copy of my review report with the highlighted areas for your easy reference (see pages 2, 4 and 5).

Please let me know if you have any questions and I look forward to your feed back.

As I mentioned, there is a Board of Supervisors hearing on June 21st.

Larry D. Hail, CE, TE, PTOE
Pinnacle Traffic Engineering
NorCal: (831) 638-9260
Central Coast: (805) 644-9260

----- Forwarded Message -----

From: "pte@sbcglobal.net" <pte@sbcglobal.net>
To: "Fukushima, Adam J@DOT" <adam.fukushima@dot.ca.gov>
Cc: "melissa.streder@dot.ca.gov" <melissa.streder@dot.ca.gov>; Steven Kirby <sekirby@hbsb.com>; "showjumpers@me.com" <showjumpers@me.com>
Sent: Wednesday, May 18, 2016 9:47 AM
Subject: Sierra Grande - SR 246 Intersection Improvements

Adam - Could please bring Melissa up to speed on this project.

Caltrans requested the construction of "public road intersection" intersection improvements (Figure 405.7) due to the change in land use from private to public (see attached letter).

The project then added the deceleration taper improvements, but not the acceleration taper improvements (see attached).

The project "Conditions of Approval" (COA) describe the deceleration flare improvements, but there is no mention of any acceleration taper improvements (see attached COA, 4th paragraph of Page 22).

Would Caltrans consider this acceptable or could your office provide a response stating that the proposed improvements are not consistent with the Caltrans "public road intersection" improvements?

Good luck at the City and I'm sure our paths will cross again.

Larry D. Hail, CE, TE, PTOE
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Central Coast: (805) 644-9260

From: "Fukushima, Adam J@DOT" <adam.fukushima@dot.ca.gov>
To: "pte@sbcglobal.net" <pte@sbcglobal.net>
Sent: Wednesday, May 18, 2016 9:02 AM
Subject: RE: leaving Caltrans

Tomorrow.

Adam Fukushima, PTP
Caltrans - District 5
50 Higuera Street
San Luis Obispo CA
(805) 549-3131

From: pte@sbcglobal.net [<mailto:pte@sbcglobal.net>]
Sent: Wednesday, May 18, 2016 7:06 AM
To: Fukushima, Adam J@DOT
Subject: Re: leaving Caltrans

Adam - When is your last day!!

Larry D. Hail, CE, TE, PTOE
Pinnacle Traffic Engineering
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Central Coast: (805) 644-9260

From: "Fukushima, Adam J@DOT" <adam.fukushima@dot.ca.gov>
To: "pte@sbcglobal.net" <pte@sbcglobal.net>; Dan Lloyd <danrlloyd@yahoo.com>
Cc: "Streder, Melissa@DOT" <melissa.streder@dot.ca.gov>
Sent: Monday, May 16, 2016 10:00 AM
Subject: leaving Caltrans

Hello Larry,

I'm leaving Caltrans to go work for the City of SLO. Melissa Streder is the new point of contact and will be taking over all of the development review for SLO and Santa Barbara counties. Her email is <mailto:Melissa.streder@dot.ca.gov> and her phone is (805) 549-3800. It's been a pleasure working with you and I wish you luck in your projects.

Adam Fukushima, PTP
Caltrans - District 5
50 Higuera Street
San Luis Obispo CA
(805) 549-3131

From: pte@sbcglobal.net [<mailto:pte@sbcglobal.net>]
Sent: Wednesday, April 20, 2016 12:34 PM
To: Fukushima, Adam J@DOT; Dan Lloyd; Mckrell, Jim@DOT
Subject: Re: SR 227 LT Lane - ATTACHMENT

Adam - THANKS!!

Yes, only a 11' offset is required since the existing SB lane is about 15-16'.

If we hold the SB shoulder line and restripe to provide a 12' SB lane, 12' SBLT lane and 12' NB lane the offset is only about 11'.

Also, the existing and proposed cross-slope / super elevation for the NB travel lane (-2%) does appear to be consistent with current Caltrans standards.

Thanks for the GREAT feedback!!

Larry D. Hail, CE, TE, PTOE
Pinnacle Traffic Engineering
NorCal: (831) 638-9260
Central Coast: (805) 644-9260

From: "Fukushima, Adam J@DOT" <adam.fukushima@dot.ca.gov>
To: "pte@sbcglobal.net" <pte@sbcglobal.net>; Dan Lloyd <danrlloyd@yahoo.com>; "Mckrell, Jim@DOT" <jim.mckrell@dot.ca.gov>
Sent: Wednesday, April 20, 2016 11:07 AM
Subject: RE: SR 227 LT Lane - ATTACHMENT

Hi Larry,

I circulated your comments to Design and got the following response below. We're happy to provide the feedback, however this is starting to get a little deep in the weeds on the design at this point, so after this you're going to have to submit a complete set of plans through the permit review process.

Best,
Adam Fukushima

The NB approach transition taper for Alternative 2 (widen only on east side) is based on the $L=VV$ equation. I used 60 mph for the design speed and a 12' offset width for the SB left turn lane at Green Gate Road. It turned out that only a 11' offset was needed. **Please confirm the design criteria from the operations stand point. The applicant may use 55 mph when determining the taper length. 60 mph definitely works also. I am not sure why the applicant is stating that only an 11' offset is needed. The minimum width for a two way left turn lane or just a left turn lane shall be 12'. Perhaps there is extra pavement width somewhere. I would need more info to pass an opinion on the 11'.**

Also a review of the Caltrans as-built plans demonstrate that the existing "traveled-way" super-elevation in the NB direction along the horizontal curve is -2%, with the shoulder at -5% (see attached). Typically, we'd match the existing super-elevation cross slope. Based on the "Maximum Comfortable Speed on Horizontal Curves" (Figure 202.2), the low side of the curve should be OK at -2% (70-75 mph). I also referred to Figure 202.5B. **Please let us know if this will be acceptable. We design to the Standard Superelevation Rates shown in Table 202.2. We only use the Maximum Comfortable Speed on Horizontal Curves Figure 202.2 if we were to approve less than standard superelevation rates. Based on the information the applicant provided, the asbuilt shows a curve radius in the approximate area of 5,000'. The corresponding superelevation rate for this is 2% and the shoulder would be kept at a standard 5%. This corresponds with what the applicant is stating that they are providing and it appears to be correct. When we get their permit for review, we will check it again. The applicant should show in their permit plans typical sections for the roadway work that they are doing and label the cross slopes and pavement widths for easy identification of the proposed and existing roadway geometrics. I would expect at least a few typicals showing the two way roadway width section and then the tapered section. The roadway lane and shoulder widths should also be identified on the layout plan view including the stationing where the width of the road tapers begin and end that correspond to the typical sections.**

Adam Fukushima, PTP
Caltrans - District 5
50 Higuera Street
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(805) 549-3131

From: pte@sbcglobal.net [mailto:pte@sbcglobal.net]
Sent: Monday, April 18, 2016 5:21 PM
To: Fukushima, Adam J@DOT; Dan Lloyd; Mckrell, Jim@DOT
Subject: Re: SR 227 LT Lane - ATTACHMENT

Sorry, I forgot attachment.

Adam - Thanks for the Caltrans review!!!

The NB approach transition taper for Alternative 2 (widen only on east side) is based on the L=VW equation. I used 60 mph for the design speed and a 12' offset width for the SB left turn lane at Green Gate Road. It turned out that only a 11' offset was needed. **Please confirm the design criteria from the operations stand point.**

Also a review of the Caltrans as-built plans demonstrate that the existing "traveled-way" super-elevation in the NB direction along the horizontal curve is -2%, with the shoulder at -5% (see attached). Typically, we'd match the existing super-elevation cross slope. Based on the "Maximum Comfortable Speed on Horizontal Curves" (Figure 202.2), the low side of the curve should be OK at -2% (70-75 mph). I also referred to Figure 202.5B. **Please let us know if this will be acceptable.**

Larry D. Hail, CE, TE, PTOE
Pinnacle Traffic Engineering
NorCal: (831) 638-9260
Central Coast: (805) 644-9260

From: "Fukushima, Adam J@DOT" <adam.fukushima@dot.ca.gov>
To: "pte@sbcglobal.net" <pte@sbcglobal.net>; Dan Lloyd <danrllloyd@yahoo.com>; "Mckrell, Jim@DOT" <jim.mckrell@dot.ca.gov>
Sent: Monday, April 18, 2016 4:46 PM
Subject: RE: SR 227 LT Lane Improvements - Design Expectation(s)

Hi Larry,

I circulated your inquiry to Ron Kraemer of our Design Unit and received the following feedback. I hope it is helpful to you. Jim McKrell took a look at it too and concurs with Design's feedback.

- 1) On new projects where widening is to occur we would be looking for the poles to be moved outside of the CRZ. A design exception for fixed objects within the CRZ is not likely to be granted.
- 2) The applicant will be responsible to bring the side of the roadway up to current standards that they are working on. If they keep all of their roadwork to one side than they are limited to only bringing that side up to current standard. If the applicant widens to both sides, than they will have to bring both sides of the roadway up to current standards.
- 3) The applicant shows a longitudinal gas line that they have marked to be protected in place and it looks like it is under the traveled way. We will want the gas line moved outside of the traveled way.
- 4) The applicant shows two alternatives. One uses widening to both sides of the roadway which is in the HDM as figure 405.2C. HDM 405.2 (2) (b), last paragraph states that this taper is for urban areas where constraints exist and speeds are moderate. Because the location is rural and speeds can be considered above moderate, we will be looking for the widening to occur to one side such as in Figure 405.2A. The applicant also has an alternative that presents this option. It appears that with this alternative, additional R/W will need to be given to the State.
- 5) **The applicant shows a typical section in the lower right corner indicating a normal 2% cross fall for a crowned roadway. The applicant will be expected to adhere to any super-elevation requirements for existing and new curve radii.** There are also numerous grading requirements for slopes beyond the EP that the applicant will also have to adhere to.
- 6) **I did not check any of the geometrics or taper lengths that are on the applicants plans and only did a cursory review.** Because this area is rural and there are basically no constraints, we will be looking for the applicant to meet the minimum design standards for this project unless there are overwhelming circumstances. It appears that stopping and corner sight distance should not be a problem.

I hope this helps. If you have any questions, feel free to let me know.

Adam Fukushima, PTP
Caltrans - District 5
50 Higuera Street
San Luis Obispo CA
(805) 549-3131

From: pte@sbcglobal.net [mailto:pte@sbcglobal.net]
Sent: Monday, April 04, 2016 3:04 PM
To: Fukushima, Adam J@DOT; Dan Lloyd; Mckrell, Jim@DOT
Subject: SR 227 LT Lane Improvements - Design Expectation(s)

Adam - Per our meeting on March 17th, I've prepared some exhibits to illustrate the Power Pole (PP) clearances associated with the alternatives. Alternative 1 includes widening on both sides of SR 227 and Alternative 2 includes widening only on the east side of SR 227.

Based on the Caltrans "clear recovery zone" requirements (20'), would the improvements require a Design Exception for any of the reduced PP clearances (Alternative 1 and/or 2)?

Please consult with the Design Division to address the potential need for Design Exception(s), as the existing PPs on the west side of SR 227 are relatively large and could be expensive to relocate. Any input from Caltrans at this stage of the preliminary design would be helpful.

Larry D. Hail, CE, TE, PTOE
Pinnacle Traffic Engineering
NorCal: (831) 638-9260
Central Coast: (805) 644-9260

From: "Fukushima, Adam J@DOT" <adam.fukushima@dot.ca.gov>
To: "pte@sbcglobal.net" <pte@sbcglobal.net>; Dan Lloyd <danrllloyd@yahoo.com>
Sent: Friday, March 11, 2016 3:56 PM
Subject: RE: SR 227 Left Turn Lane Improvements - Meeting

By the way, Frank can only be there for the first half hour, but I think most of your questions are probably permit related, right? If so, I don't think that would be too much of a problem.

Adam Fukushima, PTP
Caltrans - District 5
50 Higuera Street
San Luis Obispo CA
(805) 549-3131

From: pte@sbcglobal.net [<mailto:pte@sbcglobal.net>]
Sent: Friday, March 11, 2016 3:38 PM
To: Fukushima, Adam J@DOT; Dan Lloyd
Subject: Re: SR 227 Left Turn Lane Improvements - Meeting

Thanks!!

See you Thursday (March 17th) @ 9:30 AM.

Larry D. Hail, CE, TE, PTOE
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From: "Fukushima, Adam J@DOT" <adam.fukushima@dot.ca.gov>
To: "pte@sbcglobal.net" <pte@sbcglobal.net>; Dan Lloyd <danrllloyd@yahoo.com>
Sent: Friday, March 11, 2016 3:31 PM
Subject: RE: SR 227 Left Turn Lane Improvements - Meeting

I have reserved the Cypress Room for a meeting with Jim McKrell (permits), Frank Boyle (traffic operations), and myself for 9:30am. Hope to see you then.

Adam Fukushima, PTP
Caltrans - District 5
50 Higuera Street
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(805) 549-3131

From: pte@sbcglobal.net [<mailto:pte@sbcglobal.net>]
Sent: Friday, March 11, 2016 3:06 PM
To: Fukushima, Adam J@DOT; Dan Lloyd
Subject: SR 227 Left Turn Lane Improvements - Meeting

How does 9:15-30 AM on Thursday morning (March 17th) work for everyone??

Larry D. Hail, CE, TE, PTOE
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From: "Fukushima, Adam J@DOT" <adam.fukushima@dot.ca.gov>
To: "pte@sbcglobal.net" <pte@sbcglobal.net>
Sent: Thursday, March 10, 2016 11:21 AM
Subject: RE: SR 227 Left Turn Lane Improvements - Meeting

Hi Larry,

Just to follow up my phone call.

March 15th available all day.

March 16th available in the afternoon

March 17th and 18th available in the morning

Adam Fukushima, PTP
Caltrans - District 5
50 Higuera Street
San Luis Obispo CA
(805) 549-3131

From: pte@sbcglobal.net [<mailto:pte@sbcglobal.net>]
Sent: Friday, February 26, 2016 12:51 PM
To: Fukushima, Adam J@DOT
Cc: Dan Lloyd
Subject: SR 227 Left Turn Lane Improvements - Meeting

Adam - Just checking back regarding the meeting schedule.

Based on your email "auto-reply," I wasn't sure if you'd be back today or not until Monday.

Larry D. Hail, CE, TE, PTOE
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Central Coast: (805) 644-9260

----- Forwarded Message -----

From: "pte@sbcglobal.net" <pte@sbcglobal.net>
To: Dan Lloyd <danrlloyd@yahoo.com>; "Fukushima, Adam J@DOT" <adam.fukushima@dot.ca.gov>
Sent: Wednesday, February 24, 2016 8:17 AM
Subject: SR 227 Left Turn Lane Improvements - Meeting

March 10th @ 9:00 or 9:30 AM works good for me.

See what works best for Jim.

Larry D. Hail, CE, TE, PTOE
Pinnacle Traffic Engineering
NorCal: (831) 638-9260
Central Coast: (805) 644-9260

From: Dan Lloyd <danrlloyd@yahoo.com>
To: "Fukushima, Adam J@DOT" <adam.fukushima@dot.ca.gov>;
"pte@sbcglobal.net" <pte@sbcglobal.net>
Sent: Tuesday, February 23, 2016 6:27 PM
Subject: Re: Greengate Farms - SR 227 Left Turn Lane Improvements

Hi all,

I like March 8th at 9 or 9:30. Let's see if everyone else can accommodate it.

Dan

From: "Fukushima, Adam J@DOT" <adam.fukushima@dot.ca.gov>
To: "pte@sbcglobal.net" <pte@sbcglobal.net>
Cc: Dan Lloyd <danrlloyd@yahoo.com>
Sent: Tuesday, February 23, 2016 4:33 PM
Subject: RE: Greengate Farms - SR 227 Left Turn Lane Improvements

Hello Larry,

I see March 8-10 open in the mornings, say after 9am. Does that work for you?

Adam Fukushima, PTP
Caltrans - District 5
50 Higuera Street
San Luis Obispo CA
(805) 549-3131

From: pte@sbcglobal.net [<mailto:pte@sbcglobal.net>]
Sent: Tuesday, February 23, 2016 3:52 PM
To: Moreno, Carla F@DOT
Cc: Dan Lloyd
Subject: Re: Greengate Farms - SR 227 Left Turn Lane Improvements

Thanks Carla!!

We'll wait for Adam and/or Jim to contact us.

Please have the Permit Office and IGR provide a few alternative meeting times, so we can see what works best for our schedules.

Larry D. Hail, CE, TE, PTOE
Pinnacle Traffic Engineering
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From: "Moreno, Carla F@DOT" <carla.moreno@dot.ca.gov>
To: "pte@sbcglobal.net" <pte@sbcglobal.net>
Cc: Dan Lloyd <danrlloyd@yahoo.com>
Sent: Tuesday, February 23, 2016 3:48 PM
Subject: RE: Greengate Farms - SR 227 Left Turn Lane Improvements

Hello Larry,

I already wrote to Adam Fukushima whom is coordinating the meeting, to include the current Acting District Permit Engineer, Jim McKrell on the meeting and not myself, he will be able to better direct you to any action steps. I apologize for the delay in responding, I was out of the office all of last week unexpectedly with the flu and didn't get a chance to change my out of office reply. Adam is coordinating the meeting. To reach Jim directly, his phone number is 805-549-3206.

Regards,
Carla Moreno, PE
<http://www.dot.ca.gov/dist05/permit>

Mailing Address:
CalTrans D5
Permits
50 Higuera St.
San Luis Obispo, CA 93401
(805) 549-3830

From: pte@sbcglobal.net [mailto:pte@sbcglobal.net]
Sent: Thursday, February 18, 2016 9:07 AM
To: Fukushima, Adam J@DOT; Moreno, Carla F@DOT
Cc: Dan Lloyd
Subject: Greengate Farms - SR 227 Left Turn Lane Improvements

Adam / Carla - I've prepared a preliminary layout for southbound left turn lane improvements on SR 227 at Green Gate Road (south of Price Canyon Road).

Dan Lloyd and I would like to meet with Caltrans IGR and Permit Office staff to discuss the preliminary layout from an operations stand point and identify all issues associated with obtaining the necessary Encroachment Permit (i.e. PEER, etc).

We are hoping to schedule a meeting the week of March 7 or later, depending on your availability. Once we have scheduled the meeting I'll forward copies of the preliminary plan material to your offices for initial review.

Please let me know if you have any questions regarding our request.

Larry D. Hail, CE, TE, PTOE
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Central Coast: (805) 644-9260

<Sierra Grande Zipline comments 3 3 2015.pdf>

<www.dot.ca.gov_hq_oppd_hdm_pdf_english_chp0400.pdf>