

**DEPARTMENT OF TRANSPORTATION**

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**AUG 22 2019**

August 22, 2019

**STATE CLEARINGHOUSE**

GTS# 03-BUT-2019-00135  
03-BUT-99 PM 25.665  
SCH# 2019079076

Mr. Rowland Hickel  
Butte County Development Services  
7 County Center Drive  
Oroville, CA 95965

**Franklin Construction Inc. Conditional Use Permit (UP19-0003)**

Dear Rowland Hickel:

Thank you for including the California Department of Transportation (Caltrans) in the environmental/application review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

The applicant is requesting to amend Conditional Use Permit (UP17-0009) to allow for the construction and operation of a stationary hot mix asphalt batch plant at an existing concrete and asphalt recycling facility and construction yard. Plant operations will produce hot mix asphalt for retail sales for government and private applications, and for use by the applicant at off-site road construction and maintenance projects. The proposed amendment will also permit construction of a 3,000 to 5,000 square foot building to store contractor tools and supplies. The project site is in unincorporated Butte County, approximately eight miles south of the City of Chico, along the north side of Neal Road, ½ mile east of the intersection of State Route (SR) 99 and Neal Road. These comments are based on the Mitigated Negative Declaration (MND) package Caltrans received.

***Traffic Operations***

In accordance with the Highway Design Manual (HDM), the new site access proposed does not provide adequate deceleration length and opening tapers are too "shallow" and should be lengthened.

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With regard to the HCM analysis, Neal Road is analyzed with a speed limit of 30 mph when the speed limit is currently 55 mph. In addition, SR 99 mainline is analyzed at 55 mph when the speed limit is 65 mph. Furthermore, the SR 99/Neal Road intersection is near a vertical sag curve on the mainline, we recommend assuming 2% descending grade to the signal in the northbound direction and 1% descending toward the signal in the southbound direction.

Please confirm the PTV Vistro analysis account for the Gap Reduction behavior of Caltrans Signal Operations programming. For the facility access on Neal Road, Neal Road should be analyzed using a 55 mph speed limit.

### *Forecasting*

The production rate per hour versus the annual production rate is unclear. To complete our analysis, the following information is needed:

1. Production in tons expected per day
2. Expected average production rate per hour on a normal day
3. Number of days the plant expects to operate

Please provide our office with copies of any further actions regarding this project. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any question regarding these comments or require additional information, please contact Nima Kabirinassab, Intergovernmental Review Coordinator for Butte County, by phone (530) 741-5452 or via email at [Nima.Kabirinassab@dot.ca.gov](mailto:Nima.Kabirinassab@dot.ca.gov).

Sincerely,



SHANNON CULBERTSON, Acting Branch Chief  
Office of Transportation Planning—North