

## California Department of Transportation

DISTRICT 3  
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[www.dot.ca.gov](http://www.dot.ca.gov)



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GTS# 03-YUB-2023-00391  
SCH #2026040088

Kevin Valente, Principal Planner  
Raney Planning & Management, Inc.  
1501 Sports Drive, Suite A  
Sacramento, CA 95834

### SR-65 Wheatland Gas Station and Quick Serve Restaurant

Dear Kevin Valente,

Thank you for including the California Department of Transportation (Caltrans) in the review process for the project referenced above. We reviewed this local development for impacts to the State Highway System (SHS) in keeping with our mission, vision, and goals, some of which includes addressing equity, climate change, and safety, as outlined in our statewide plans such as the California Transportation Plan, Caltrans Strategic Plan, and Climate Action Plan for Transportation Infrastructure.

The SR-65 Wheatland Gas Station and Quick Serve Restaurant (Project) proposes to construct a 4,000 sqft. convenience store and fueling station with 12 pumps, an approximately 1,680 sqft. single tunnel drive-through car wash, and a 2,400 sqft. quick-serve restaurant with a drive-through. Access to the site is provided from D Street/State Route 65 (SR 65), and an emergency vehicle access gate is included along Malone Avenue. The Project is located at 507 D Street/SR 65, approximately 300 feet south of the SR 65/Main Street intersection, in the City of Wheatland. Based on the Mitigated Negative Declaration (MND), we provide the following comments.

### Highway Operations

The Project proposes extending the existing northbound left-turn lane and its conversion into a two-way-left-turn-lane extending past the driveway located approximately 280-300 feet from the signalized intersection. This configuration would introduce a full-access driveway within a short segment adjacent to the intersection. Below are the concerns for this alternative.

- The driveway's proximity (approximately 280–300 feet) to the intersection creates conflict points between intersection queuing (northbound through and left-turn movements) and driveway traffic. Vehicles exiting the driveway would cross the opposing traffic lane, the double yellow striping, and then across the left turn pocket into the travel lane to continue forward.
- Extending the center turn lane past the driveway combines intersection queuing and mid-block access within a short segment. This overlap leads to vehicles using the lane for different purposes, resulting in weaving, inconsistent speeds, and unpredictable stopping behavior, which may reduce roadway efficiency and safety.
- The existing northbound left-turn lane on SR 65 is designed to meet standards and is intended to provide deceleration and storage for left-turning vehicles approaching the intersection. It is not designed to function as a storage or acceleration lane for northbound through traffic exiting the proposed driveway. Use of this lane for project-related through movements would be inconsistent with its intended purpose and could introduce operational and safety concerns.

Based on these considerations, access to the driveway should be restricted to right-in/right-out movements only.

### **Traffic Safety**

- Caltrans is not aware of any formal recommendation by the City for a two-way left turn lane at this location. Please clarify.
- Caltrans comments are specific to this location. Providing a two-way left turn lane at this location still causes the issue of left turns out of the property turning into a turn lane.
- The current design shows an extension of the left turn pocket and not a two-way left turn lane.
- Please clarify who is funding the referenced potential widening.
- The speed taken right before a signal is typically not used since it is unknown whether a vehicle is slowing down for a red light or not.
- The conflict points due to the closeness to the signal is still an issue. There is big conflict issue of vehicles making a left turn out of the property having to deal with vehicles making a left turn into the property as well as vehicles trying to make a left turn at the signal.

## Forecasting and Modeling

The Project's trip generation estimates for the proposed convenience store/gas station appear to be lower than rates published in the ITE Trip Generation Manual. The study should be revised to reflect applicable ITE trip generation rates.

## Encroachment Permit

Any project or work, including access modification and drainage work, that takes place along or within the State's ROW requires an encroachment permit issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to Encroachment Permits Offices as indicated below:

California Department of Transportation  
District 3, Office of Permits  
703 B Street  
Marysville, CA 95901  
[D3encpermit@dot.ca.gov](mailto:D3encpermit@dot.ca.gov)

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

If you have any questions regarding these comments or require additional information, please contact Satwinder Dhatt, Local Development Review Coordinator, by phone (530) 821-8261 or via email at [satwinder.dhatt@dot.ca.gov](mailto:satwinder.dhatt@dot.ca.gov).

Sincerely,

*David J. Smith*

David Smith, Branch Chief  
Local Development Review and Complete Streets  
Division of Planning, Local Assistance, and Sustainability  
California Department of Transportation, District 3