



Department of Public Works

- Flood Control
- Operations
- Solid Waste Management
- Special Districts
- Surveyor
- Transportation

Noel Castillo, P.E.
Director

Byanka Velasco, P.E.
Assistant Director

David Doublet, M.S., P.E.
Assistant Director

May 5, 2026

William C. Hale
P.O. Box 720276
Pinon Hills, CA 92372-0276
Hale91@msn.com

Mr. Hale,

San Bernardino County Department of Public Works – Traffic Division received a letter dated February 22, 2026 with the subject "Request for Truck-Route Determination, Signage, and Traffic Engineering Review-Oasis Road & Buckthorne Road". Below are the requests for information and responses to your letter dated April 8, 2026.

1. Question:

Written confirmation that Oasis Road and Buckthorne Road are not designated truck routes under County ordinances.

Response:

Oasis Road and Buckthorne Road are not designated truck routes. However, this designation does not currently apply or exist in the unincorporated desert areas of San Bernardino County. Additionally, trucks are authorized to operate on any public roadway (either designated as a truck route or not) provided that the infrastructure is designed to accommodate them and that their use of the roadway serves a legitimate purpose.

2. Question:

Confirmation that commercial trucks are limited to local deliveries only, consistent with County Code and CVC §35703.

Response:

CVC §35703 does not limit trucks to local deliveries only. It prohibits the local agency from establishing an ordinance restricting access for local deliveries.

3. Question:

A traffic engineering review evaluating the suitability of these roads for commercial truck traffic, including lane width, shoulder width, turning radii, and sight distance.

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EXHIBIT 18B

Back of San Bernardino County Truck Route Letter

Response:

The street improvement plan review process includes the review of the application of San Bernardino County standards as well as California Manual on Uniform Traffic Control Devices (CAMUTCD) and AASHTO design criteria. Oasis Rd and Buckthorne Rd will be designed and constructed to accommodate truck traffic in conformance to these standards.

4. Question:

Installation of appropriate signage, such as:


- “Not a Truck Route”
- “No Trucks Except Local Deliveries”
- “No STAA Trucks”

Response:

The referenced signage does not apply as the County does not have truck restrictions on Oasis Road and Buckthorne Road.

If you have any questions please contact me by email at shawn.johnson@dpw.sbcounty.gov or at (909) 387-8186.

Thank you,



Shawn Johnson

Engineering Technician V

EXHIBIT 19

**Caltrans STAA Truck Access on Oasis Rd and
Buckthorne Rd Letter**

California Department of Transportation

DISTRICT 8
TRAFFIC OPERATIONS DIVISION (MS 1205)
464 WEST 4TH STREET, 6TH FLOOR | SAN BERNARDINO, CA 92401-1400
PHONE (909) 383-5976 | TTY 711
www.dot.ca.gov/dist8



March 25, 2026

Mr. William C. Hale
P.O. Box 720276
Pinon Hills, CA 92372-0276

Dear Mr. William C. Hale:

I am writing in response to your letter regarding whether Oasis Road and Buckthorne Road are legally designated for STAA truck access.

After reviewing our records at Caltrans, the responses to your questions are as follows:

1. Whether Oasis Road is designated as an STAA route, Terminal Access route, or KPRA route.
No Oasis Road is not a STAA route, Terminal Access route, or KPRA route.
2. Whether Buckthorne Road is designated as an STAA route, Terminal Access route, or KPRA route.
No Buckthorne Road is not a STAA designated, Terminal Access, or KPRA route.
3. Whether any approved or pending STAA access applications exist for either roadway.
We do not know if any approved or pending STAA access applications exist because roads are outside the state right-of-way.
4. Whether federal "reasonable access" under 23 CFR 658 applies to these roadways.
We do not know about this regulation because roads outside state jurisdiction.

If you need additional assistance, contact Martin Morris Acting Truck Services Manager at 909-501-9295.

Sincerely,

A handwritten signature in black ink, appearing to read 'Martin Morris'.

Martin Morris
Acting Truck Services Manager
Traffic Operations

EXHIBIT 20A

Caltrans Maverik Plan Review Letter, Sheet 1

California Department of Transportation



DISTRICT 8
464 WEST 4TH STREET
SAN BERNARDINO CA, 92401
(909) 963-8604
www.dot.ca.gov

May 23, 2025

Route & Postmile #: SR-138/1.229
Cross Street: Oasis Road south of SR-138
GTS ID: 34975

County of San Bernardino
Planning Division
Attn: Jeremy Johnson
825 East Third Street
San Bernardino, CA 92415

Subject: Maverik Fueling Station, APN: 3067-051-29

The California Department of Transportation (Caltrans) Local Development Review (LDR) branch has completed its review of the latest submittals (Traffic Impact Analysis and Safety Assessment reports) for the proposed Maverik fueling Station Project, located on Oasis Road, south of State Route 138, in the City of Pinon Hills, within the County of San Bernardino, California.

The proposed development consists of a new gasoline station designed to accommodate five (5) fueling positions for trucks and twenty (20) fueling positions for standard passenger vehicles. The site will also include a 5,637-square-foot convenience store. The property will be accessible via a right-in/right-out driveway on Oasis Road and two full-access driveways on Buckthorne Road. The site is currently vacant and designated as General Commercial (CG) under the San Bernardino County Zoning Map. The project is expected to be completed and operational by 2026.

Based on the most recently revised submittals, we are providing the following comments and recommendations for your consideration.

General:

1. Any Traffic Operations comments provided in this letter must be addressed before the project proceeds to the Caltrans Encroachment Permit phase.
2. The applicant must include this letter and comment responses with their future Caltrans Encroachment Permit Application submittals.
3. We recommend that the County of San Bernardino review and confirm the forecasted traffic volumes utilized in the analysis to ensure their accuracy and alignment with current and projected conditions.
4. A detailed review on the Site Plan will be performed during the Encroachment Permit process.

EXHIBIT 20B

Caltrans Maverik Plan Review Letter, Sheet 2

5. Please follow the California Highway Design Manual (HDM) and Caltrans Standard Plans for sight distance, left turn/right turn lane, for design standards driveway, ADA curb ramp, bicycle path or lane, pedestrian walkway/access, etc.

Safety Reviews:

6. On the mitigations section of the *Safety Assessment report*, improvements were briefly discussed for crash data only. Please provide additional countermeasures to mitigate/reduce project safety impact. Refer to LDR Safety Review Practitioners Guide (3. SCOPE, and Appendix A) for additional information.
7. Please review and address additional comments on the Safety Assessment report.
8. Please consider providing a pedestrian crossing & APS as needed at East leg to SR-138 and Oasis Rd intersection to provide accessibility for pedestrians.
9. *Safety assessment report, Commercial Vehicles* (p. 8), references "we recommend appropriate truck signage along SR-138"—discuss these recommendations.
10. *Safety assessment report, physical changes* (p. 8) states "... SR-138 consists of improvement of widening to two lanes in each direction along the corridor from 263rd street to Green Road-Phelan Road"—please elaborate/reference project or project number of this improvement that is being discussed.
11. *Safety assessment report, Speed management* (p. 8), identifies "...SR-79"—clarify if this is a typographical error and confirm whether SR-79 is relevant to the project; otherwise, revise to reflect the correct State Route.
12. *Safety assessment report, Access Management* (p. 9), mentions "the proposed project will not have access directly on SR-139"—use this section to discuss how Oasis Driveway meets Caltrans HDM standard for access control.
13. *Safety assessment report, Accommodation for Bicycles and Pedestrians* (p. 9), cites "pedestrian facilities"—consider potential pedestrian access to proposed convenience store.
14. *Safety assessment report* (p.10), notes improvement for "speeding" and "improper turns"—discuss how these improvements will enhance safety/mitigate crashes on the State Highway System. Additionally, consider recommending other applicable counter measures.
15. *Safety assessment report, summary* (p.10)—please update the safety analysis steps and include a concise summary of the identified safety impacts along with the corresponding mitigation measures.

Traffic Impact Analysis:

16. Please provide truck turning templates for the SR-138/Oasis Rd. intersection. In addition, provide truck turning templates for all driveways of the proposed development. Obtain approval from the Caltrans Truck Service coordinator, Yong Kim. For additional guidance on truck turning templates, please use the STTA Design Vehicle per Highway Design Manual 404.4(1)(b).
17. Perform a queue analysis for the proposed access on Oasis Rd (intersection #5).
18. Please use 2045 for the horizon year.
19. Verify the speed limit on Oasis Rd. Table 5 shows 55 mph, but TIA also shows the speed limit as 35 mph in the stop sight distance and corner sight distance analysis. Update the report with the correct speed limit.
20. Add the study intersection locations on Exhibit #1 project location.
21. Update table ES-1 to show the results of LOS analysis.
22. Ensure that the proposed driveway to Oasis Rd. complies with Caltrans Highway Design Manual Access Control Standards. Please provide the distance between the curb return

EXHIBIT 20C

Caltrans Maverik Plan Review Letter, Sheet 3

on 138/Oasis intersection to the proposed driveway on Oasis Rd. Show the measurement on the provided Site Plan.

Equitable Access

If any Caltrans facilities are impacted by the project, they must comply with the American Disabilities Act (ADA) Standards upon project completion. Additionally, the project must ensure the maintenance of bicycle and pedestrian access throughout the construction phase. These access considerations align with Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Caltrans Encroachment Permit

Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' Right-of-Way (R/W) requires a Caltrans-issued encroachment permit.

For information regarding the Encroachment Permit application and submittal requirements, contact:

Caltrans Office of Encroachment Permits
464 West 4th Street, Basement, MS 619
San Bernardino, CA 92401-1400
(909) 383-4526

D8.E-permits@dot.ca.gov

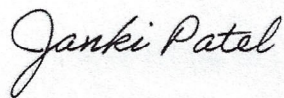
<https://dot.ca.gov/programs/traffic-operations/ep>

Important Note: All permit applications must now be submitted through our CEPS Online Portal at: <https://ceps.dot.ca.gov/>

Currently, no further review from the Local Development Review (LDR) Branch is required. Please be advised that LDR's point of contact role will conclude upon the completion of the development entitlement process. Once the project is entitled, the Encroachment Permit Office will serve as the primary point of contact moving forward.

Thank you again for including Caltrans in the review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email LDR-D8@dot.ca.gov or call 909-963-8604.

Sincerely,



Janki Patel

Branch Chief - Local Development Review
Division of Transportation Planning
Caltrans District 8

EXHIBIT 21A

**San Bernardino County Traffic IOM MUP
11/13/2025, Sheet 1**



Interoffice Memo

DATE: November 13, 2025

PHONE: (909) 387-8186

FROM: ANTHONY PHAM, P.E.
Engineering Manager
Department of Public Works – Traffic Division

TO: DELANIE GARLICK, PLANNER
Land Use Services Department – Planning Division

SUBJECT

**TRAFFIC CONDITIONS – MINOR USE PERMIT; APN: 3067-051-29
APPLICANT: CORE STATES GROUP; PROJECT NUMBER: PROJ-2024-00030**

Caltrans may have additional comments or conditions.

Based on the Site Plan dated November 10, 2025 and the traffic study from TJW Engineering, Inc. dated October 14, 2025, the Department of Public Works, Traffic Division recommends:

- APPROVE THIS PROJECT, subject to the following Conditions of Approval.**
- DO NOT RELEASE APPROVAL OF THIS PROJECT, until the following redesign and/or studies are, submitted, reviewed and approved by County Public Works**

GENERAL CONDITIONS

The following shall be completed:

- Project vehicles shall not back up into the project site nor shall they back out into the public roadway.
- Directional Sign Maintenance.** All required directional signage for traffic entering and exiting the site shall be installed and continuously maintained outside the Public road right-of-way in good condition for both day and nighttime visibility.

EXHIBIT 21B

**San Bernardino County Traffic IOM MUP
11/13/2025, Sheet 2**

PRIOR TO ISSUANCE OF GRADING PERMITS

The following shall be completed:

No comments.

PRIOR TO ISSUANCE OF BUILDING PERMITS

The following shall be completed:

Improvements: The applicant shall design their street improvement plans to include the following:

OASIS ROAD

- The driveway on Oasis Road.
 - The driveway on Oasis Road shall be right in and right out only with a "R3-2" sign. The sign shall be placed within the property line at the driveway and the owner is responsible for maintaining the sign.

The total fair share contribution for this project is required based on the traffic report dated 10/14/2025 from TJW Engineering. The fair share breakdown for these improvements is shown below:

INTERSECTION	ESTIMATED COST	FAIR SHARE PERCENTAGE	ESTIMATED CONTRIBUTION
Mountain Road at Route 138			
Intersection Total	\$600,000 to \$800,000	7.62%	\$45,720 to \$60,960
		Total Fair Share	\$45,720 to \$60,960

- The total fair share contribution will be based on the fair share percentages listed above and the estimated construction costs at the time of application for a building permit and shall be paid to the Department of Public Works - Traffic Division. At the present time, the estimated cost is \$45,720 to \$60,960 pending final estimated construction cost approval from Caltrans. This amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index.

EXHIBIT 21C

**San Bernardino County Traffic IOM MUP
11/13/2025, Sheet 3**

PRIOR TO OCCUPANCY/FINAL INSPECTION

The following shall be completed:

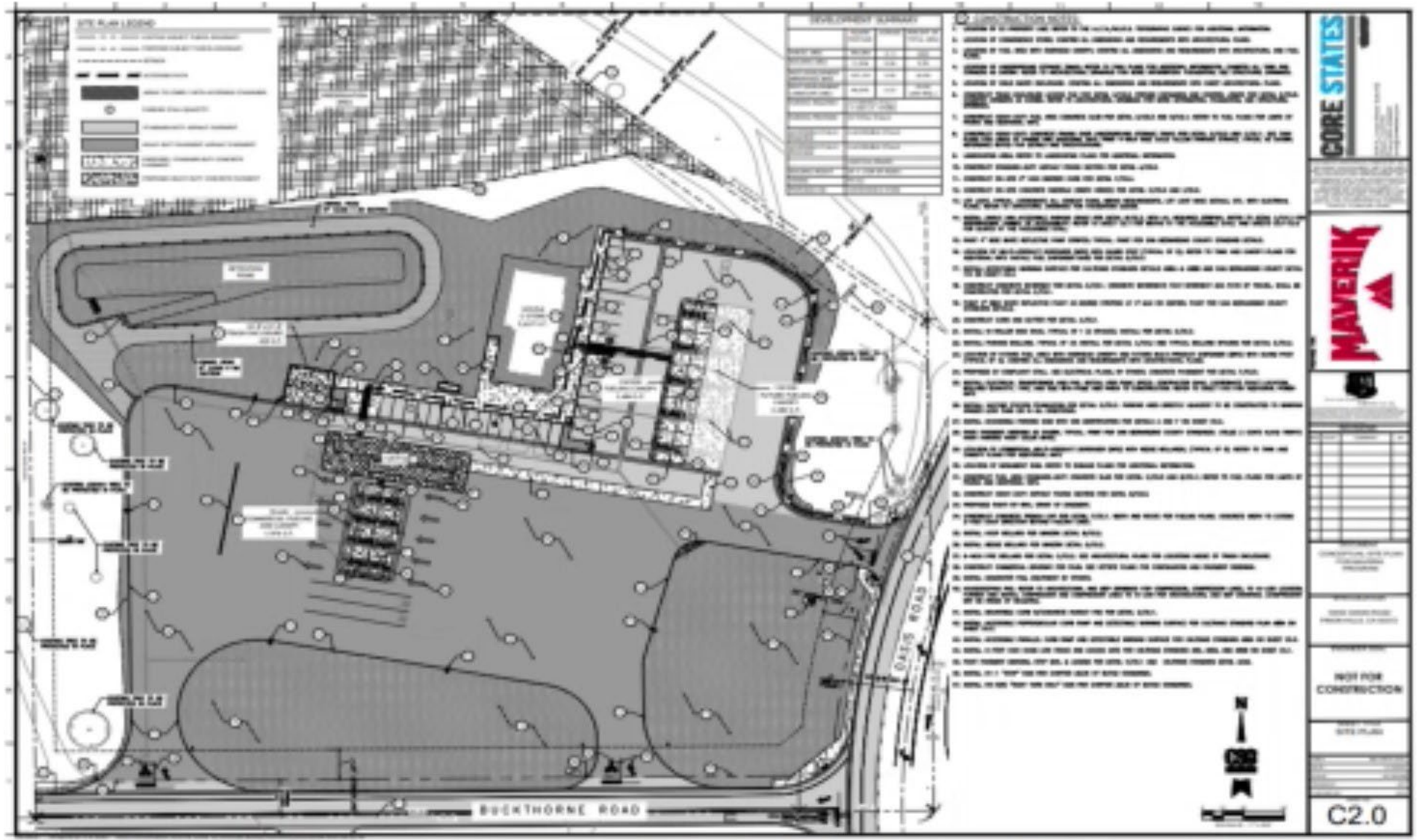
- This project falls within the High Desert Local Area Transportation Facilities Fee Plan. This fee shall be paid by a cashier's check to the Department of Public Works Business Office. These fees are subject to change. Based on the ITE Trip Generation Manual (11th Edition) and a 5,637 sq. ft. convenience store with 28 fueling positions as shown on the site plan, this project generates approximately 2,569 vehicle trips on a weekday. This fee is \$193.55 per trip multiplied by the number of vehicle trips (2,569) and multiplied by an induced trip adjustment factor of 20% as shown in the fee plan. Therefore, the total estimated Local Transportation Fees for this project is \$99,445.99. The current High Desert Local Area Transportation Facilities plan can be found at the following website: <https://dpw.sbcounty.gov/transportation/transportation-planning/>

AP/SJ

Cc: File

EXHIBIT 22

Site Plan Presented at Hearing



Site Plan Presented at Appeal Hearing

EXHIBIT 23

Commissioner Coaching Applicant

Commissioner Coaching the Applicant

Slowik (1:19:30) so the so the so okay so the follow-on question to that is that with this particular project then would under current circumstances or under improved circumstances meaning with regard to any improvements required by this project would trucks be able to leave the site and go west on Buckthorn meaning making a right-hand turn and going bucked on Buckthorn to the west for any reason

Dice- no

Slowik- no okay (1:20:06) so okay now with that with that so with regard to that driveway number one I could well we could assume then that based on this those circumstances of that roadway that all of the trucks exiting the site from driveway one would be going left and heading towards Oasis

Dice- correct

Slowik- and then going back out onto the going back to the highway okay okay so so if that's the case and again sticking with driveway one there is there would be or would not be trucks accessing the site making a right into driveway one what would be or would not be

Dice (1:20:50) it's designed where a truck could go in okay however with our signage we want the trucks to circulate in driveway two, go in and fill and then come out driveway one

Slowik- correct I followed that okay and again I can see on the site plan that unless I'm off a little bit here on my viewing that **driveway two does look a little bit more angled as opposed to perpendicular for that purpose of allowing the trucks to obviously access the site it looks like it's more angular as opposed to completely perpendicular is it**

(The site plan referenced is not the approved plan; it was introduced in this hearing. Slowick is making a suggestion to Deis about the design, leading Deis to make a conclusion.)

Dice- correct

Slowik- **and that's the intention of that**

Dice- correct

Slowik- and and so based on again the circumstances I've asked about Buckthorne Road I guess similarly there wouldn't be any reason for trucks that are leaving driveway two to make a right-hand turn and go west on Buckthorne just like driveway one there wouldn't be any reason for that correct

Dice- correct

(Slowick is making a suggestion to Deis about the design, leading Deis to make a conclusion. Slowick is not an engineer/designer.)

Slowik- okay but would trucks be able to exit in driveway two

Dice-No. because of the way that the truck will flow it would be there is enough room on the exit side of the high flow that a truck could turn around and do that but we will have significant striping on the

ground at the driveway entrances stop bar stop everything else there and I have done this at many other sites as well that we can put additional signage saying exit out driveway no you turn

(1:22:30) Slowik- so that and so again adding all this together so the intention is the for the truck traffic coming in from Oasis to Buckthorne accessing driveway two onto the site and then exiting driveway one back onto Buckthorne back out to Oasis back out to the highway

Slowick is making a suggestion to Deis about the design, leading Deis to make a conclusion.)

(1:22:50) Dice-yes that's that's yeah it separates the autos from the trucks and it gives a lot better flow for the trucks right through

EXHIBIT 24

Post Office Traffic Flow