

DEPARTMENT OF TRANSPORTATION

DISTRICT 12

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Governor's Office of Planning & Research

Oct 16 2020**STATE CLEARINGHOUSE**

October 15, 2020

Mr. Adam Nazaroff
Orange County Sanitation District
10844 Ellis Avenue
Fountain Valley, CA 92708

File: IGR/CEQA
SCH#: 2019070998
IGR LOG# 2019-01459
SR 1, PM 21.989
I-405, PM 12.621
SR 1, SR 39, SR 55, SR 73,
SR 90, SR 91, I-405 - Various

Dear Mr. Nazaroff:

Thank you for including the California Department of Transportation (Caltrans) in the review of the Orange County Sanitation District (OCSD) Facilities Master Plan (FMP) Project Initial Study and Draft Program Environmental Impact Report dated September 2020. This project will allow OCSD to upgrade, replace, rehabilitate, and maintain existing facilities within their wastewater collection and treatment system to ensure that the Sanitation District can reliably and efficiently process and treat wastewater flows into the future. The FMP identifies individual projects located throughout the Sanitation District's service area that would occur over the course of a 20-year planning period. Projects can be generally categorized into three categories: (1) projects occurring at Reclamation Plant No. 1 in Fountain Valley; (2) projects occurring at Treatment Plant No. 2 in Huntington Beach; and (3) projects involving pipelines and pump stations occurring throughout the Sanitation District's service area.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Caltrans is a responsible agency on this project and has the following comments:

1. Our previous comments in the attached Caltrans letter dated August 23, 2019 still apply.

Traffic Operations

2. According to the FMP, several locations of the proposed project will have

significant transportation impacts, including lane or shoulder closures, therefore, a Traffic Management Plan (TMP) and a Construction Traffic Control Plan (TCP) is required for Caltrans review, comment, and approval prior to any construction activity during Encroachment Permit Process.

3. Caltrans project, 12-0J340, to widen SR-55 on both directions from I-405 to I-5 is scheduled to begin construction in December 2021 and will continue until 2024. Project 12-0J340 is within the limits of OCSD Project 7-66. Therefore, OCSD coordination with Caltrans Project is required to avoid any potential construction impacts and closures.
4. It is anticipated that a large percentage of workers, vendor trucks and haul trucks will utilize the intersection of PCH and Brookhurst during the construction of Plant 2. Please submit to Caltrans a study for peak hour level of service and queuing summary for the intersection of SR-1 and Brookhurst (like study at Brookhurst and Banning Street) to demonstrate that no mitigation measure is needed as a result of this project.

Design

5. The previous comments submitted in comment letter dated August 23, 2019 remain in effect for the ongoing I-405 widening project which begins at around Bristol Street and ends at the LA county line in the City of Seal Beach. This project is scheduled to be completed in late 2023. OCSD is required to coordinate its work with Caltrans I-405 widening project, especially, work for Plant #1 and Plant #2 in the City of Fountain Valley because these two projects are directly within or adjacent to the ongoing I-405 widening project limits.
6. OCSD is to coordinate and cooperate with the I-405 project team in the event of an overlap in the schedule of the two projects. As with other future OCSD projects included in the report that are within the vicinity of the I-405 as a whole, OCSD is to observe, notify and cooperate with Caltrans on all aspects and to take all precautionary measures to protect the integrity of the freeway system and the traveling public within the state highway system.

Active Transportation

7. Previous comments in our comment letter dated August 23, 2019 still apply. Please ensure that the Traffic Management Plan includes consideration for the safety and mobility of bicyclists on all roadways during construction. Bicyclists are legally allowed to ride on any roadway, except where signage indicates otherwise, regardless of whether there is a designated bike facility on that road.

Storm Water Compliance-NPDES

8. The Draft EIR included discussions that construction activities that take place under this master plan would follow the NPDES Construction General Permit as well as the local municipal NPDES permits. This includes implementing BMPs during construction to protect water quality from storm water and non-storm water discharges. These similar requirements would be required when OCSD would apply for an encroachment permit for work within Caltrans Right of Way (ROW).

Hydraulics

9. Previous comments in our comment letter dated August 23, 2019 still apply. Please see the attached letter.

Encroachment Permit

10. Encroachment Permit applications must be made before any construction work commences in Caltrans ROW. All construction in Caltrans ROW must conform to Caltrans policies, procedures, and standards and proposed designs must be submitted to Caltrans for review and comment for compliance.
11. Any project work proposed within Caltrans ROW requires an Encroachment Permit and all environmental concerns must be addressed. If the environmental documentation for the project does not meet Caltrans requirements, additional documentation would be required before approval of the Encroachment Permit. For application forms and specific details on Caltrans Encroachment Permits procedure,

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please refer to Encroachment Permits Manual. The latest edition of the Manual is available on: <http://www.dot.ca.gov/trafficops/ep/apps.html>.

Please continue to coordinate with Caltrans for any future developments that could potentially impact State transportation facilities. If you have any questions, please do not hesitate to contact Maryam Molavi, at (657) 328-6280 or Maryam.Molavi@dot.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Shelley". The signature is fluid and cursive, with the first name "Scott" being more prominent than the last name "Shelley".

Scott Shelley
Branch Chief, Regional-IGR-Transit Planning
District 12

Enclosure:
Caltrans Comment letter dated August 23, 2019