

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

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Governor's Office of Planning & Research

APR 30 2020**STATE CLEARINGHOUSE***Making Conservation
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April 30, 2020

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GTS # 04-NAP-2020-00198

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NAP/VAR/VAR

Karl Ono, PE
Napa Sanitation District
1515 Soscol Ferry Road
Napa, CA 94558

66-inch Trunk Sewer Rehabilitation Project: Kaiser Road to Soscol Water Recycling Facility (SWRF)- Initial Study and Mitigated Negative Declaration (IS/MND)

Dear Karl Ono:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 66-inch Trunk Sewer Rehabilitation: Kaiser Road to SWRF Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the March 2020 IS/MND.

Project Understanding

The project proposes to rehabilitate approximately 6,935 linear feet of 66-inch diameter trunk sewer pipeline using a trenchless rehabilitation lining system. The sewer rehabilitation work requires installation of a temporary sewer bypass system, which would be installed above-ground at roadways, driveway crossings, and through intersections where they would be temporarily shallow buried.

The IS/MND evaluates the potential environmental impacts of all alternatives to place the bypass pipelines. The preferred option is the Cured In Place Pipe (CIPP) method using Bypass Alternative 2 for crossing of the Bedford Slough. Project work will take place across State Route (SR)-12/29 near post mile (PM) 7.06 and a temporary diversion will pass near PM 6.66.

Cultural Resources

The IS/MND does not clearly indicate whether an architectural historian has completed the field work for built resources. An architectural historian should complete a field survey, review the records, and conclude the level of potential impact of this project on the historic built resources. If there are no changes to the historic properties within the Area of Potential Effect (APE), this project should have a "No Historic Properties Affected" finding, instead of a "No Adverse Effect" finding. However, if there will be an effect on the historic properties, a more robust analysis of effects should be completed per criteria of adverse effects, 36 CFR § 800.5.

Structures

The IS/MND does not include sufficient detail to specify where the existing or bypass sewer lines are with respect to the SR-12/29 bridge as well as any other local agency bridges. Please submit plot plans with dimensions and details for Caltrans to review.

Hydraulics

Please note that any increase in runoff that drains towards the State Right of Way (ROW) should be metered to pre-construction levels.

Lead Agency

As the Lead Agency, the Napa Sanitation District is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Encroachment Permit

Please be advised that any permanent work or temporary traffic control that encroaches onto the ROW requires a Caltrans-issued encroachment permit. If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application, six (6) sets of plans clearly delineating the State ROW, six (6) copies of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement

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(MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. To download the permit application and to obtain more information on all required documentation, visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Yunsheng Luo at Yunsheng.Luo@dot.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Mark Leong". The signature is written in a cursive, flowing style with a long horizontal stroke at the end.

Mark Leong
District Branch Chief
Local Development - Intergovernmental Review

cc: State Clearinghouse