

California Department of Transportation

DISTRICT 11
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Governor's Office of Planning & Research

April 1, 2021

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STATE CLEARINGHOUSE

11-SD-8
PM 6.3 to 7.1
Sewer Group Job 806
MND/SCH# 2021030074
Project No. 658793

Ms. Jamie Kennedy
Associate Planner
City of San Diego
Department Services
1222 First Avenue, MS-501
San Diego, CA 92101

Dear Ms. Kennedy:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review of Mitigated Negative Declaration (MND), State Clearinghouse (SCH) #2021030074 for the Sewer Group Job 806 project located near Interstate 8 (I-8), between Fairmount Avenue and Waring Road in the city of San Diego. The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with Caltrans' mission and state planning priorities.

Caltrans has the following comments:

Traffic Engineering Analysis

- Per Caltrans Encroachment Permit Manual Section 600, trenching on freeways (access- controlled highway system) is not permitted. That policy purpose is to "protect both the public and highway workers from the hazards" and "protect the public's investment in the highway system".
- Underground installations on highway right-of-way (R/W) must be performed using a trenchless technology method (Bore & Jack, Horizontal Directional Drilling, Microtunneling, Pipe Bursting or Pipe Ramming), unless specified otherwise by permit. Open trenching is authorized only when the applicant demonstrates that all

alternatives have been investigated and that installation by a trenchless technology is not feasible.

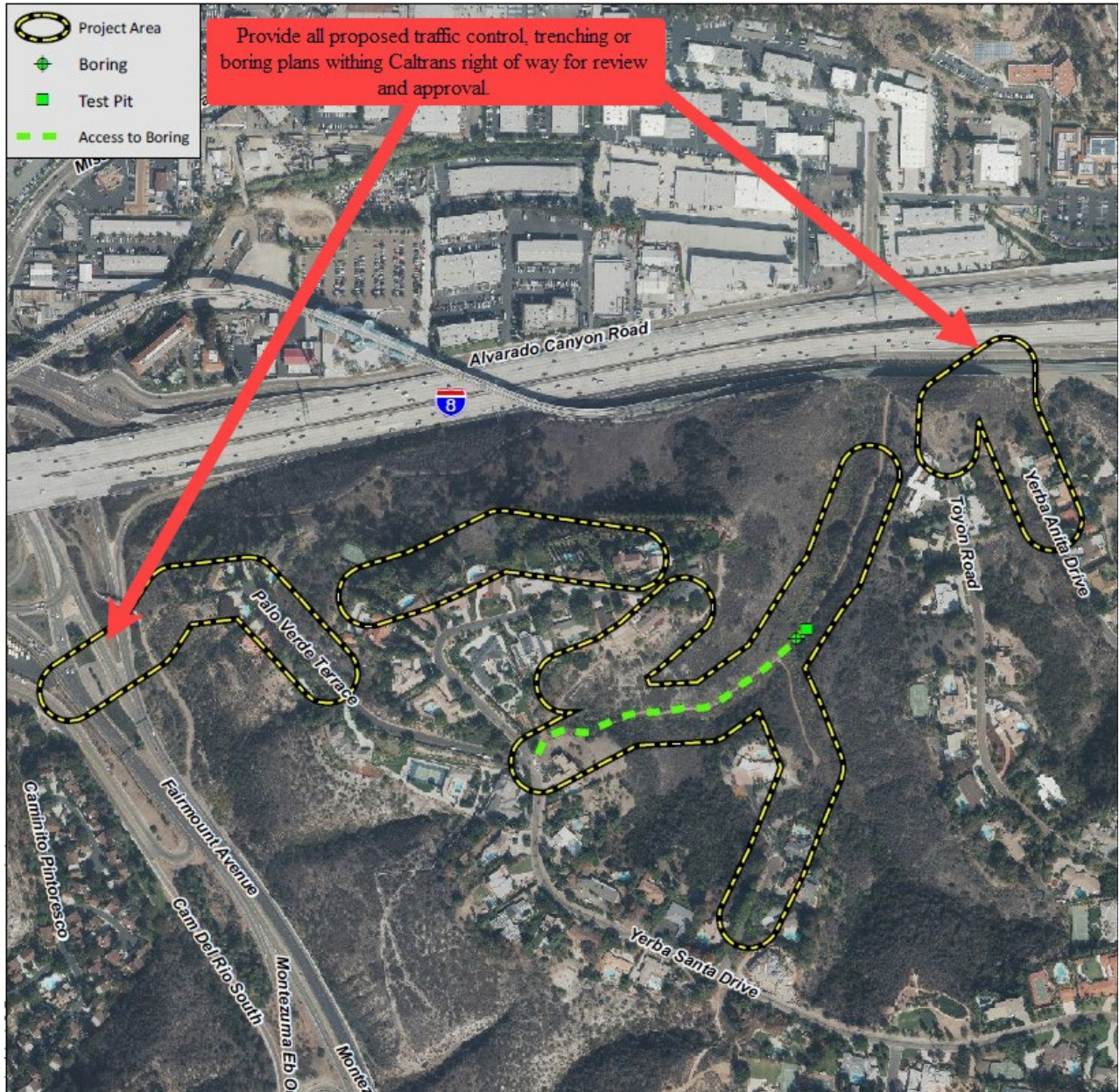
- Any traffic control plan that encroaches into Caltrans R/W will require an approved Encroachment Permit.
- Please submit any preliminary Traffic Control Plan for review prior to the encroachment permit approval process.
- Provide all proposed trenching or boring plans within Caltrans R/W for review.
- Please see marked up exhibit on next page for further details on above comments.

Traffic Control Plan/Hauling

Caltrans has discretionary authority with respect to highways under its jurisdiction and may, upon application and if good cause appears, issue a special permit to operate or move a vehicle or combination of vehicles or special mobile equipment of a size or weight of vehicle or load exceeding the maximum limitations specified in the California Vehicle Code. The Caltrans Transportation Permits Issuance Branch is responsible for the issuance of these special transportation permits for oversize/overweight vehicles on the State Highway network. Additional information is provided online at: <http://www.dot.ca.gov/trafficops/permits/index.html>

A Traffic Control Plan is to be submitted to Caltrans District 11, including the interchange at I-8 and Fairmount Avenue, at least 30 days prior to the start of any construction. Traffic shall not be unreasonably delayed. The plan shall also outline suggested detours to use during closures, including routes and signage. Please include accommodations for pedestrians and bicycle facilities, where applicable.

Potential impacts to the highway facilities (I-8) and traveling public from the detour, demolition and other construction activities should be discussed and addressed before work begins.



Design

While consulting R/W maps and the Grantville Trolley Line Extension As-Built plans, as well as receiving information from District 11 Right of Way Engineering, the following information was found:

- An existing Joint Use Agreement (JUA) for the location of the proposed sewer line work that is proposed near the northbound Fairmount Avenue to I-8 ramps and existing pedestrian overcrossing. The R/W mapping stated a date of June 6, 1957.
- A text-only copy of a JUA, dated March 10, 1959, for a sewer easement between Waring Road and College Avenue.
- A sewer easement notation on the Grantville Trolley Line Extension As-Built (EA 11-054204) for the area south of the trolley rail structure and west of the Waring Road maintenance opening.

Please verify and provide copies of the current JUAs and/or other applicable easement documentation so that the Caltrans can provide more accurate guidance on potential encroachment documentation.

Hydrology

- Provide preliminary plans to show work to be done within the Caltrans R/W.
- Identify Caltrans facilities and access point next to Caltrans R/W on the preliminary plans.
- Submit preliminary grouting plans.
- Provide hydraulics studies (H&H studies), drainage and grading plans to Caltrans for review.
- On all plans, show Caltrans' R/W.
- Early coordination with Caltrans is recommended.

Environmental

Caltrans welcomes the opportunity to be a Responsible Agency under the California Environmental Quality Act (CEQA), as we have some discretionary authority of a portion of the project that is in Caltrans' R/W through the form of an encroachment permit process. We look forward to the coordination of our efforts to ensure that Caltrans can adopt the alternative and/or mitigation measure for our R/W. We would appreciate meeting with you to discuss the elements of the MND that Caltrans will use for our subsequent environmental compliance.

An encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part of the encroachment permit process, the applicant must provide approved final environmental documents for this project, corresponding technical studies, and necessary regulatory and resource agency permits. Specifically, CEQA determination or exemption. The supporting documents must address all environmental impacts within the Caltrans' R/W and address any impacts from avoidance and/or mitigation measures.

We recommend that this project specifically identifies and assesses potential impacts caused by the project or impacts from mitigation efforts that occur within Caltrans R/W that includes impacts to the natural environment, Caltrans infrastructure including but not limited to highways, roadways, on-ramps and off-ramps, and appurtenant features including but not limited to lighting, drainage, signage, guardrail, and slopes. Caltrans is interested in any additional mitigation measures identified for the MND.

Mitigation

Caltrans endeavors that any direct and cumulative impacts to the State Highway network be eliminated or reduced to a level of insignificance pursuant to the CEQA and National Environmental Policy Act (NEPA) standards.

Right-of-Way

- Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction.
- Any work performed within Caltrans R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans R/W prior to construction.
- Clearly identify the Caltrans R/W on the plans.
- Any work performed within Caltrans R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans R/W prior to construction.

Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (619) 688-6158 or by visiting the website at <https://dot.ca.gov/programs/traffic-operations/ep>. Early coordination with Caltrans is strongly advised for all encroachment permits.

Right-of-Way Utilities

- The clearest document to show the work, in concept, appeared to be on page 46 of the MND. The sewer currently encroaches State R/W at two locations.
 - Southerly at Fairmount Avenue and
 - Northernly at Waring Road off-ramp MTS/NB-15.
- Encroaching State Access Control requires an Exception. Application to after the existing arrangement needs to address removing from State R/W or submitting an Encroachment Policy Exception.

Please see attached R/W maps. From submitted documents, it appears work falls within previously approved JUA's. Please go through the Caltrans District 11 Permit Process to conduct required maintenance work within Caltrans R/W.

City of San Diego shall prepare and submit to Caltrans closure plans as part of the encroachment permit application. The plans shall require that closure or partial closure of I-8 and Fairmount Avenue be limited to times as to create the least possible inconvenience to the traveling public and that signage be posted prior to the closure to alert drivers of the closure in accordance with Caltrans requirements. Traffic shall not be unreasonably delayed. The plan shall also outline suggested detours to use during the closures, traffic, including routes and signage.

The Highway Closure Plan, as part of the encroachment permit, should be submitted to Caltrans at least 30 days prior to initiating installation of the crossings. No work shall begin in Caltrans' R/W until an encroachment permit is approved.

Any work performed within Caltrans' R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part of the encroachment permit process, the applicant must provide an approved final environmental document including the CEQA determination addressing any environmental impacts with the Caltrans' R/W, and any corresponding technical studies.

Please see Chapter 600 of the Encroachment Permits Manual for requirements regarding utilities and state R/W:

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

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Please see Chapter 17 of the Plan Preparation Manual for requirements regarding utilities and state R/W:

<https://dot.ca.gov/programs/design/manual-project-development-procedures-manual-pdpm>

If you have any questions, please contact Mark McCumsey at (619) 985-4957 or by email at mark.mccumsey@dot.ca.gov.

Sincerely,

Maurice A. Eaton

MAURICE EATON
Branch Chief
Local Development and Intergovernmental Review

Attachments