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Governor's Office of Planning & Research

Oct 20 2021

STATE CLEARINGHOUSE

October 20, 2021

Los Angeles County Public Works
Stormwater Engineering Division, Reservoir Cleanouts
P.O. Box 1460
Alhambra, CA 91802-1460

RE: Big Tujunga Reservoir Restoration Project –
Mitigated Negative Declaration (MND)
SCH# 2021090475
GTS# 07-LA-2021-03715
Vic. SR 2 PM 31.698

To the Los Angeles County Flood Control District:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project will remove sediment from the Big Tujunga Reservoir (BTR) and move it to the Maple Canyon Sediment Placement Site (SPS), which is located 1.9 miles from BTR. Maple Canyon SPS can accommodate approximately 4.4 million cubic yards (mcy) of additional sediment, which would bring the SPS to its ultimate planned sediment capacity. The Project involves the use of trucks and equipment to remove sediment and restore capacity to the BTR, and to allow it to adequately perform its main functions of flood control and water conservation. The following minor activities would occur in conjunction with the proposed sediment removal: (1) hydroblasting to flush a stilling well on the dam crest; (2) repairing the hydraulic sluiceway; (3) paving the unpaved sections of the north access road and repairing the culvert crossing; (4) incorporating slope protection measures adjacent to the spillway; (5) rehabilitating the northern reservoir access ramp to safely access the Reservoir bottom; (6) installing a boat dock at the dam face; and (7) performing minor coring on existing dam riser and installing a slide gate to facilitate dewatering.

The nearest State facility to the proposed project is State Route 2 (SR 2). After reviewing the NOP, Caltrans has the following comments:

Caltrans concurs with RR TRA-2 and MM TRA-1 of the MND. The Construction Transportation Control Plan (CTCP) needs to specify the duration of the construction period and should include detailed plans for bicycle and pedestrian detours during construction, if applicable. These plans should meet or exceed standards required in the California Manual on Uniform Control Devices. Maintaining viable detour routes during construction, that include adequate barriers against motorized traffic, is critical to the safety and comfort of pedestrians and bicyclists.

The proposed project is not expected to generate additional motor vehicle trips during operation, as maintenance activities would be minimal and would be similar to those that occur under existing conditions. Since no additional VMT is being generated as a result of the project, it would not cause a significant VMT impact to SR 2 other than additional trucks during construction.

Finally, multiple reviews, approvals, and encroachment permits will be required for any project work proposed on or in the vicinity of the Caltrans right-of-way and all concerns must be adequately addressed. Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will also require a transportation permit from Caltrans.

If you have any questions, please contact project coordinator Antara Murshed, at antara.murshed@dot.ca.gov and refer to GTS# 07-LA-2021-03715.

Sincerely,



Miya Edmonson
LD-IGR/CEQA Branch Chief

cc: State Clearinghouse