

California Department of Transportation

DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
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Governor's Office of Planning & Research

Nov 05 2021

November 5, 2021

STATE CLEARINGHOUSE

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Co/Rt/Pm: NAP/29/VAR

Jeremy Sarrow, Watershed & Flood Control Resources Specialist
Napa County Flood Control and Water Conservation District
804 First Street
Napa, CA 94559

Re: Bale Slough – Bear Creek Restoration Project + Draft Initial Study/Mitigated Negative Declaration (IS/MND)

Dear Jeremy Sarrow:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for this 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 October 2021 Draft IS/MND.

Project Understanding

The proposed project includes 6,000 linear feet of active channel restoration and enchantments along Bale Slough and Bear Creek, a tributary to the Napa River. The project intends to restore and enhance long-term river and floodplain function, improve the quality and resilience of aquatic and terrestrial riparian habitat, and reduce property damage and sediment delivery associated with ongoing bank erosion processes. The project area is in close vicinity of State Route (SR)-29.

Encroachment Permit

The IS/MND should discuss alternatives to use the State highways under the "Construction Access and Haul Routes" section to justify why those alternatives are not feasible. Please include the need for a Caltrans-issued encroachment permit for ingress and egress and traffic control on State highways as proposed under the "Required Permits and Approvals" section.

Note that the Lead Agency must be the applicant for the encroachment and transportation permits. The Lead Agency must prepare a report on existing pavement conditions and present it to Caltrans encroachment permit inspector for review. The Lead Agency must also observe and prepare current pavement conditions report periodically during construction for Caltrans' review. The permittee is responsible for restoration of State property to existing condition (or better) upon completion of work in accordance with Streets and Highways Code 672 ([link](#)), as required by the Encroachment Permit General Provision No. 18 (attached).

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 package, digital set of plans clearly delineating the State Right-of-Way (ROW), digital copy 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 (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.

To download the permit application and to obtain more information on all required documentation, visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

Construction Related Impacts

Project work that requires movement of oversized or excessive load vehicles on State roadways, and/or travel lane closures on SR-29 requires a transportation permit that is issued by Caltrans. To apply, visit: <https://dot.ca.gov/programs/traffic-operations/transportation-permits>.

Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

Lead Agency

As the Lead Agency, Napa County Flood Control and Water Conservation District is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These

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access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

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. Additionally, for future notifications and requests for review of new projects, please email LDIGR-D4@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

c: State Clearinghouse