

## California Department of Transportation

DISTRICT 11  
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Governor's Office of Planning & Research

Mar 01 2022

February 28, 2022

### STATE CLEARINGHOUSE

11-IMP-86  
PM 1.2

Miraluz Affordable Housing & State Route 86/Pitzer Road  
Intersection Improvement Project  
MND/SCH#2022010567

Ms. Mariela Moran  
Planner II  
Imperial County Planning and Development Services  
801 Main St. El  
El Centro, CA 92243

Dear Ms. Moran:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Mitigated Negative Declaration on the Miraluz Affordable Housing & State Route 86/Pitzer Road Intersection Improvement Project located near State Route 86 (SR-86). The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

Caltrans is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve.

We look forward to working with the County of Imperial in areas where the County and Caltrans have joint jurisdiction to improve the transportation network and connections between various modes of travel, with the goal of improving the experience of those who use the transportation system.

Caltrans has the following comments:

### **Traffic Engineering and Analysis**

1. The MND dated January 2022, page 42 of 55, MM-TR00956-22 Traffic stated that: ".....the Developer shall provide a bond or other surety for the construction of a traffic signal at the SR 86/Pitzer Road and a dedication eastbound left turn lane and a dedicated westbound right-turn lane for access onto and off of SR-86 when warrants are met;....". Please clarify and provide signal warrant showing that they are met.
2. What is the proposed construction time frame of SR-86/Pitzer Rd intersection?
3. The Intersection Control Evaluation dated March 31, 2021 has not been approved by Caltrans. The ICE needs to be approved before any permits will be issued. Please address the comments from Traffic Engineering and Analysis from Caltrans to the County in the letter dated December 15, 2021. Below are the comments that were included in the letter:
  - a. Benefit cost ratio between all alternatives must be provided.
  - b. Approximately cost of Utility relocation for all alternatives should be included.
  - c. The comparison between each alternative must be equivalent. For an example Table 8-1, The additional ROW requirement should be in equal unit for all alternatives.
  - d. A preferred alternative must be identified under Section 8 "Summary of Findings".
  - e. Provide signal traffic warrants for the signal alternative.
  - f. Provide the Synchro files and other files used to analyze traffic for the project.

### **Signal Operations**

- Please see attached Caltrans' redline comments on the SR-86 and Pitzer Road 75% Design Plans (dated 10-05-2021).

## **Hydrology and Drainage Studies**

To date, Caltrans comments regarding hydrology and drainage provided on January 24, 2022 (via email) have not been addressed. The comments are provided below:

- Coordinate with Caltrans' Survey Branch to obtain SR-86 Right-of-Way (R/W) to be shown and labeled on all plans and maps including the intersection of SR-86 and Pitzer Road.
- Provide SR-86 stationing, centerline, and alignment name to be shown and labeled on all plans and maps containing SR-86.
- Provide a detailed Hydrology and Hydraulics Study for the modification to SR-86 and Pitzer Road intersection using the current Caltrans Highway Design Manual (HDM) criteria.
- Provide copy of all records for all existing drainage features being affected by the proposed roadway improvements to the intersection of SR-86 and Pitzer Road. This includes, but is not limited to: Caltrans as-built plans, City/County Record drawings, permit documents, etc.
- Please provide hydraulic studies, drainage and grading plans for the roadway improvements to the intersection of SR-86 and Pitzer Road for Caltrans to review.
- Provide a pre and post-development hydraulics and hydrology study for the roadway improvements at the intersection of SR-86 and Pitzer Road. Show drainage configurations and patterns.
- Provide drainage plan and details for the roadway improvements to the intersection of SR-86 and Pitzer Road. Include detention basin details of inlets/outlet.
- Provide a contour grading plan with legible callouts and minimal building data for the roadway improvements to the SR-86 and Pitzer Road intersection. Show drainage patterns.

## **Complete Streets and Mobility Network**

Caltrans views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation network. Caltrans supports improved transit accommodation through the provision of Park and Ride facilities, improved bicycle and pedestrian access and safety improvements, signal prioritization for transit, bus on shoulders, ramp improvements, or other enhancements that promotes a complete and integrated transportation network. Early coordination with Caltrans, in locations that may affect both Caltrans and the County of Imperial, is encouraged.

To reduce greenhouse gas emissions and achieve California's Climate Change target, Caltrans is implementing Complete Streets and Climate Change policies into State Highway Operations and Protection Program (SHOPP) projects to meet multi-modal

mobility needs. Caltrans looks forward to working with the County to evaluate potential Complete Streets projects.

Bicycle, pedestrian, and public transit access during construction is important. Mitigation to maintain bicycle, pedestrian, and public transit access during construction is in accordance with Caltrans' goals and policies.

### **Land Use and Smart Growth**

Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through applicable "smart growth" type land use planning and policies.

The County should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction.

### **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 interchanges at SR-86 and Pitzer Road, 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.

Potential impacts to the highway facilities (SR-86) and traveling public from the detour, demolition, and other construction activities should be discussed and addressed before work begins.

## **Noise**

The applicant must be informed that in accordance with 23 Code of Federal Regulations (CFR) 772, the Department of Transportation (Caltrans) is not responsible for existing or future traffic noise impacts associated with the existing configuration of SR-86.

## **Materials Engineering**

- Please provide structural section calculations for both roadway and driveways, including Traffic Index on SR-86 for Caltrans' review.
- With the signalized intersection selected as the preferred alternative and depending on the truck traffic data submitted with the structural section calculations, Caltrans may require a Large Stone Matrix (LSM) Hot Mix Asphalt (HMA) for use on this project. LSM HMA may achieve high levels of rutting/shoving resistance and durability.
- Confirm that the HMA binder grade will be PG 70-10.

## **Environmental**

It appears the concept plans are proposing modifications to the Imperial Irrigation District (IID) Daffodil Canal along SR-86 and Pitzer Road when we look at the overlay and compare them with the existing for both the roundabout and signalized intersection concept plans. We need to know a little more about ownership to understand what may be involved in rebuilding the Daffodil Canal. Are there any additional facts that might be shared about what we anticipate be required for the reconstruction of the canal undercrossing culvert?

### Air Quality

The Air Quality and Greenhouse Gas Emissions sections in the MND have satisfied the requirements to evaluate and address air quality impacts from the proposed project.

### Hazardous Waste

The Hazards and Hazardous Materials section of the MND has satisfied the requirements to evaluate and address hazardous waste impacts from the proposed project.

A hazardous waste concern for this project is aerially deposited lead (ADL). Elevated levels of ADL are common in the soil adjacent to State highways and can also be found underneath some existing road surfaces due to past construction activities. ADL

is usually found within 30 feet of the edge of the pavement and within the top six inches of the soil. In some cases, the lead is as deep as two to three feet below the surface. The Department of Toxic Substances Control (DTSC) sets regulatory thresholds for lead in soil, based on risk assessment work performed by CalEPA's Office of Environmental Health Hazard Assessment (OEHHA). It is the Permittee's responsibility to comply with the DTSC ADL requirements for roadway soil management.

### Noise

The Noise section of the MND has satisfied the requirements to evaluate and address noise impacts from the proposed project.

### **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.

Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (619) 688-6158 or emailing [D11.Permits@dot.ca.gov](mailto:D11.Permits@dot.ca.gov) 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**

Heber Meadows Land Holdings LLC 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 SR-86 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

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environmental document including the California Environmental Quality Act (CEQA) determination addressing any environmental impacts with the Caltrans' R/W, and any corresponding technical studies.

Please see the following chapters in the Caltrans' manuals:

- Chapter 600 of the Encroachment Permits Manual for requirements regarding utilities and state R/W: <https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/encroachment-permits/chapter-6-ada-a11y.pdf> .
- Chapter 2-2.13 of the Plans Preparation Manual for requirements regarding utilities and state R/W: <https://dot.ca.gov/-/media/dot-media/programs/design/documents/cadd/ppm-text-ch2-sect2-13-a11y.pdf>
- Chapter 17 of the Project Development Procedures Manual <https://dot.ca.gov/-/media/dot-media/programs/design/documents/pdpm-chapter17-a11y.pdf>.

If you have any questions or concerns, please contact Charlie Lecourtois, LDR Coordinator, at (619) 985-4766 or by e-mail sent to [Charlie.Lecourtois@dot.ca.gov](mailto:Charlie.Lecourtois@dot.ca.gov).

Sincerely,

Maurice A. Eaton

MAURICE EATON  
Branch Chief  
Local Development Review

Attachment – Caltrans Redline Comments on SR-86 & Pitzer Road 75% Design Plans  
10-05-2021





PERMIT NUMBER \_\_\_\_\_  
 CO \_\_\_\_\_ RTE \_\_\_\_\_ PM \_\_\_\_\_  
 STATE REPRESENTATIVE \_\_\_\_\_ DATE \_\_\_\_\_

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
11	IMPERIAL	86	1.26 - 0.92	1	XX

**BRADLEY DONAIS**  
 REGISTERED CIVIL ENGINEER  
 No. 68828  
 Exp. 09/30/2023  
 CIVIL  
 STATE OF CALIFORNIA

PLANS APPROVAL DATE \_\_\_\_\_  
 EGAN CIVIL, INC.  
 PO BOX 5282  
 LA QUINTA, CA 92248-5282

Pole Data Table														
No.	POLE DATA			MAST ARM		LED LUM	SIGNAL MOUNTING			PPB		POLE LOCATION		REMARKS
	TYPE	HEIGHT	SIGNAL	LUM	VEH		MA	PED	PHASE	QUAD	A	B		
(A)	1-A	10'	-	-	-	TV-2-T	-	-	-	-	9'	3'		
(B)	17-2-100	30'	30'	12'	200W	SV-1-T	MAS	SP-1-T	8	SW	18.6'	3'		
(C)	1-A	10'	-	-	-	TV-2-T	-	-	-	-	5'	3'		
(D)	19-3-100	30'	20'	12'	200W	SV-1-T	MAS	SP-1-T	4	NW	4'	3'		
(E)	1-A	10'	-	-	-	TV-2-T	-	-	-	-	4'	3'		
(F)	17-2-100	30'	30'	12'	200W	SV-1-T	MAS	-	-	-	3'	3'		
(G)	1-A	10'	-	-	-	TV-2-T	-	-	-	-	8'	3'		
(H)	19-3-100	30'	20'	12'	200W	SV-1-T	MAS	-	-	-	7'	3'		

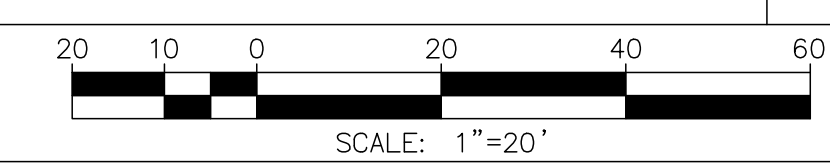
NOTE: POTHOLE FULL FOUNDATION FOOTPRINT AT NEW MAST ARM POLE LOCATIONS PRIOR TO ORDERING POLES. EXACT POLE LOCATION WILL BE DETERMINED IN THE FIELD BY A CITY REPRESENTATIVE.

Cable Schedule Table													
CABLE	POLE	PHASE	Conductor Counts										
			1	2	3	4	5	6	7	8	9		
VEH-PED 12CSC	(A)	Ø2,Ø5,PEDØ	1	1	1	1						1	1
	(B)	Ø4,Ø8		1	1	1	1					1	1
	(C)	Ø4,PEDØ			1	1	1					1	1
	(D)	Ø1,Ø2,PEDØ				1						1	1
	(E)	Ø6,PEDØ										1	1
	(F)	Ø4,Ø8,PEDØ										1	1
	(G)	Ø8									1	1	1
	(H)	Ø5,Ø6,PEDØ									1	1	1
PPB 3CSC	TOTAL		1	2	3	4	1	2	1	8	8	2	2
#10	LUMINAIRES		-	2	2	2	2	2	2	-	-	-	-
	SIGNAL COMMON		-	1	1	1	1	1	1	2	2	2	2
	TOTAL		-	3	3	3	3	3	3	2	2	2	2
VIDEO DET.	POWER CABLE		-	1	1	2	1	1	2	4	4	4	4
	VIDEO CABLE		-	1	1	2	1	1	2	4	4	4	4
DLC CABLE			1	1	2	2	-	1	1	3	4		
CONDUIT SIZE			1"	2"	2"	2.5"	1.5"	1.5"	2.5"	3"	3.5"		

CSC = CONDUCTOR SIGNAL CABLE

**75% CALTRANS PLAN SUBMITTAL SET**

EGAN CIVIL, INC.  
 PO BOX 5282  
 LA QUINTA, CA 92248-5282



REVISION DATES	SHEET	OF
	FF	FF

PLOT DATE: 10/05/2021