

**DEPARTMENT OF TRANSPORTATION**

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*Serious drought.  
Help save water!*

March 2, 2017

03-ED-2017-00053  
SCH #2017022004  
JN 95191

Mr. Daniel Kikkert  
Community Development Agency  
Transportation Division, Tahoe Engineering  
County of El Dorado  
924 B Emerald Bay Road  
South Lake Tahoe, CA 96150

**Country Club Heights –Mitigated Negative Declaration (MND)**

Dear Mr. Kikkert:

Thank you for including the California Department of Transportation (Caltrans) in the MND public review process for the project referenced above. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this local development for impacts to the State Highway System (SHS) in keeping with our mission, vision and goals for sustainability/livability/economy, and safety/health. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

The proposed project is implementation of erosion control and water quality improvement measures that will reduce the discharge of sediment and pollutants to Lake Tahoe during the 2017 construction season, which will also assist with meeting the goals of the Tahoe Regional Planning Agency's Environmental Improvement Program. The Project site is an existing residential development south of South Lake Tahoe and is bounded by United States Highway 50 (US-50) to the west, Southern Pines Drive, Crystal Air Drive, and Skyline Drive to the south, Crystal Air Drive and Elks Club Drive to the east, and the subdivision boundaries to the north. The following comments are based on the draft January 2016 Initial Study / Proposed MND.

***Hydraulics***

- In the California Environmental Quality Act Checklist (Appendix A), Section IX (Item IX- E and Item-F Discussions) indicate that, "Once construction is complete and the erosion control and water quality improvement measures are in place, surface flows and

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volumes will likely be reduced from their existing condition and an improved storm water system will be in place.” The Department requests the project’s calculated project design flows, as well as quantified existing and post project flows.

- A Drainage Report must be prepared which includes flow calculations, and which supports the design of the various methodologies adopted for improving water quality and for sizing culverts under the roads.
- On page 8, Section 3.0 Environmental Setting and Site Characteristics, under “Hydrology” the draft MND states, “Of the six, two watersheds drain to the west under highway 50 towards the Meyers area and the remaining 4 watersheds draining to the northeast and east, where the flows will ultimately reach the Truckee River.” These watersheds, including the location of the cross-culverts under US-50 should be identified on maps in Figures 17, 18, and 19.
- Additionally, provide the flows being directed towards US-50 under existing and post project conditions.

### ***Traffic Operations / Encroachment Permit***

In the CEQA Checklist (Appendix A), Section XVI (Item XVI-E Discussion) states, “At some locations, temporary lane closures may be necessary to facilitate Project construction; however at no time would access for local residents, school buses, or emergency vehicles be prohibited. Traffic controls will only be implemented during work hours and when it is necessary to perform work.” Please be advised that any work or traffic control that would encroach onto the State Right of Way (ROW) requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to the address below.

Charles Laughlin  
California Department of Transportation  
District 3 Office of Permits  
703 B Street  
Marysville, CA 95901

Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website link below for more information.  
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

### ***Transportation Management Plan (TMP)***

If it is determined that traffic restrictions and detours are needed on or affecting State highways, a TMP or construction Traffic Impact Study may be required of the developer for approval by Caltrans prior to construction. TMPs must be prepared in accordance with Caltrans’ *Manual on Uniform*

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*Traffic Control Devices.* Further information is available for download at the following web address: <http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/pdf/camutcd2012/Part6.pdf>

Please provide our office with copies of any further actions regarding this project. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any questions regarding these comments or require additional information, please contact Arthur Murray by email at: [arthur.murray@dot.ca.gov](mailto:arthur.murray@dot.ca.gov).

Sincerely,

A handwritten signature in blue ink that reads "Eric Fredericks". The signature is written in a cursive style with a stylized "E" and "F".

ERIC FREDERICKS, Chief  
Office of Transportation Planning – South Branch