California Department of Transportation

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December 11, 2025

11-SD-5
PM 39.086
Lake Drive Storm Drain and Manchester Outfall Project
MND/SCH#2025110169

Mr. Esteban Danna
Senior Planner
City of Encinitas
505 South Vulcan Avenue
Encinitas, CA 92024

Dear Mr. Danna:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Mitigated Negative Declaration (MND) for the Lake Drive Storm Drain and Manchester Outfall Project located near Interstate 5 (I/5). 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.

We look forward to working with the City of Encinitas in areas where the City 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:

Hydrology and Drainage Studies

- Section 2.2.1*"Pre-Existing Conditions"* of the Draft Drainage Report states that the *"canyon storm drain system is connected to a Caltrans 48-inch reinforced concrete pipe".* Please provide further clarification and/or details on how the two drainage systems are connected. Also indicate if there are any hydraulic impacts to the Caltrans 48-inch storm drain system.

- Section 4.2.1.1*"Hydraulic Grade Line"* of the Draft Drainage Report states that:

  "HGLs are contained within the pipe with the exception of approximately 330 feet of proposed downstream pipe between Storm Drain Stations 0+28 and 3+60"

  Please clarify if the storm drain is currently under pressure within the same stations. Also provide Pipe Hydraulics calculations and HGL profiles for existing and proposed conditions for comparison.

- The proposed pipe hydraulics calculations (WSPGW) show an outlet velocity of 24.69 fps, which is different than the outlet velocity shown in plan sheet Drawing 0057-DI (Vmax=18.2fps). Please clarify the discrepancy. Also compare the outlet velocity between the existing and proposed condition.

- Plan Sheet 0057 DI Storm Drain Profile, shows Caltrans' Right-of-Way (R/W). Please indicate how the storm drain outlet connects to the Caltrans drainage system.

- Plan Sheet 0057 DI Storm Drain Profile, shows that the storm drain will outlet on top of a slope instead of at the toe of slope. Over time, the slope will erode, and the outlet pipe will be undermined.

- Plan Sheet 0057 DI, it is unclear from profile view if existing outlet pipe section from Station 0+28.93 to 0+60.68 are to remain, or if proposing to replace (line style is solid). Also pipe section from Station 0+00 to 0+28 is not shown in profile view. Please revise and clarify the discrepancy.

- Please provide hydraulics studies, drainage and grading plans to Caltrans for review.

- Provide a pre and post-development hydraulics and hydrology study. Show drainage configurations and patterns.

- Provide drainage plans and details. Include detention basin details of inlets/outlet.
- Provide a contour grading plan with legible callouts and minimal building data. Show drainage patterns.
- On all plans, show Caltrans' R/W
- Early coordination with Caltrans is recommended.
- Caltrans generally does not allow development projects to impact hydraulics within the State's R/W. Any modification to the existing Caltrans drainage and/or increase in runoff to State facilities will not be allowed.

Design/FHWA
Because I-5 is a federal highway, any proposed changes to I-5 will need approval by Federal Highway Administration (FHWA).

Hauling
The California Department of Transportation (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: https://dot.ca.gov/programs/traffic-operations/transportation-permits.

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 Environmental Document 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, infrastructure including but not limited to highways, roadways, structures, intelligent transportation systems elements, on-ramps and off-ramps, and appurtenant features including but not limited to fencing, lighting, signage, drainage, guardrail, slopes and landscaping. Caltrans is interested in any additional mitigation measures identified for the project's Final Environmental Document.

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 visiting the website at https://dot.ca.gov/programs/traffic-operations/ep. Projects with the following:

- require a Caltrans Encroachment Permit
- have completed the Caltrans Local Development Review (LDR) process
- have an approved environmental document

need to have documents submitted for Quality Management Assessment Process (QMAP) process via email to D11.QMAP.Permits@dot.ca.gov. Early coordination with Caltrans is strongly advised for all encroachment permits.

If you have any questions or concerns, please contact Shannon Aston, LDR Coordinator, at (619) 992-0628 or by e-mail sent to shannon.aston@dot.ca.gov.

Sincerely,

Kimberly D. Dodson

KIMBERLY D. DODSON, GISP
Branch Chief
Local Development Review