

**DEPARTMENT OF TRANSPORTATION**

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MAR 29 2019

STATE CLEARINGHOUSE

March 28, 2019

GTS# 03-NEV-2019-00102  
03-NEV-20/49 PM 16.98  
SCH# 2019029150

S.R. Jones  
Nevada County Local Agency Formation Commission (LAFCO)  
950 Maidu Avenue  
Nevada City, CA 95959

Dear S.R. Jones:

Thank you for including the California Department of Transportation (Caltrans) in the Draft Environmental Impact Report review process. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

This project is an update to the Nevada City Sphere of Influence (SOI) and includes four (4) project alternatives: LAFCO and City Consensus Preferred Alternative; Original LAFCO Staff Recommendation Alternative; City Recommendation Alternative; and the No Project Alternative. The current SOI occupies approximately 2,702 acres and the city occupies approximately 1,470 acres, totaling approximately 4,172 acres. The SOI Update includes no lands within the existing city boundaries. The annexation would allow for extension of City services but does not include any physical alterations or improvements to any area. No infrastructure extensions, new residential, commercial, industrial or other developments are proposed. The SOI update does not include any changes to existing land uses, land use designation, or zoning. The following comments are based on the documents received.

### ***Traffic Highway Operations***

Caltrans has no comments regarding the boundaries of the sphere of influence, and whichever footprint is chosen, Caltrans will continue to work with the City of Nevada City, the City of Grass Valley, and/or Nevada County.

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Page 2 of the NOP states, "The major transportation routes that provides regional connectivity through the City are the north-south trending State Route 49 (SR 49), which through Nevada City, is conjoined with east-west trending State Route 20." The freeway is actually designated as Route 20 from the Route 20/Route 49/Empire Street interchange in Grass Valley to the Route 20/Route 49/Uren Street intersection, in Nevada City. It's confusing, however both Caltrans and the California Highway Patrol (CHP) use this nomenclature.

Caltrans is pleased to be working with the Nevada County Transportation Commission and the City of Nevada City on the "Nevada City Multimodal Corridor Plan", on Route 49 from the Route 20/Route 49/Uren Street intersection to the Juvenile Hall driveway. Together, we hope to find a solution that will improve safety for all users, while maintaining good traffic operations.

Regarding the Greenhouse Gas Emissions and the Transportation and Circulation portions of the EIR, we recommend construction of mini roundabouts (which have a fully-mountable central island to accommodate trucks) where feasible. This will improve operational efficiency of stop-controlled intersections with no significant change in safety.

In January 2016, Consultant firm Omni-Means prepared an administrative draft "Gold Flat Road Corridor Study" for NCTC. The study indicated the preferred alternative was 6-leg roundabouts on both sides of the freeway, and the project cost was estimated at \$10.6 million. Caltrans does not know whether that study has been updated since, but funding is not available for such an expensive project. Please see attached possible alternatives.

Attachment 1 shows the project concept. Since the cost makes that option infeasible for the foreseeable future, consider one 6-leg roundabout—on the west side of the freeway only—where operations are more complex.

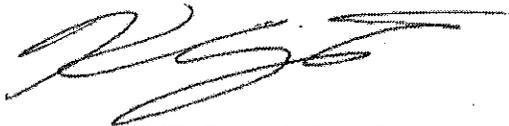
Attachment 2 is a conceptual horse track-shaped roundabout; the footprint is much smaller and the cost much lower. Detailed studies would be required, but a design of approximately this shape and size should accommodate the largest vehicles that traverse this intersection.

We would appreciate the opportunity to review and comment on any changes/updates related to this project.

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If you have any question regarding these comments or require additional information, please contact Kena Sannar, Intergovernmental Review Coordinator for Nevada County, by phone (530) 634-7613 or via email to [kena.sannar@dot.ca.gov](mailto:kena.sannar@dot.ca.gov).

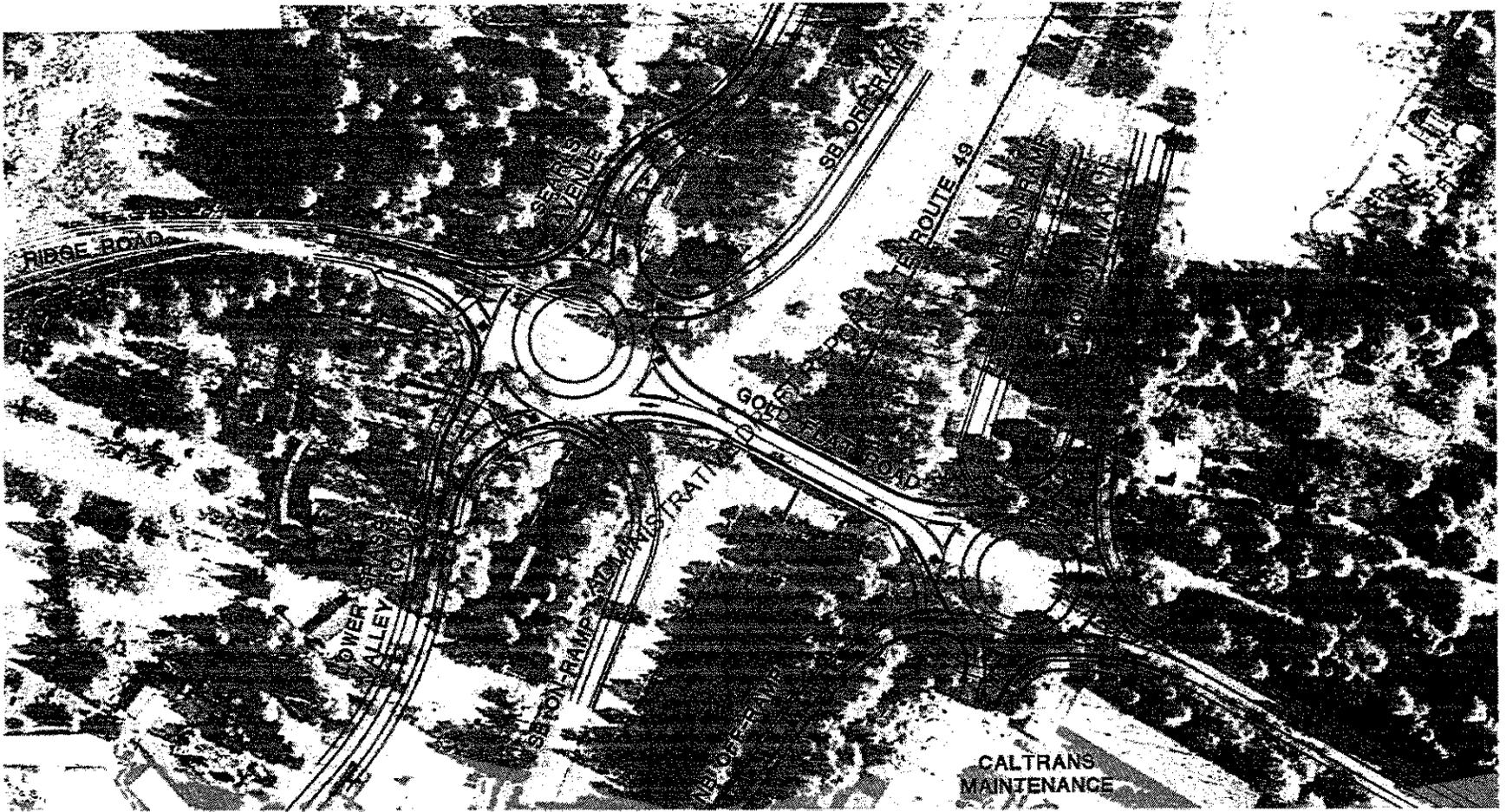
Sincerely,

A handwritten signature in black ink, appearing to read 'K. Yount', with a long horizontal flourish extending to the right.

KEVIN YOUNT, Branch Chief  
Office of Transportation Planning  
Regional Planning Branch—East

Attachments

Attachment 1



GOLD FLAT ROAD CORRIDOR STUDY

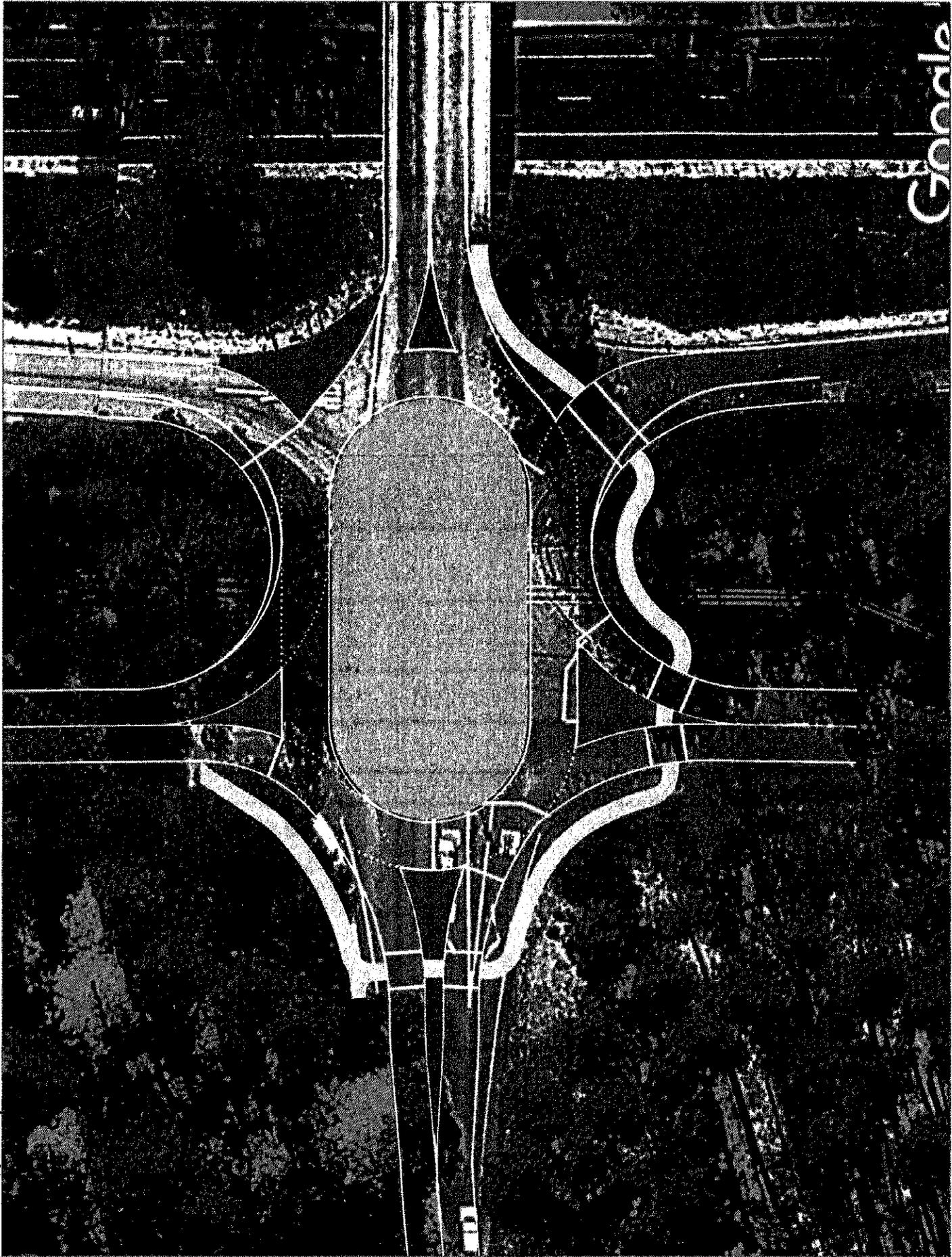
SCALE 1"=100'

6-LEG ROUNABOUT ALTERNATIVE

FIGURE B-1



Google



Attachment 2

