

**DEPARTMENT OF TRANSPORTATION**  
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December 2, 2015

11-SD-8  
 PM 21.82  
 Lake Jennings Marketplace  
 SCH#2014121089

Mr. Darin Neufield  
 San Diego County  
 Planning and Development Services  
 5510 Overland Ave, Suite 310  
 San Diego, CA 92123

Dear Mr. Neufield:

The California Department of Transportation (Caltrans) has received the Traffic Impact Study (TIS), as part of the Draft Environmental Impact Report, circulated November 20, 2015, for the Lake Jennings Marketplace project to be located at Olde Highway 80 and Lake Jennings Park Road.

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. 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 to ensure consistency with our mission and state planning priorities of infill, conservation, and efficient development. To ensure a safe, efficient, and reliable transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multi-modal transportation network. Caltrans has the following comments:

Mitigation Measure M-TR-5 states, "Widen Lake Jennings Park Road from I-8 Westbound Off-Ramp to Olde Highway 80 to provide 4 lanes plus bicycle lanes." Any work completed within State right-of-way (ROW) must meet Caltrans Design Standards.  
<http://www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm>

Mitigation Measures M-TR-6 and M-TR-7 state, "Alternatively, Caltrans may install full, or partial roundabout improvements at this location." Caltrans will not be installing roundabout improvements. Mitigation is identified from the project impacts, Caltrans is not the responsible agency. Caltrans discretionary permit review will ultimately determine the appropriate mitigation with State ROW.

Mitigation measures for proposed intersection modifications are subject to the Caltrans Intersection Control Evaluation (ICE) policy (Traffic Operation Policy Directive 13-02).

*"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"*

**Response to Comment Letter B**

California Department of Transportation  
 December 2, 2015

**B-1** These introductory comments are acknowledged.

**B-2** The County acknowledges that circulation improvements associated with the project located within the State right-of-way must meet Caltrans Design Standards. Caltrans has reviewed and approved the proposed improvement plans for the Caltrans facilities that would be improved as part of the project; therefore, the proposed improvements would meet Caltrans Design Standards.

**B-3** The County acknowledges that implementation of Mitigation Measures M-TR-6 and M-TR-7 is the responsibility of the project Applicant. As a result of on-going consultation between the Applicant, County, and Caltrans, Caltrans has requested that partial or full roundabouts at these locations be analyzed. Full and partial roundabouts for improvements proposed at the Lake Jennings Park Road and I-8 Westbound Off-ramp and I-8 Eastbound Off-ramp intersections were identified in the Draft EIR as Mitigation Measures M-TR-6 and M-TR-7. These full and partial roundabout improvements were found to mitigate project related impacts. Mitigation Measures M-TR-6 and M-TR-7 have been revised in the Final EIR to clarify that construction of improvements are not the responsibility of Caltrans and would be conducted by the County Department of Public Works:

B-1  
 B-2  
 B-3  
 B-4

	<p><b>M-TR-6: Intersection: Lake Jennings Park Road and I-8 Westbound Off-Ramp</b></p> <ul style="list-style-type: none"> <li>• Provide additional capacity at intersection according to segmental improvements above.</li> <li>• Provide southbound refuge lane for the westbound left-turn movement from the I-8 Westbound Off-Ramp.</li> <li>• Alternatively, <del>Caltrans may install</del> full, or partial roundabout improvements <u>may be installed</u> at this location.</li> </ul> <p><b>M-TR-7: Intersection: Lake Jennings Park Road and I-8 Eastbound Off-Ramp</b></p> <ul style="list-style-type: none"> <li>• Install a traffic signal at the intersection of Lake Jennings Park Road and Olde Highway 80/I-8 EB off-ramp.</li> <li>• Widen off-ramp for 320 feet to have a third lane to accommodate a left-turn lane, a left through lane, and a through right lane.</li> <li>• Alternatively, <del>Caltrans may install</del> full or partial roundabout improvements <u>may be installed</u> at this location.</li> </ul> <p><b>B-4</b> The County acknowledges that mitigation measures for proposed intersection modifications are subject to the Caltrans Intersection Control Evaluation (ICE) policy (Traffic Operation Policy Directive 13-02). Caltrans has reviewed the proposed project improvements in accordance with ICE and has approved the proposed design. The ICE policy/directive updates the evaluation procedures used to</p>
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	<p>justify the installation of traffic signal systems, yield-control (roundabouts), and multi-way stop control at state highway intersections and interchanges. This directive requires that the (Caltrans) engineer must evaluate impacts to all intersection traffic and, in order to identify the most effective and comprehensive access alternatives, the engineer must consider various strategies, treatments, and configurations and countermeasures.</p>
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<p>Mr. Neufield December 2, 2015 Page 2</p> <p>Alternative intersection design(s) will need to be considered in accordance with the ICE policy. Please refer to the policy for more information and requirements. <a href="http://www.dot.ca.gov/hq/traffops/policy/13-02.pdf">http://www.dot.ca.gov/hq/traffops/policy/13-02.pdf</a> <a href="http://www.dot.ca.gov/hq/traffops/liaisons/ice.html">http://www.dot.ca.gov/hq/traffops/liaisons/ice.html</a></p> <p>Caltrans is responsible for protecting the public's investment in the State Highway System (SHS), and therefore must review all proposed mitigation improvements to the SHS that are to be funded by a local agency or private developer and submitted to Caltrans for an encroachment permit.</p> <p>Based on the complexity of the project, the impacts, and the cost of the project on the SHS, a project will require a permit application review and development of a Permit Engineering Evaluation Report (PEER) or appropriate Project Initiation Document (PID).</p> <p>If a project is considered to be a non-complex project and the construction cost for the project is less than \$3,000,000 (three million dollars), then the review and approval of the project is completed under the encroachment permit process and PEER review. A PEER should always be prepared when new operating improvements are constructed by the permittee that become part of the SHS. These include signalization, channelization, left-turn pockets, widening, realignment, public road connections, and bike paths and lanes. Please submit a PEER Report prior to applying for an encroachment permit. <a href="http://www.dot.ca.gov/hq/traffops/developserv/permits/pdf/forms/PEER_(TR-0112).pdf">http://www.dot.ca.gov/hq/traffops/developserv/permits/pdf/forms/PEER_(TR-0112).pdf</a></p> <p>If the project meets the complex project definition as defined in Caltrans Encroachment Permit Manual or if the construction is greater than \$3,000,000, the project proponent shall submit a PID and a Caltrans project manager is assigned to coordinate the project approval. A PID or PSR will not be approved unless there is an executable Cooperative Agreement (CA) or Highway Improvement Agreement (HIA).</p> <p>If you have any questions, please contact Roy Abboud at (619) 688-6968.</p> <p>Sincerely,</p>  <p>JACOB M. ARMSTRONG, Branch Chief Development Review Branch</p> <p><i>"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"</i></p>	<p><b>B-5</b> The County acknowledges that alternative intersection design(s) need to be considered in accordance with the ICE policy. The County has coordinated with Caltrans regarding the proposed improvements, and Caltrans has approved the proposed improvements in accordance with ICE policy. Consistent with the ICE policy, the Applicant and the County coordinated with Caltrans to evaluate alternative intersection modifications, such as full and partial roundabouts, for improvements proposed at the Lake Jennings Park Road and I-8 Westbound Off-ramp and I-8 Eastbound Off-ramp intersections. These full and partial roundabouts are identified in the Final EIR as Mitigation Measures M-TR-6 and M-TR-7.</p> <p><b>B-6</b> Please refer to response to comment B-4. The Applicant will submit the appropriate documentation to Caltrans prior to applying for an encroachment permit.</p> <p><b>B-7</b> The County acknowledges that the proposed improvements to Caltrans facilities will require a Permit Engineering Evaluation Report (PEER) or a Project Initiation Document (PID) which would be required subsequent to project approval and prepared as part of the encroachment permit process. The PEER or PID will provide further detailed engineering analysis and cost estimates for the proposed improvements. However, the limits of disturbance and potential impacts associated with the improvements are evaluated in the EIR, and the PEER or PID process would not result in an expansion of limits of disturbance already assumed for these improvements. Rather, the PEER or PID process provides engineering refinement, cost estimates, and other information specifically related to the construction of those improvements already evaluated in the EIR.</p>
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	<p><b>B-8</b> Comment noted. The Applicant will submit the appropriate documentation to Caltrans prior to applying for an encroachment permit.</p> <p><b>B-9</b> Comment noted.</p>
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