

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 11

PLANNING DIVISION

4050 TAYLOR STREET, MS 240

SAN DIEGO, CA 92110

PHONE (619) 688-6960

FAX (619) 688-4299

TTY 711

www.dot.ca.gov

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February 26, 2015

11-SD-15  
PM 36.64  
NOP SCH 2015021036

Mr. Mark Slovick  
San Diego County  
Department of Planning & Development Services  
5510 Overland Ave, Suite 310  
San Diego, CA 92123

Dear Mr. Slovick:

The California Department of Transportation (Caltrans) appreciates the opportunity to have reviewed the Notice of Preparation (NOP) SCH 2015021036 for the Newland Sierra project. The project will be located along Interstate 15 (I-15) and north of Deer Springs Road. Caltrans would like to make the following comments:

Caltrans commented previously on the traffic impact study on the Newland Sierra project in our letter dated January 27, 2015 (Attached). Caltrans looks forward to continued coordination on the Environmental Impact Report and technical studies for this project.

If you have any questions, or require further information, please contact Trent Clark, at (619) 688-3140 or email at [Trent\\_Clark@dot.ca.gov](mailto:Trent_Clark@dot.ca.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Armstrong".

JACOB ARMSTRONG, Chief  
Development Review Branch

c: Nick Ortiz (SD County)

**DEPARTMENT OF TRANSPORTATION**

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January 27, 2015

11-SD-15  
PM 36.64  
TIA November 7, 2014

Mr. Nick Ortiz  
San Diego County  
Department of Planning & Development Services  
5510 Overland Ave, Suite 310  
San Diego, CA 92123

Dear Mr. Ortiz:

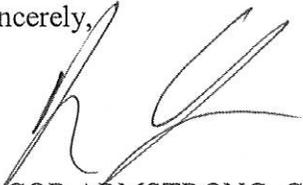
The California Department of Transportation (Caltrans) appreciates the opportunity to have reviewed the Traffic Impact Analysis (TIA) dated November 7, 2014 for the Newland Sierra project. The project will be located along Interstate 15 (I-15) and north of Deer Springs Road. Caltrans would like to make the following comments:

1. 2.4.3, pg. 8, Off-Site Roadway Improvements, Deer Springs Road
  - a. Add a figure showing both Option A and Option B.
  - b. 4<sup>th</sup> paragraph, "...there is a significant reduction in cut-through trips since traffic on I-15 would be discouraged from using Deer Springs Road during peak hours." Why? Please explain.
2. 2.4.3, pg. 9, Off-Site Roadway Improvements, I-15 Interchange / Park-and-ride Improvements
  - a. Add number of lanes.
3. 4.5.2, pg. 19, Peak Hour Intersection Turning Movement Volumes
  - a. Figure 4-3 shows the Existing AM/PM peak hour traffic volumes, but the actual Figure 4-3 on pg. 36 mentions Existing Traffic Volumes. It should read the Existing AM/PM peak hour traffic volumes. The same with Figure 8-8 and 8-10 on pages 72 and 74 respectively.
4. 8.0, pg. 60, Project Trip Generation / Distribution / Assignment
  - a. Add an explanation about the SANDAG land use (TAZ 444), and explain that TAZ was divided up (disaggregated) into seven TAZs.
5. 8.2, pg. 61, Trip Distribution
  - a. Appendix C (Select Zone Assignment Plots) has blank pages and no maps.
  - b. Figure 8-1, 13% traffic distribution for residential on Deer Springs Road seems low. Please provide further clarification.

Mr. Nick Ortiz  
January 27, 2015  
Page 2

If you have any questions, or require further information, please contact Trent Clark, at (619) 688-3140 or email at [Trent\\_Clark@dot.ca.gov](mailto:Trent_Clark@dot.ca.gov).

Sincerely,

A handwritten signature in black ink, appearing to read 'JA', is written over the word 'Sincerely,'.

JACOB ARMSTRONG, Chief  
Development Review Branch