Response to Comment S1-1
Comments noted. Please see responses to your comments in Responses to Comments S1-2 through S1-5, below.

Response to Comment S1-2
Linscott, Law & Greenspan analyzed the entire Project study area, including Intersections 3 & 4 and Intersections 9 & 10 as a complete network using the Synchro software. The analysis in the Traffic Impact Analysis (TIA), included as Appendix D in the EIR, accurately represents the delay and level of service (LOS) results from the complete Synchro network. The validity of the results is demonstrated by comparing the results of the analysis tables in the TIA to the intersection analysis worksheets provided in the technical appendices. When requested, the California Department of Transportation (Caltrans)-only intersections were isolated and provided to Caltrans staff for review.

Response to Comment S1-3
The County would like to clarify that Table 9-1 of the TIA provides intersection delay and LOS and not traffic volumes. The comment is likely referring to the delays shown in Table 9-1. As noted in Response to Comment S1-2, the analysis in the TIA accurately represents the delay and LOS results from the complete Synchro network, as shown by comparing the results of the analysis tables in the TIA to the intersection analysis worksheets provided in the technical appendices.

Response to Comment S1-4
The Direct Access Ramp (DAR) on Interstate 15 at Hale Avenue was not analyzed because the Proposed Project adds fewer than 50 peak hour trips to the direct access ramp (DAR) interchange, which is consistent with County and SANTEC/ITE intersection analysis criteria.

Response to Comment S1-5
It is the County’s opinion that the West Valley Parkway interchange configuration assumed in Synchro software provides the necessary geometry and Caltrans signal timing inputs to result in an accurate representation of delay and LOS at this interchange. For a freeway on-ramp, the software is not sensitive to illustrating loop ramp geometry, and assuming the loop ramp...
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<td>geometry would solely be an aesthetic representation. No changes to the delay or LOS would result from illustrating the loop ramp. For these reasons, the file is being maintained as submitted.</td>
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