

COMMENTS

RESPONSES

Comment Letter S1

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
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May 31, 2017

11-SD-15
PM R30.09
Harmony Grove Village South
DEIR SCH# 2015081071

Ms. Michelle Irace
County of San Diego
5510 Overland Avenue, Suite 310
San Diego, CA 92123

Dear Ms. Irace:

Caltrans has reviewed the Traffic Impact Study (TIS) as part of the Draft Environmental Impact Report (DEIR), dated April 2017, for the Harmony Grove Village South Project, near Interstate 15 (I-15) and State Route 78 (SR-78). Caltrans has the following comments:

S1-1

The intersections in the traffic study particularly the Synchro data files should be analyzed as a network and not as an isolated/individual intersections. At a minimum, Intersections 3 & 4 near Nordahl Road and Intersections 9 & 10 near West Valley Parkway need to be included in the study.

S1-2

Table 9-1 traffic volumes are inconsistent with Synchro files, specifically for Nordahl Road/SR-78 EB Ramps.

S1-3

The Direct Access Ramp (DAR) on I-15 at Hale Avenue was not analyzed as part of the TIS. This should be included in the Synchro network and analyzed.

S1-4

Please correct the West Valley Parkway Interchange in the Synchro file to represent existing configuration including the loop ramp.

S1-5

If you have any questions, please contact Roy Abboud at (619) 688-6968 or by email at roy.abboud@dot.ca.gov.

Sincerely,

[Handwritten signature of Maurice Eaton]

MAURICE EATON, Chief
Development Review Branch

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

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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	<p>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.</p>