

DEPARTMENT OF TRANSPORTATION

DISTRICT 11
4050 TAYLOR STREET, MS 240
SAN DIEGO, CA 92110
PHONE (619) 688-6960
FAX (619) 688-4299
TTY 711



*Flex your power!
Be energy efficient!*

August 1, 2011

11-SD-5
PM VAR
Shipyard Sediment Remediation Project

Mr. Vicente Rodriguez
Regional Water Quality Control Board, Region 9
9174 Sky Park Ct., Suite 100
San Diego, CA 92123

Dear Mr. Rodriguez:

The California Department of Transportation (Caltrans) appreciates the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Shipyard Sediment Remediation Project. The Shipyard Sediment Remediation Project (Project) is located along the eastern shore of the central San Diego Bay, extending approximately from the Sampson Street extension on the northwest to Chollas Creek on the "southeast, and from the shoreline out to the San Diego Bay main shipping channel to the west. The State highway serving the project is Interstate 5 (I-5). Caltrans would like to submit the following comments:

- Mitigation Measure 4.1.1, states "Haul, delivery, and employee traffic shall be discouraged at I-5 southbound ramp/Boston Avenue intersection and on the roadway segment of Boston Avenue between 28th Street and the I-5 southbound (SB) ramp". Please clarify how this mitigation measure will be enforced.
- On the TIA, Figure 2A & 2B, there are some discrepancies in the Existing Peak Hour Traffic Volume when comparing to Caltrans' 2009 volume within the intersections for on/off-ramps along I-5 as follow:
 - Intersection #7, SB-off, AM Peak Volume should be 611 instead of 508.
 - Intersection #9, NB-off, cumulative AM/PM Peak Volume should be 714/491 instead of 383/436.
 - Intersection #9, NB-on, cumulative AM/PM Peak Volume should be 629/310 instead of 19/44. NB-on from 28th Street should also be included.
 - Intersection #10, SB-on, cumulative AM/PM Peak Volume should be 675/973 instead of 321/636.
 - Intersection #12, SB-on, cumulative AM Peak Volume should be 472 instead of 260.
- Based on the new Peak Volumes above, all Delays and Level of Service (LOS) Tables and Figures need to be re-calculated for these intersections.

Mr. Vicente Rodriguez
August 1, 2011
Page 2

- It appears that Staging Areas 1-4 will access I-5 via intersection # 7, 9 & 10. Currently, intersections #7 & #9 operate at LOS F, and intersection #10 will degrade to LOS F with this project. Although the TIS called out to signalize intersection #10 as the proposed mitigation, additional measures could be made to minimize the impact to the local community by routing all trucks to SB Harbor Drive then use Civic Center Drive interchange.
- All state-owned signalized intersection affected by this project shall be analyzed using the Intersecting Lane Vehicle (ILV) procedure per Highway Design Manual (HDM), Topic 406, Page 400-430.

If you have any questions on the comments Caltrans has provided, please contact Anthony Aguirre of the Development Review Branch at (619) 688-3161.

Sincerely,



JACOB ARMSTRONG, Chief
Development Review Branch