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MAR 06 2020

STATE CLEARINGHOUSE

March 6, 2020

11-IMP-8
PM 38.98
South Dogwood Annexation
MND

Mr. Angel Hernandez, Associate Planner
City of El Centro Community Development Services
1275 W. Main Street
El Centro, CA 92243

Dear Mr. Hernandez:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the Mitigated Negative Declaration (MND) for the South Dogwood Annexation General Plan Amendment Report located near South Dogwood Road and Interstate 8 (I-8). 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.

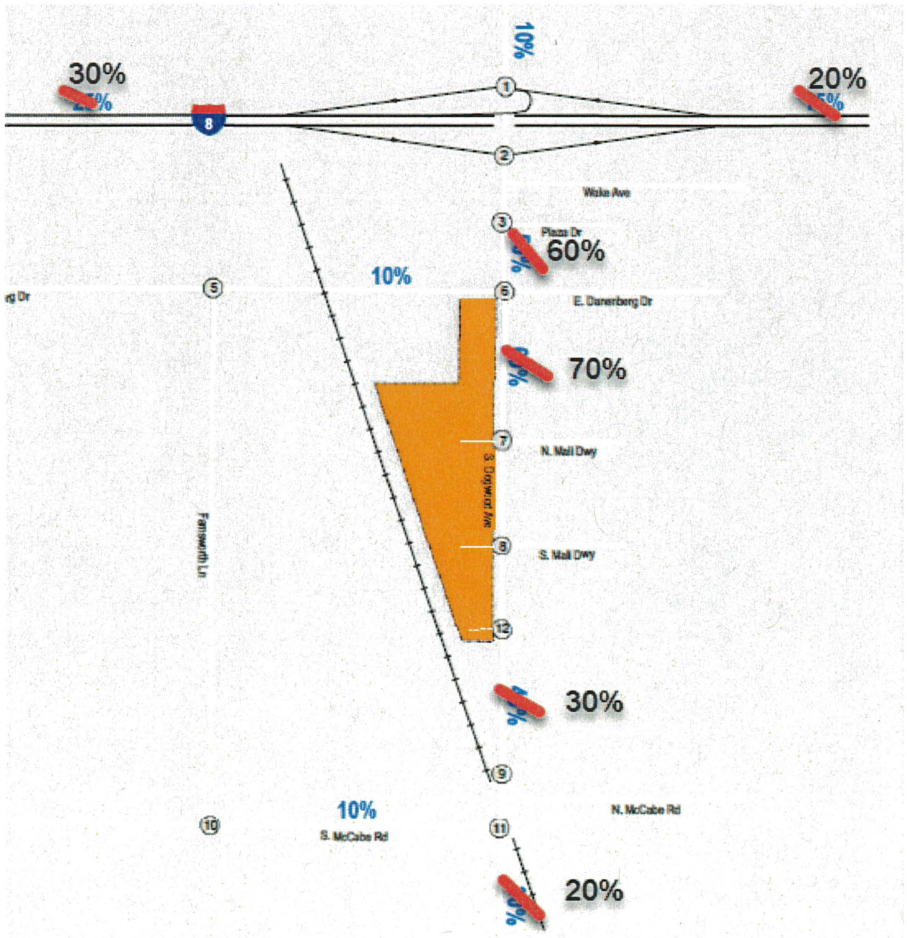
Caltrans has the following comments:

1. Section 5.0 and Table 5-1 sets up the "significance criteria summarized in Table 5–1 developed by Linscott, Law and Greenspan, Engineers is based upon the City of El Centro's goal for intersections and roadway segments to operate at LOS C or better. In general, a LOS C or better that degrades to a LOS D or worse is considered a significant direct impact".
    a. Section 9.0, "Capacity Analysis section" states "all study intersections are calculated to operate at LOS D or better". This conflicts with "the City of El Centro's goal for intersections and roadway segments to operate at LOS C or better." (See comment #3)
2. Section 7.0 Trip Generation and distribution need to be analyzed further or explained better.
    a. This project is estimated to generate the following: project total trips of 564 AM peak hour volumes (PHV) and 2,362 PM PHV, project primary

trips of 484 AM PHV and 1,632 PM PHV. This may have a great impact to local streets and freeway intersections.

i. Caltrans request that the Synchro files used to analyze traffic be submitted to us for review. We need to verify that the traffic analysis model that it's based on is correct.

b. Figure 7-1, Project Trip Distribution is not adequate for the location of the project site. Since the densification of homes is to the north of the project location and to the south there is vast agricultural land with a few home developments and the community of Heber, then the distribution needs to change to better represent where the trips are generated. In addition, it is the Caltrans belief that the I-8 freeway will be utilized as the main corridor to get to the project's location.



i. The edits in the figure above are what Caltrans recommends for this project's distribution. If agreed, update the traffic impact analysis report with the new distribution. Please explain if you do not agree with the recommendations. (see next page)

3. Page 37, Section 9; Capacity Analysis:
   a. This section states "The Existing + Project peak hour analysis worksheets are included in Appendix C" but were not included in the submittal. Please provide Appendix C of the traffic impact analysis to Caltrans so we may complete the review.
   b. This Capacity Analysis section needs to revise and declare direct impacts for all analysis scenarios of this page since Table 9-1 and Table 9-2 show direct and cumulative impacts. (See comment #1)
   c. Table 9-1 needs to be revised to show direct impacts to those intersections that went to LOS D, highlighted below:

TABLE 9–1
NEAR-TERM INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Existing + Project		Existing + Project + Cumulative Projects		Δ Delay [c]	Impact Type
			Delay [a]	LOS [b]	Delay	LOS	Delay	LOS		
1. Dogwood Ave / I-8 WB Ramps	Signal	AM	7.9	A	9.3	A	9.6	A	1.7	No
		PM	7.1	A	26.2	C	30.2	C	23.1	No
2. Dogwood Ave / I-8 EB Ramps	Signal	AM	12.3	B	13.6	B	14.0	B	1.7	No
		PM	16.7	B	44.5	D	49.2	D	32.5	No
3. Dogwood Ave / Plaza Dr	Signal	AM	6.5	A	6.5	A	6.5	A	0.0	No
		PM	13.6	B	16.2	B	16.4	B	2.8	No
4. SR 86 (4th Ave) / Danenberg Dr	Signal	AM	9.4	A	10.2	B	10.3	B	0.9	No
		PM	15.8	B	22.6	C	23.1	C	7.3	No
5. Farnsworth Ln / Danenberg Dr	MSSC[d]	AM	11.1	B	11.6	B	11.7	B	0.6	No
		PM	11.5	B	15.7	C	15.8	C	4.3	No
6. Dogwood Ave / Danenberg Dr	Signal	AM	12.5	B	14.8	B	15.0	B	2.5	No
		PM	19.2	B	43.6	D	46.9	D	27.7	No
7. Dogwood Ave / N. Mall Dwy (Chilli's)	Signal	AM	9.8	A	15.3	B	15.9	B	6.1	No
		PM	19.1	B	32.5	C	33.1	C	14.0	No
8. Dogwood Ave / S. Mall Dwy (ARCO)	Signal	AM	7.7	A	14.8	B	15.0	B	7.3	No
		PM	14.5	B	38.2	D	37.4	D	22.9	No

TABLE 9–1 (CONTINUED)
NEAR-TERM INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Existing + Project		Existing + Project + Cumulative Projects		Δ Delay [c]	Impact Type
			Delay	LOS	Delay	LOS	Delay	LOS		
9. Dogwood Ave / McCabe Rd (N)	Signal	AM	12.5	B	14.3	B	14.4	B	1.9	No
		PM	9.4	A	12.0	B	12.1	B	2.7	No
10. Farnsworth Ln / McCabe Rd	MSSC	AM	12.1	B	13.0	B	13.5	B	1.4	No
		PM	13.4	B	16.5	B	17.7	B	4.3	No
11. Dogwood Ave / McCabe Road (South)	Signal	AM	14.3	B	16.4	B	21.1	C	6.8	No
		PM	14.8	B	38.3	D	43.0	D	28.2	No
12. Dogwood Ave / Residential Project Dwy	MSSC	AM	DNE	DNE	15.6	C	15.8	C	NA	No
		PM	DNE	DNE	30.4	D	30.8	D	NA	No

TABLE 9–2
NEAR-TERM SEGMENT OPERATIONS

Direct Impact

Segment	Functional Classification [a]	LOS E Cap [b]	Existing			Existing + Project			Existing + Project + Cumulative Projects			Δ [c] V/C	Sig?
			Volume	LOS [c]	V/C [d]	Volume	LOS	V/C	Volume	LOS	V/C		
Dogwood Avenue													
E. Aurora Dr to I-8 Ramps	2-Ln Art (w/TWLTL)	18,000	13,970	C	0.776	15,960	D	0.887	16,140	E	0.897	0.121	Cumulative
I-8 Ramps to Plaza Dr	4-Ln Arterial	36,000	20,710	A	0.575	32,460	D	0.902	33,970	E	0.944	0.369	Cumulative
Plaza Dr to Danenberg Dr	5-Ln Arterial [f]	45,000	15,290	A	0.340	27,040	A	0.601	27,400	A	0.609	0.269	None
Danenberg Dr to Mall N.	4-Ln Arterial	36,000	11,300	A	0.314	25,040	C	0.696	25,480	C	0.708	0.387	None
Mall N. to Mall S.	5-Ln Arterial [f]	45,000	11,300	A	0.251	18,520	A	0.412	18,960	A	0.421	0.161	None
Mall S. to Project (Resi) Dwy	4-Ln Arterial	36,000	10,310	A	0.286	24,050	B	0.668	24,490	B	0.680	0.394	None
Project (Resi) Dwy to McCabe Rd	4-Ln Undivided Art	27,000	10,310	A	0.382	18,270	B	0.677	18,710	B	0.693	0.311	None
Danenberg Drive													
SR 86 / 4th St to Farnsworth Ln	2-Ln Collector	12,000	5,110	A	0.426	7,100	B	0.592	7,320	B	0.610	0.184	None
Farnsworth Ln to Dogwood Ave	2-Ln Collector	12,000	5,730	A	0.478	7,720	C	0.643	7,940	C	0.662	0.184	None
McCabe Road													
Farnsworth Ln to Dogwood Ave	2-Ln Collector	12,000	5,160	A	0.430	7,150	B	0.596	7,320	B	0.610	0.180	None

4. Section 11, "Significance of impacts and mitigation measures" will change after all the previous comments are addressed, correctly. This section should show all direct impacts.

5. The "Draft Mitigated Negative Declaration for the South Dogwood Annexation Project El Centro, California" will change since there are direct impacts to several intersections and segments in the Traffic Impact Analysis.

If you have any questions, please contact Mark McCumsey, of the Caltrans Development Review Branch, at (619) 688-6802 or by e-mail sent to mark.mccumsey@dot.ca.gov.

Sincerely,

MAURICE EATON, Branch Chief
Local Development and Intergovernmental Review