

May 13, 2011

Ms. Sandra Lavender
Division of Environmental Analysis
California Department of Transportation
4050 Taylor Street
San Diego, CA 92110

Re: State Route 11/Otay Mesa East Port of Entry Preferred Alternative

Dear Ms. Lavender:

A Preferred Alternative was recently designated for the State Route 11/Otay Mesa East Land Port of Entry Project. The purpose of this letter is to describe the traffic implications of the Preferred Alternative, in comparison with the alternatives and design variations that were analyzed previously in the Draft EIR/EIS.

From a traffic analysis point of view, the Preferred Alternative is the same as the SR-125 Connector/Two Interchange Design Variation, except that it allows for northbound commercial vehicles to cross the international border and proceed directly to Siempre Viva Road, without entering SR-11.

Based on a review of the various traffic scenarios presented in the Draft EIR/EIS, there is sufficient information available to provide a traffic analysis of the Preferred Alternative. The traffic analysis of the Preferred Alternative can be summarized as follows:

- ◆ The Preferred Alternative would have the same traffic impacts and mitigation measures as the SR-125 Connector/Two Interchange Design Variation.
- ◆ Traffic forecasts for the Preferred Alternative would vary only slightly from the traffic forecasts prepared for the SR-125 Connector/Two Interchange Design Variation. The Preferred Alternative would add approximately 1,200 daily truck trips, 119 AM peak hour truck trips, and 108 PM peak hour truck trips to Siempre Viva Road. This level of truck traffic for northbound truck movements to Siempre Viva Road, plus additional automobile traffic, was analyzed in the SR-11/Siempre Viva Road Design Variation and it was found that no traffic operational problems would result.

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- ◆ In addition to adding truck trips to Siempre Viva Road, the Preferred Alternative would tend to subtract truck trips from other locations, primarily Enrico Fermi Drive, in comparison with the SR-125 Connector/Two Interchange Design Variation.

If you have any questions regarding this analysis, please feel free to contact me.

Sincerely,

VRPA TECHNOLOGIES, INC.

A handwritten signature in black ink, appearing to read "Erik O. Ruehr". The signature is written in a cursive, flowing style.

Erik O. Ruehr, P.E.
Director of Traffic Engineering