

**DEPARTMENT OF TRANSPORTATION**

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October 25, 2013  
Mr. Rob Tippets  
County of Orange/OC Planning Services  
300 N. Flower Street  
Santa Ana, CA 92703

File: IGR/CEQA  
SCH#: 2006051110  
Log #: 1741C  
SR-74

Dear Mr. Tippets,

Thank you for the opportunity to review and comment on the **Notice of Preparation (NOP) for the Draft Environmental Impact Report on The Preserve at San Juan**. The project proposed to construct 52 single-family residences on 583.2 acres in an unincorporated portion of Orange County adjacent to unincorporated Riverside County and the community of Temecula. The proposed project includes development of 25-50 acres of vineyards along with a clubhouse for private use of the residents, and 406.8 acres of open space. The nearest State route to this project is SR-74 Ortega Highway on a Forest Service identified route aka Long Canyon Road.

**The Department of Transportation (Department) is a responsible agency** on this project and we have the following comments:

1. The project is proposed to be built in two phases, however during the first phase, access to SR 74 Ortega highway should be carefully analyzed for peak period, line of sight visibility/merging/queuing movements and issues for this location.
2. Any traffic impact analysis with nexus to the State Highway System is recommended to use the method outlined in the latest version of the **Highway Capacity Manual (HCM)**. The use of HCM is the standard methodology of the Department because it is an operational analysis as opposed to the Intersection Capacity Utilization (ICU) method, which is a planning analysis.
3. In the case of projects that have direct impacts on State Facilities that may require an encroachment permit (utilities relocation, sewer/storm water drainage), Traffic Operations may find the Traffic Impact Analysis based on ICU methodology inadequate resulting in possible delay or denial of a permit by the Department. All input sheets, assumptions and volumes on State Facilities including ramps and intersection analysis should be submitted to the Department for review and approval. The analysis should include appropriate mitigation measures to offset any potential impacts. The traffic impact on the State transportation system should be evaluated based on the Department's Guide for the Preparation of Traffic Impact Studies, which is available at:  
<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>.
4. A Traffic Management Plan (TMP) for construction vehicles should be submitted to Caltrans for review in order to minimize impacts during construction, grubbing, grading, etc.

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Any hauling of construction materials should not occur during the A.M. and P.M. peak periods of travel on State facilities and all vehicle loads should be covered so that materials do not blow over or onto the Department's right-of-way.

5. For more information on encroachment permit requirements, please see <http://www.dot.ca.gov/hq/traffops/permits/>

Please continue to keep us informed of this project and any future developments, which could potentially impact the State Transportation Facilities. If you have any questions or need to contact us, please do not hesitate to call Maryam Molavi at (949) 724-2267.

Sincerely,

Maureen El Harake, Branch Chief  
Local Development/Intergovernmental Review

C: Scott Morgan, Office of Planning and Research