CALIFORNIA ENERGY COMMISSION

REPORT OF CONVERSATION

Siting, Transmission, and Environmental Protection Division

FILE: 11-AFC-2

PROJECT TITLE: Hidden Hills SEGS

☒ Email		☐ Meeting Location:	
NAME:	Candace Hill, Staff	**DATE:** 10/09/12	**TIME:** 09:42
WITH:	Gayle Rosander, Caltrans		
SUBJECT:	Traffic Monitoring Program / Traffic Control Program / Surface Restoration		

California Energy Commission
DOCKETED
11-AFC-2
TN # 67623
OCT 09 2012

-----Original Message-----
From: Gayle Rosander [mailto:gayle_rosander@dot.ca.gov]
Sent: Tuesday, October 09, 2012 9:42 AM
To: Hill, Candace@Energy
Cc: Dan Kopulsky; jhart@inyocounty.us
Subject: Re: Hidden Hills Solar - CT comments

Hello Candace,

Thanks for contacting me about the Updated Workforce Analysis - Hidden Hills Solar Electric Generating System (October 1, 2012).
Here are our comments:

What is commonly referred as "Tecopa Road" in the document is named "Old Spanish Trail Rd " in CA. It is Inyo County Rd # 5007. Maps should be labeled appropriately. (Perhaps its official name in NV is "Tecopa Rd.")

For clarity, consider using "CSR" and "NSR" for California and Nevada State Routes respectively.

4.6 Mitigation Measures

Traffic Monitoring Program. For effective monitoring, a checklist and documentation are necessary.

Traffic Control Plan. Caltrans is not listed as Plan reviewer. Please evaluate the need for traffic control on CSR 127 at the intersections at Baker Blvd and at Old Spanish Trail Rd. Note that CSR 127 and I-15 can have higher traffic volumes on holiday weekends and during special events - especially Friday PMs and Sunday PMs. Traffic control on CSRs must adhere to Caltrans' standard plans with a District 9 encroachment permit. Further research may be merited regarding special events such as the Baker to Vegas race, bicycle rides, etc. There could also be CSR 127 traffic generating events, which the Bureau of Land Management permits.

Surface Restoration. Clarify that restoration shall be provided on both State and County roadways.
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5.1 Accident Analysis

It appears only CA Highway Patrol records were examined. For completeness in analyzing NV roadways, it seems that NV State Trooper records should likewise be used.

Traffic Figures

Please provide CSR 127 intersection figures for Baker Blvd and Old Spanish Trail Rd with trip distributions similar to figures 5.12-4A R1, 4BR1 and figures 5.12-5R1, 6R1.

For your information, District 9 is planning a CSR 127 pavement overlay in this area. It is in the preliminary stage now, with construction estimated for spring/summer 2014.

Dan Kopulsky of District 8 told me that San Bernardino County has a Traffic Impact Fee Program, which is collecting developer fees towards signalization of the Baker Blvd/CSR 127 intersection.

We appreciate your continued consultation with us. Feel free to contact me with any further questions.

Octoberly yours,

Gayle Rosander
Local Development-Intergovernmental Review Caltrans District 9 (Inyo, Mono, eastern Kern counties)
(760) 872-0785

"Hill, Candace@Energy" <Candace.Hill@energy.ca.gov>

10/03/2012 02:28 PM

To
"ROSANDER, GAYLE J@DOT" <gayle_rosander@dot.ca.gov>, "dan_kopulsky@dot.ca.gov" <dan_kopulsky@dot.ca.gov>

cc
"Flores, David@Energy" <David.Flores@energy.ca.gov>, "Monasmith, Mike@Energy" <Mike.Monasmith@energy.ca.gov>, "dcrom@inyocounty.us" <dcrom@inyocounty.us>

Subject
Hidden Hills Solar Electric Generating System Project

Hello Gayle and Dan-

The Applicant for the Hidden Hills Solar Electric Generating System Project (HHSEGS) has submitted revised data for four technical sections - one being for Traffic and Transportation which is the section I have authored.
Originally, it was proposed that approximately five percent of construction vehicle passenger traffic would utilize SR 127 via Old Spanish Trail Highway. Based on the Updated Workforce Analysis submitted October 1,
2012 the percentages would range from 5% to 44%. See Table 5.12-7AR1 and Table 5.12-7BR1 and attached is the HHSEGS Updated Workforce Analysis.
[Text Box: TABLE 5.12-7AR1 AM Peak Hour Project Trip Distribution (Month

19, Day Shift) Road Direction Origin/Destination Monday
Weekday Friday Trips Percent
Trips Percent Trips Percent SR 160 Northwest Pahrump
210 17% 241 20% 280 20% Tecopa Road South
Tecopa, Shoshone, I-15 286 22% 63 5% 79 6% SR 160
East Las Vegas 788 61% 902 75% 1,042 74% Total
1,284 100% 1,206 100% 1,401 100% TABLE 5.12-7BR1 PM Peak
Hour Project Trip Distribution (Month 19, Day Shift)
Road Direction Origin/Destination Monday Weekday
Friday Trips Percent Trips Percent Trips
Percent SR 160 Northwest Pahrump 257 20% 241
20% 163 12% Tecopa Road South Tecopa, Shoshone, I-15 69
5% 63 5% 619 44% SR 160 East Las Vegas 958
75% 902 75% 619 44% Total 1,284 100% 1,206
100% 1,401 100%]

In addition, the SR 127 intersections in Baker were also analyzed because it is assumed that on Monday morning 20 percent of the California workforce would travel through Baker on their way to the site from I-15. On Friday afternoon, 50 percent of the California workforce would travel through Baker on their way home via I-15 south. Turning volumes on Tecopa Road/Old Spanish Trail Highway were assumed to be 2 percent of the peak hour volumes on SR 127. Based on the estimated peak hour turning volumes, the intersection LOS was calculated for the SR 127/Tecopa Road/Old Spanish Trail Highway intersection and is presented in the bottom half of Table 5.12-3R1.

For the SR 127/Baker Boulevard intersection, the peak hour roadway volumes approaching the intersection were reviewed. LOS calculations were not conducted because specific turning movement counts are not available. Based on a review of the existing peak hour roadway volumes on SR 127 and Baker Boulevard (San Bernardino County, 2012; and Caltrans, 2012), it is likely that this intersection is operating at or near capacity during peak hours, during certain times of the year.

The California Energy Commission would very much appreciate the Department of Transportation (Caltrans) review of the Updated Workforce Analysis as it relates to Traffic and Transportation and any comments/suggested mitigation measures that may be warranted. The Final Staff Assessment is scheduled to be published on November 2, 2012, therefore, if possible please submit comments by October 10, 2012. I realize this is a very tight schedule- I am to submit my final document by October 12, 2012 and want to incorporate any mitigation measures Caltrans deems necessary.

I would also be happy to discuss this and provide any additional data you may need-

Thank you!

Candace M. Hill
Planner II
California Energy Commission
1516 9th Street
Sacramento, CA
95814
(916) 653-1643

CC: Candace Hill, Traffic Analyst David Flores, Senior Technical Lead Dick Ratliff, Staff Counsel	**Prepared by**: Mike Monasmith, Project Manager