

DOCKETED

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Caltrans Division 6's Comments Regarding HECA PSA/DEIS

Additional submitted attachment is included below.

DEPARTMENT OF TRANSPORTATION

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October 30, 2013

2135-IGR/CEQA
06-KER 5-48.77
HECA Project
PSA/DEIS

Mr. John Heiser, Project Manager
California Energy Commission
1516 9th Street (MS-40)
Sacramento, CA 95814

Dear Mr. Heiser:

Thank you for the opportunity to review the joint Preliminary Staff Assessment/Draft Environmental Impact Statement (PSA/DEIS) for the Hydrogen Energy California (HECA) LLC project. The project is located at the south west corner of the Adohr Road/Tupman Road intersection, south of Stockdale Highway and west of Interstate (I) 5.

On August 16, 2013, Caltrans provided comments (copy enclosed) on the HECA Traffic Study Memorandum (Revision 2) submitted by the project consultant, URS Corporation. It is noted that the updated content from the Memorandum has not been discussed in the PSA/DEIS. Nevertheless, Caltrans offers the following comments:

- Caltrans has proposed a project at the State Route (SR) 119/Tupman Road intersection to construct passing lanes along SR 119. The HECA project has proposed a traffic signal at this intersection as a mitigation measure, rendering it a two-way stop controlled intersection during the construction period of the project. However, the traffic signal proposed by the HECA project will impact the operational benefits of the proposed passing lane project. Therefore, Caltrans will not support a traffic signal at the Tupman Road/SR 119 intersection. As an alternative mitigation measure, Caltrans recommends evaluating the feasibility of providing bus pool service to the construction workers, minimizing the impact to the intersection. For more information, contact the California Vanpool Authority by phone at (866) 655-5444, by email at calvans@co.kings.ca.us, or online at www.calvans.org.
- In addition to the proposed traffic signal at the SR 43/Stockdale Highway intersection, other improvements may be required, such as exclusive left turn and through lanes. Currently, the Centennial Corridor project administered by the Thomas Roads Improvement Program (TRIP) includes improvements to this intersection. Therefore, the proposed traffic signal poles should be placed at the ultimate locations in order to be compatible with the Centennial Corridor project.

Mr. John Heiser
October 30, 2013
Page 2

If you have any further questions, please call me at (559) 488-4325.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Alec Kimmel', with a long horizontal stroke extending to the right.

ALEC KIMMEL, Transportation Planner
Planning South Branch

Enclosure

c: Fred Pozzuto, U.S. Department of Energy
Warren Maxwell, PE and Development Review Engineer,
Kern County Roads Department
George Landman, HECA
Tom Daniels, HECA
Noel V. Casil, URS
Dale Shileikis, URS
Kathy Rushmore, URS

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August 21, 2013

2135-IGR/CEQA
06-KER 5-48.77
HECA Project
Traffic Study Technical Memorandum
2nd Revision

Mr. Noel V. Casil
URS Corporation
2020 E First St., Suite 400
Santa Ana, CA 92705

Dear Mr. Casil:

Thank you for the opportunity to review a Traffic Study Technical Memorandum (Revision 2) dated July 2013 for the Hydrogen Energy California (HECA) LLC project. The project is located at the southwest corner of the Adohr Road and Tupman Road intersection, south of Stockdale Highway and west of Interstate 5. Caltrans offers the following comments:

- Regarding both the State Route (SR) 43/ Stockdale Highway intersection and the intersection of the Interstate 5 southbound ramp and Stockdale Highway, please consider the following:
 - Section 10.0, Mitigations, Table 10-1 – Please provide detailed descriptions of the associated improvements.
 - Section 10.0, Mitigations, Page 10-3 under TRA-2, Intersection Improvements – Please provide descriptions of other improvements in addition to those for the traffic signals.
 - Section 11.0, Conclusions – Please provide detailed descriptions of the associated improvements.
 - Caltrans recommends an advanced flashing beacon to alert the motoring public of a traffic signal ahead along Stockdale Highway and SR 43.
- Caltrans' review of the Appendix of the Traffic Study finds the lane configurations of the eastbound, westbound, northbound and southbound -through approaches are missing from the Synchro summary output worksheets for the SR 43/Stockdale Highway intersection. These lane configurations are absent from the following scenarios:
 - 2016 Construction for the AM and PM peak hours, with mitigation
 - 2017 Rail for the AM and PM peak hours with mitigation
 - 2017 No Rail

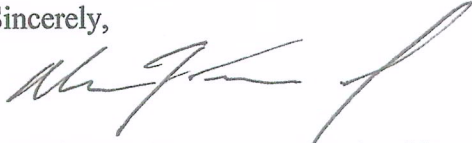
Mr. Noel V. Casil
August 21, 2013
Page 2

Caltrans requests these Synchro summary output worksheets are revised to incorporate the proposed lane configurations.

- Caltrans' review of the electronic Synchro files provided by the consultant finds that additional eastbound-through and westbound-through lanes are included in the Synchro analysis at the SR 43/Stockdale Highway intersection. However, the proposed improvements as shown in Figure 9-2 do not include these additional lanes. Please revise Figure 9-2 to be consistent with the Synchro lane configuration.

If you have any further questions, please call me at (559) 488-4325.

Sincerely,



ALEC KIMMEL, Transportation Planner
Planning South Branch

- c: John Heiser, Project Manager, CEC
Warren Maxwell, PE and Development Review Engineer,
Kern County Roads Department
George Landman, HECA
Tom Daniels, HECA
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