

From: John Kessler
To: Docket Optical System
Date: 10/19/2007 12:46 PM
Subject: Fwd: Response to informal data request
Attachments: Informal Traffic DR 100507.doc

DOCKET 07-AFC-1	
DATE	OCT 19 2007
RECD.	OCT 19 2007

Dearest Dockets:

Could you please docket the attached document to Victorville 2 (07-AFC-1).

You can see that I am cleaning house today.

Thank you,

John

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>>> "Bachrach, Arrie" <ABachrach@ensr.aecom.com> 10/5/2007 12:02 PM >>>
 Gentlemen -

Attached is the additional material that Jim Adams requested concerning traffic conditions on D Street in Victorville. Also included is the answer to Jim's question concerning the location of the nearest fire station to the VV2 Project site.

We hope and trust that this provides what's needed to resolve Jim's concerns.

Arrie

Arrie Bachrach
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Informal Data Request:

On October 4, 2007 Jim Adams of the CEC Staff raised the question in a phone call to ENSR as to why the segment of D Street between I-15 and Air Expressway was apparently omitted from the traffic study in the AFC and subsequent analyses. The following is offered in response to Mr. Adams' question.

Response:

The AFC traffic section addressed the roadway segment that was labeled "National Trails Highway south of Air Expressway" (see Tables 6.13-5 and 6.13-6). This segment of roadway between Air Expressway and I-15 is also regularly referred to as North D Street. Thus, the AFC, in fact, did address the roadway segment in question, but labeled it differently; it was not omitted.

Additional research was performed to confirm traffic conditions at the intersection of the I-15 northbound and southbound ramp junctures with D Street. The EIR for the SCLA Specific Plan Amendment and Rail Service Project (City of Victorville, 2004) identified the then-unsignalized intersections of the I-15/D Street ramp junctures as operating at LOS F (the lowest level from the standpoint of traffic conditions) during peak periods. The study went further to determine that signalization of the two ramp junctures would allow them to operate very well (LOS A/B). These two locations are now signalized.

The issues at these locations stemmed from the traffic oriented to and from the south on D Street. A large volume of traffic arrives from the south on D Street in the morning, which then turns left onto west or southbound I-15; this is reversed in the evening (most of the traffic arrives from the south on I-15 and turns right on D Street). This is the opposite of VV2 Project traffic flows: in the morning, Project traffic following I-15 east/north to D Street would essentially be traveling in the opposite direction from the heavy flows. Project traffic using D Street in the evening to reach west or southbound I-15 would make a free running right turn at the first (southbound) ramp juncture and thus not impact intersection operations.

In summary, the VV2 Project would not adversely affect the I-15 ramp/D Street intersections or the D Street (or National Trails Highway) roadway segment between I-15 and Air Expressway. LOS at both locations (roadway segment and intersections) are acceptable at present and would remain at acceptable levels with the expected limited (and temporary) increased traffic volumes associated with VV2 Project construction.

Informal Data Request:

On October, 2007, Jim Adams of the CEC Staff, in a phone call to Inland Energy, requested information on the location of the nearest fire station to the VV2 Project site.

Response:

The nearest fire station to the VV2 Project site is:

San Bernardino County Fire Station 321

11741 Hardy Avenue

Adelanto, CA

Telephone: (760) 246-8007