

A2 Caltrans

- A2-1** This email cover letter is an introductory comment indicating that the California Department of Transportation (Caltrans) has included its comment letter regarding the Campo Wind Project with Boulder Brush Facilities (Project) as an attachment to the email. This email cover letter does not raise any issues regarding the adequacy of the Draft Environmental Impact Report (EIR); therefore, no further response is required or provided.
- A2-2** The comment is an introductory comment indicating Caltrans' appreciation of being included in the environmental review process, a summary of the Project location, and an overview of the mission of Caltrans and the role of the Local Development-Intergovernmental Review Program. The comment further indicates that Caltrans' comments are to follow. This comment does not raise an issue regarding the adequacy of the Draft EIR; therefore, no further response is required or provided.
- A2-3** This comment states that the proposed mitigation measure **M-TRA-A** for flagging operations for the peak construction phase of the Project will require a Traffic Control Plan for flagging operations within the Caltrans right-of-way along with an Encroachment Permit. In response, flagging operations are proposed at the Project entrances, which are not within the Caltrans right-of-way. If any Project activities need to be conducted within the Caltrans right-of-way, the Developer will obtain required permits from Caltrans.
- A2-4** The comment requests that a copy of the proposed Traffic Control Plan be provided to Caltrans for review during the Encroachment Permit application phase. In response, the Project would require an Encroachment Permit, and at Caltrans' request, the Traffic Control Plan prepared for the Project will be provided for Caltrans' review and comment as part of the application for the Encroachment Permit.
- A2-5** The comment states Caltrans recommends the Developer perform an initial and a final site inspection at the intersections of Crestwood Road/Interstate 8 (I-8) Westbound Ramp, Crestwood Road/I-8 Eastbound Ramp, Ribbonwood Road/I-8 Westbound Ramp, and Ribbonwood Road/I-8 Eastbound Ramp to determine the quality of the roads before and after construction due to the increased number of construction vehicles and oversized equipment. The comment further states that if impacts occur they should be properly mitigated. In response, the Developer will conduct initial and final site inspections at the locations listed above, and work with Caltrans in the event repairs are determined necessary and attributable to the Project during the final site inspections. Please refer to Section 2.8.7 of Chapter 2.8, Traffic and Transportation, of the Draft EIR, which outlines proposed mitigation measures for the Boulder Brush Facilities and Campo Wind Facilities.

Responses to Comments

- A2-6** The comment states Caltrans recommends the minimum vertical clearance between I-8 and the proposed wire over the interstate meet California Public Utilities Commission (CPUC) codes. In response, the Project would meet all applicable CPUC codes, as outlined in CPUC General Order 95 for both the mechanical and electrical requirements.
- A2-7** The comment provides links to Caltrans' Encroachment Permits Manual, describes requirements for work performed within a Caltrans right-of-way, and provides Caltrans contact information for additional questions and information. As described in Response to Comment A2-4, the Project would require an Encroachment Permit, and the Traffic Control Plan prepared for the Project would be provided to Caltrans for review and comment as part of the application for the Encroachment Permit.