

## Memorandum

To: **Webber & Webber Mining Consultants  
John Cairns**

From: **George Dunn, P.E.**

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Dunn, P.E.**

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Date: 2015.02.03 16:35:55 -08'00'

Date: **February 3, 2015**

Re: **Traffic Assessment - Lynx Cat Mine Expansion Project Permit to  
Accommodate the State Route 58 Hinkley Expressway Project**

PA14005

### INTRODUCTION

This memorandum was prepared to assess the traffic operational impacts of revising the Lynx Cat Mine Permit to accommodate construction of the nearby State Route (SR-58) Hinkley Expressway Project.

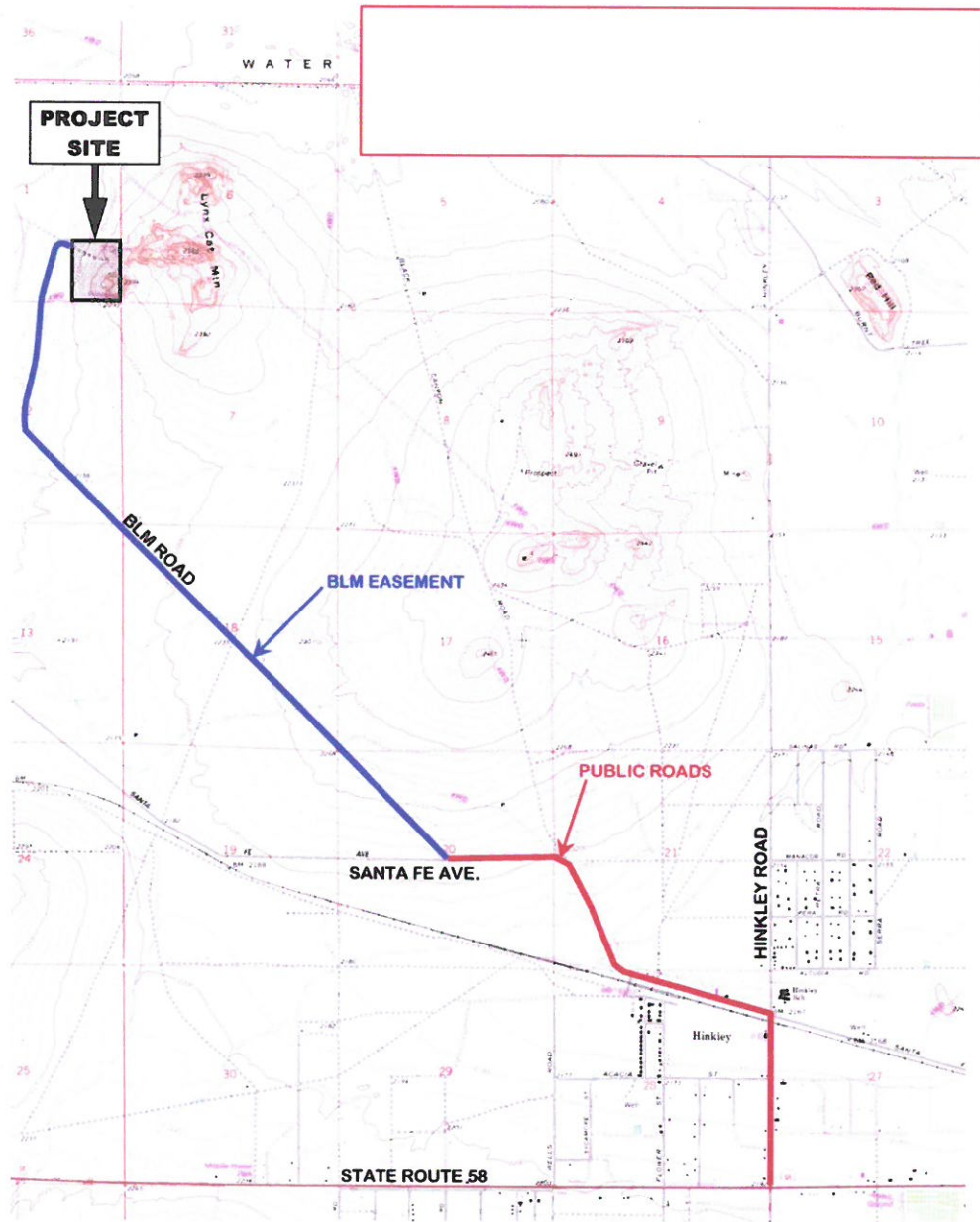
### PROJECT (MINE) LOCATION

The Lynx Cat Mine site is located in western San Bernardino County, approximately 5 miles northwest of Hinkley and twelve miles west of Barstow. The project site is northwest of the intersection of Highway 58 and Hinkley Road. The project location is shown below as Figure 1.

### PROPOSED PROJECT

From April 1, 2015 to approximately August 1, 2016, the mine would provide materials to the State Route 58 (SR-58) Hinkley Expressway Project. That project will widen State Route 58 (SR-58) from a two-lane conventional highway to a four-lane expressway near the unincorporated community of Hinkley, from Post Mile (PM) 22.2 to PM 31.1. The total length of the project is 8.9 miles, from 2.4 miles west of Hidden River Road to 0.7 miles east of Lenwood Road. The project area within the Mojave Desert region of San Bernardino County, California.

Trucking operations from the Lynx Cat Mine will be temporary and will provide material exclusively for use during the construction of the Caltrans State Route 58 (SR58) Hinkley Improvement Project. Operation will be authorized for a limited period of approximately 1 ½ to 2 years and will terminate upon completion of the Caltrans SR58 construction project. The proposed site is located approximately 5 miles from the Project



**FIGURE 1 – PROJECT LOCATION**

*Trip Generation Assessment for The Lynx Cat Mine Expansion Project  
Prepared for Webber & Webber Mining Consultants*

The Lynx Cat Mine is the closest source of aggregate material for the SR-58 project. The closest alternative site would be the Caltrans Opah Material Site, which has been cleared environmentally and is approximately 16 miles northeast from Hinkley, off of I-15 (page 2-57, SR-58 Hinkley Expressway Project FEIR/FEIS, Caltrans June 2013). The use of the Lynx Cat Mine site would reduce Vehicle Miles Travelled (VMT) by approximately 66%, as compared to use of the Opah Material Site, with a corresponding reduction in congestion and service impacts to the surrounding areas.

Between April 1, 2015 and August 1, 2016, the mine would have the following operational characteristics:

#### SR-58 Hinkley Expressway Project Schedule

Contract Start Date: April 1, 2015  
Contract Completion Date: August 1, 2016  
Contract Term - 16 months

Based on 6 days/week with limited operations on Sundays and holidays, there are approximately a total of 380 working days; 200 working days in calendar year 2015 and 180 working days in calendar year 2016.

#### Hours of Operation

The proposed hours of operation are 7 days/week and 24 hours/day. It is assumed that excavation and hauling operations will typically be limited to 16 hours/day and 6 days/week per week and the processing plant will typically operate 8 hours per day. Extended operating and hauling hours may be required during intermittent periods of peak construction demand to meet Caltrans construction schedules and for maintenance.

#### Trucking Operations

At 25 tons per truck – 180,000 total truck trips are required. For 16 months, this is an average of 11,250 truck-loads per month and an average of 450 loads per day based on 380 working days. Daily truck volume will vary to meet project demand

#### Traffic Operations/Mitigation Measures

An Environmental FEIR/FEIS was prepared for the SR-58 Hinkley Improvement Project which identified all project impacts including temporary construction traffic impacts. The FEIR/FEIS noted that construction-related traffic changes from trucks and equipment; could result in temporary localized disruptions in the project area but that these activities would be temporary and short-term in duration and that no potentially substantial impacts are anticipated. The FEIR/FEIS further stipulates that Caltrans will prepare a Traffic Management Plan (TMP) detailing routing, temporary street closures or expected traffic delays due to construction vehicles using the roadways to mitigate construction traffic

impacts. All construction material delivery traffic will be routed and scheduled in accordance with the Caltrans TMP.

## **FINDINGS**

Based on the information provided in State Route 58 (SR58) Hinkley Expressway Project FEIR/FEIS (Caltrans June 2013), temporary construction traffic impacts related to the transport of aggregate materials to the project have been addressed and no further review of traffic related issue is required.

The Lynx Cat Mine is the best source of aggregate and supplies for the upcoming SR-58 Hinkley Expressway Project, and as such, the permit expansion should not be denied based on any traffic-related issues.