DOCKETED

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TN #:	206215
Document Title:	Applicant's Responses to CEC Data Requests, Set 1, 45-Day Extension
Description:	N/A
Filer:	Paul Kihm
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Submitter Role:	Applicant Representative
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Application for Certification
(15-AFC-01)

Puente Power Project (P3)
Oxnard, CA

Responses to CEC Data Requests Set 1
45-Day Extension

September 2015

Submitted to:
The California Energy Commission

Prepared by: AECOM

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RESPONSES TO CEC DATA REQUESTS SET 1

45-DAY EXTENSION

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LIST OF ACRONYMS AND ABBREVIATIONS USED IN RESPONSES

ADT	average daily traffic
CEC	California Energy Commission
FAA	Federal Aviation Administration
LOS	level of service
V/C	volume-to-capacity ratio

Technical Area: Traffic and Transportation
Author: Andrea Koch

DATA REQUEST

45. Please provide level of service information for the intersection at W. Fifth Street and Victoria Avenue, and for the road segment of Victoria Avenue between W. Fifth Street and Gonzales Road, to help staff assess the feasibility of a change in route for exiting vehicles, where exiting vehicles would turn right to travel southbound on Harbor Boulevard.

RESPONSE

The level of service information for the intersection at West 5th Street and Victoria Avenue is provided in Tables 45-1, and the level of service information for the road segment of Victoria Avenue between West 5th Street and Gonzales Road is provided in Table 45-2. The tables show the information for the same scenarios and assumptions studied and presented in the Application for Certification.

As shown in the tables, for both study scenarios (i.e., Existing Baseline [2015] and Future Baseline [2019]), additional trips exiting the project during peak construction activities will not adversely impact the intersection at West 5th Street and Victoria Avenue or the road segment of Victoria Avenue between West 5th Street and Gonzales Road. The proposed project trips would not degrade the level of service for the intersection or road segment, and would not increase the volume-to-capacity ratio by more than 0.02.

The traffic counts and traffic model calculation worksheets are provided in Appendix 45-1.

Table 45-1
Intersection Level of Service

No.	Intersection	Type of Control	A.M. Peak		P.M. Peak	
			V/C	LOS	V/C	LOS
Existing Conditions						
5	Victoria Avenue/West 5th Street	Signal	0.558	A	0.577	A
Existing Baseline (2015) Plus Project Conditions						
5	Victoria Avenue/West 5th Street	Signal	0.558	A	0.591	A
Future Baseline (2019) No Project Conditions						
5	Victoria Avenue/West 5th Street	Signal	0.603	B	0.623	B
Future Baseline (2019) Plus Project Conditions						
5	Victoria Avenue/West 5th Street	Signal	0.603	B	0.637	B

Notes:
LOS level of service
V/C volume-to-capacity ratio

Table 45-2
Roadway Segment Level of Service

No.	Roadway	Segment	Roadway Classification	General Plan Capacity	ADT	V/C	LOS
Existing Conditions							
9	Victoria Avenue[1]	Between West 5th Street and Gonzales Road	Primary Arterial	54,000	42,413	0.785	C
Future Baseline (2019) Plus Project Conditions							
9	Victoria Avenue[1]	Between West 5th Street and Gonzales Road	Primary Arterial	54,000	42,440	0.786	C
Future Baseline (2019) No Project Conditions							
9	Victoria Avenue[1]	Between West 5th Street and Gonzales Road	Primary Arterial	54,000	45,806	0.848	D
Future Baseline (2019) Plus Project Conditions							
9	Victoria Avenue[1]	Between West 5th Street and Gonzales Road	Primary Arterial	54,000	45,833	0.849	D

Notes:

[1] Classified as a 6-Lane Primary Arterial.

ADT = average daily traffic
LOS = level of service
V/C = volume-to-capacity ratio

BACKGROUND

FAA NOTIFICATION

Pages 4.12-10 through 4.12-11 of the AFC state: "The Federal Aviation Administration (FAA) Regulations Part 77 establishes standards for determining obstructions in navigation space and sets forth requirements for notification of proposed construction. These regulations require notification of any construction over 200 feet in height above ground level…The P3 stack would be 188 feet above the ground; therefore, the project would not have any structures tall enough to trigger the filing of Form 7460 (Notice of Proposed Construction or Alternation) with the FAA."

While it is true that the project's stack height is below the 200-foot notification threshold, the stack height is above another threshold which requires the applicant to file a Form 7460 with the FAA. According to Title 14, Code of Federal Regulations, Section 77.13(2)(i), the FAA shall be notified of "any construction or alteration of greater height than an imaginary surface extending outward and upward at [a slope of] of 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of each airport…with at least one runway more than 3,200 feet in actual length…" Using the AFC's statement that the Oxnard Airport is 1.8 miles from the project site, staff calculated that any stack higher than 95 feet requires FAA notification. This means that the project's 188-foot-tall stack requires FAA notification.

Staff notes that the applicant stated in the AFC that they would be submitting Form 7460 to the FAA to determine the appropriate stack lighting for the project. By doing this, the applicant would also fulfill the FAA notification requirement.

DATA REQUEST

46. Please submit a copy of the submitted FAA Form 7460, as well as the FAA's Determination (when available).

RESPONSE

Applicant submitted Federal Aviation Administration (FAA) Form 7460 for the proposed 188-foot-tall stack (see copy provided in Appendix 46-1). FAA has initiated an aeronautical study for the proposed stack (see correspondence in Appendix 46-1). Applicant will forward the FAA's Determination when available.

TRAFFIC AND TRANSPORTATION

APPENDICES

APPENDIX 45-1
TRAFFIC COUNTS AND WORKSHEETS

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5493-001 **Day:** Tuesday

City: Oxnard **Date:** 8/18/2015

AM

NS/EW Streets:	Victoria Ave			Victoria Ave			W 5th St			W 5th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 1	TOTAL
7:00 AM	14	308	14	23	162	7	0	1	0	18	25	54	626
7:15 AM	13	454	25	24	173	8	0	1	2	13	25	87	825
7:30 AM	14	460	25	36	163	2	0	4	0	18	49	83	854
7:45 AM	11	425	48	33	191	14	0	0	0	27	34	75	858
8:00 AM	20	268	29	37	192	8	0	2	0	23	38	47	664
8:15 AM	16	303	20	41	218	10	0	0	1	22	24	59	714
8:30 AM	11	321	22	39	199	8	0	1	0	24	19	61	705
8:45 AM	7	316	34	36	201	13	0	1	0	26	19	69	722
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	106	2855	217	269	1499	70	0	10	3	171	233	535	5968
APPROACH %'s :	3.34%	89.84%	6.83%	14.64%	81.56%	3.81%	0.00%	76.92%	23.08%	18.21%	24.81%	56.98%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	58	1607	127	130	719	32	0	7	2	81	146	292	3201
PEAK HR FACTOR :		0.898			0.925			0.563			0.865		0.933

UTURNS

	NB	SB	EB	WB
7:00 AM	4	1		1
7:15 AM	0	0		0
7:30 AM	1	0		1
7:45 AM	5	0		0
8:00 AM	5	0		3
8:15 AM	5	2		0
8:30 AM	2	0		1
8:45 AM	3	1		1
	NB	SB	EB	WB
TOTAL VOLUMES :	25	4	0	7

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5493-001 **Day:** Tuesday

City: Oxnard **Date:** 8/18/2015

PM

NS/EW Streets:	Victoria Ave			Victoria Ave			W 5th St			W 5th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 1	TOTAL
4:00 PM	17	343	37	65	412	13	10	23	11	53	25	40	1049
4:15 PM	13	358	43	81	406	10	11	52	17	49	19	50	1109
4:30 PM	13	355	30	76	398	14	15	46	26	45	35	61	1114
4:45 PM	12	317	32	86	395	16	15	44	11	48	26	67	1069
5:00 PM	10	314	26	98	433	17	14	44	12	47	38	71	1124
5:15 PM	12	326	24	91	434	14	13	44	10	49	21	40	1078
5:30 PM	14	285	27	84	376	18	11	36	10	43	27	57	988
5:45 PM	8	256	30	65	370	9	20	33	4	62	31	36	924
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	99	2554	249	646	3224	111	109	322	101	396	222	422	8455
APPROACH %'s :	3.41%	88.01%	8.58%	16.23%	80.98%	2.79%	20.49%	60.53%	18.98%	38.08%	21.35%	40.58%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	48	1344	131	341	1632	57	55	186	66	189	118	249	4416
PEAK HR FACTOR :		0.920			0.926			0.882			0.891		0.982

UTURNS

	NB	SB	EB	WB
4:00 PM	7	1		2
4:15 PM	7	3		3
4:30 PM	4	2		0
4:45 PM	6	0		0
5:00 PM	5	1		6
5:15 PM	4	1		3
5:30 PM	7	7		2
5:45 PM	6	0		2
	NB	SB	EB	WB
TOTAL VOLUMES :	46	15	0	18

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

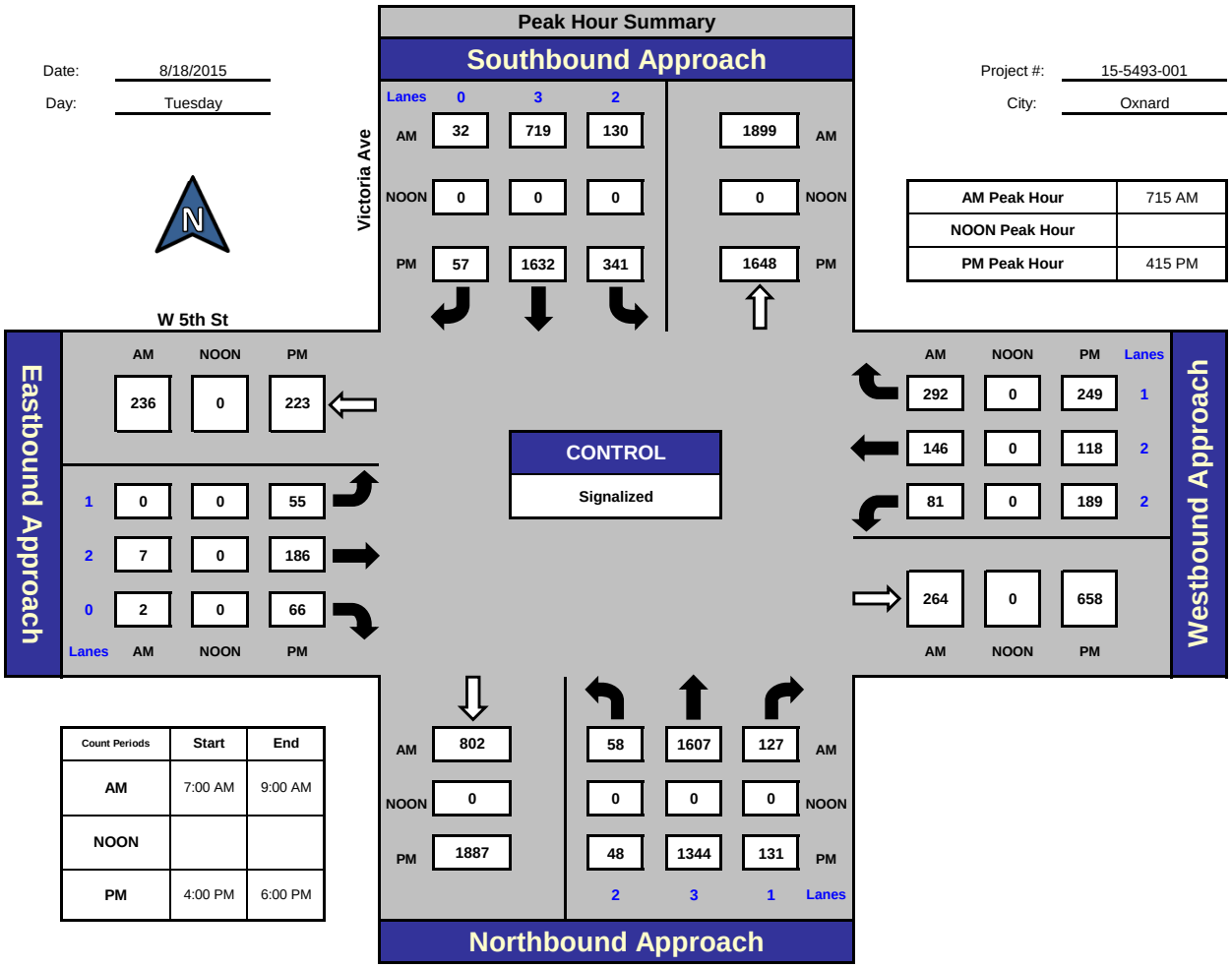
National Data & Surveying Services

Victoria Ave and W 5th St , Oxnard

Date: 8/18/2015
Day: Tuesday

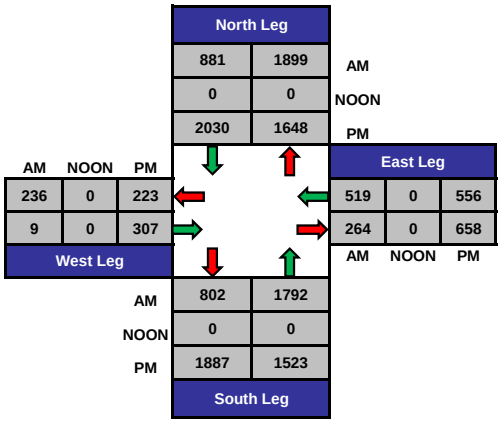
Project #: 15-5493-001
City: Oxnard

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	415 PM

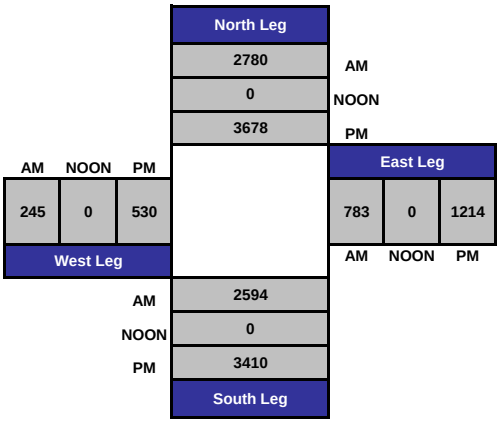


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Prepared by NDS/ATD

VOLUME

Victoria Ave Bet. W 5th St & Gonzales Rd

Day: Tuesday
Date: 8/18/2015

City: Oxnard
Project #: CA15_5494_001

DAILY TOTALS	NB	SB	EB	WB	Total
	21,622	20,791	0	0	42,413

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	17		54				71		12:00	322		313				635	
00:15	19		43				62		12:15	312		317				629	
00:30	14		18				32		12:30	317		305				622	
00:45	14	64	33	148			47	212	12:45	331	1282	291	1226			622	2508
01:00	10		34				44		13:00	356		300				656	
01:15	16		21				37		13:15	332		302				634	
01:30	11		19				30		13:30	310		296				606	
01:45	11	48	8	82			19	130	13:45	282	1280	270	1168			552	2448
02:00	14		15				29		14:00	305		365				670	
02:15	5		11				16		14:15	310		388				698	
02:30	15		13				28		14:30	316		382				698	
02:45	29	63	11	50			40	113	14:45	336	1267	358	1493			694	2760
03:00	20		10				30		15:00	317		390				707	
03:15	14		10				24		15:15	304		438				742	
03:30	44		11				55		15:30	312		460				772	
03:45	32	110	18	49			50	159	15:45	324	1257	490	1778			814	3035
04:00	33		13				46		16:00	345		456				801	
04:15	55		19				74		16:15	413		470				883	
04:30	92		24				116		16:30	406		471				877	
04:45	111	291	24	80			135	371	16:45	393	1557	476	1873			869	3430
05:00	94		39				133		17:00	370		539				909	
05:15	137		40				177		17:15	351		554				905	
05:30	217		49				266		17:30	325		465				790	
05:45	276	724	59	187			335	911	17:45	346	1392	432	1990			778	3382
06:00	302		118				420		18:00	325		438				763	
06:15	281		114				395		18:15	353		417				770	
06:30	358		147				505		18:30	320		375				695	
06:45	401	1342	163	542			564	1884	18:45	223	1221	318	1548			541	2769
07:00	358		175				533		19:00	259		344				603	
07:15	550		190				740		19:15	222		342				564	
07:30	575		188				763		19:30	203		322				525	
07:45	523	2006	228	781			751	2787	19:45	193	877	242	1250			435	2127
08:00	360		230				590		20:00	172		259				431	
08:15	372		258				630		20:15	169		280				449	
08:30	423		242				665		20:30	117		242				359	
08:45	422	1577	232	962			654	2539	20:45	124	582	248	1029			372	1611
09:00	367		252				619		21:00	137		241				378	
09:15	329		225				554		21:15	97		234				331	
09:30	344		249				593		21:30	94		192				286	
09:45	307	1347	232	958			539	2305	21:45	81	409	155	822			236	1231
10:00	283		224				507		22:00	74		127				201	
10:15	302		242				544		22:15	82		139				221	
10:30	335		227				562		22:30	57		115				172	
10:45	323	1243	216	909			539	2152	22:45	55	268	84	465			139	733
11:00	297		305				602		23:00	49		75				124	
11:15	327		281				608		23:15	31		62				93	
11:30	315		271				586		23:30	43		72				115	
11:45	316	1255	288	1145			604	2400	23:45	37	160	47	256			84	416
TOTALS		10070		5893				15963	TOTALS		11552		14898				26450
SPLIT %		63.1%		36.9%				37.6%	SPLIT %		43.7%		56.3%				62.4%

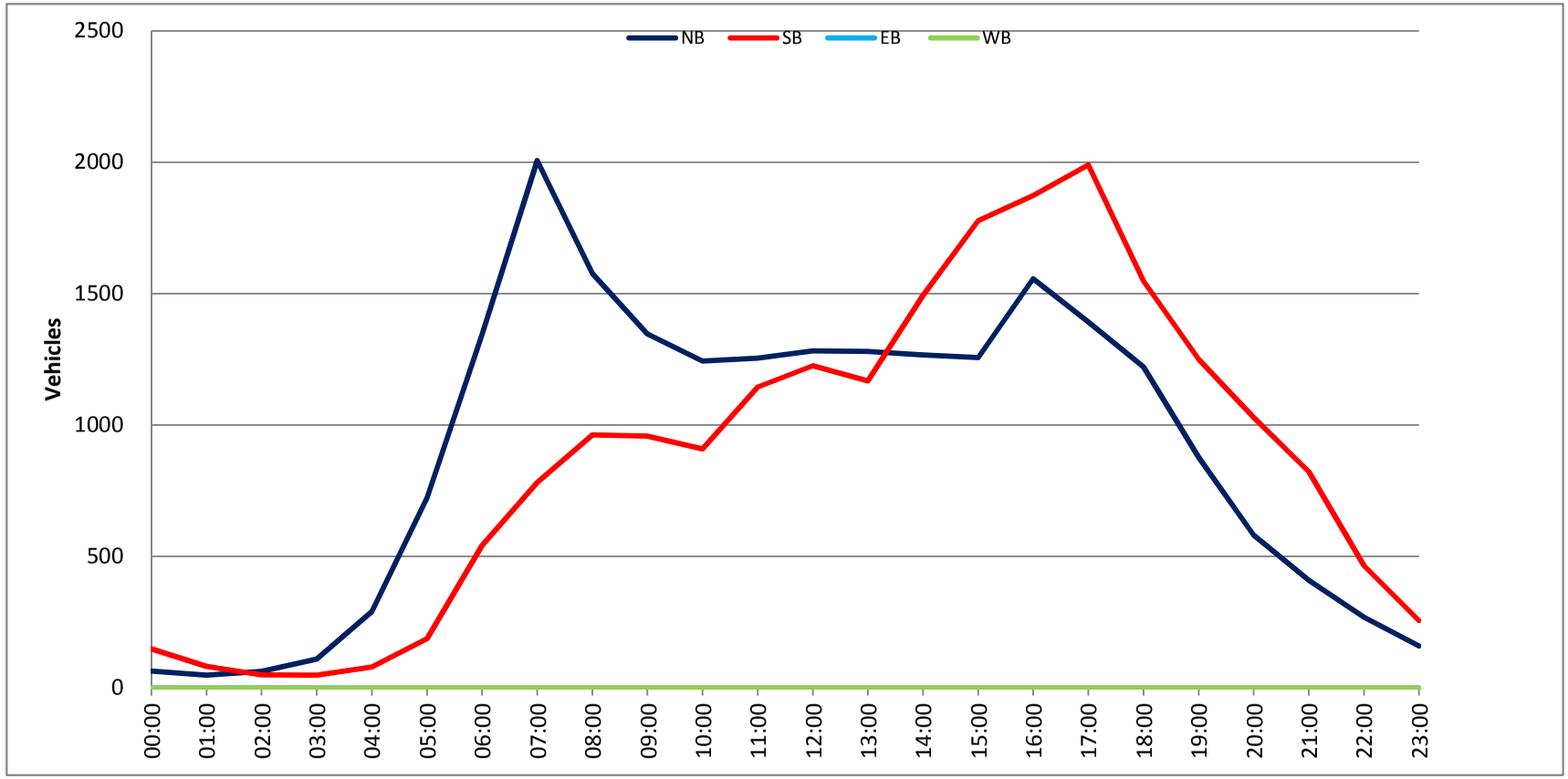
DAILY TOTALS	NB	SB	EB	WB	Total
	21,622	20,791	0	0	42,413

AM Peak Hour	07:15	11:45				07:15	PM Peak Hour	16:15	16:30				16:30
AM Pk Volume	2008	1223				2844	PM Pk Volume	1582	2040				3560
Pk Hr Factor	0.873	0.965				0.932	Pk Hr Factor	0.958	0.921				0.979
7 - 9 Volume	3583	1743	0	0		5326	4 - 6 Volume	2949	3863	0	0		6812
7 - 9 Peak Hour	07:15	08:00				07:15	4 - 6 Peak Hour	16:15	16:30				16:30
7 - 9 Pk Volume	2008	962	0	0		2844	4 - 6 Pk Volume	1582	2040	0	0		3560
Pk Hr Factor	0.873	0.932	0.000	0.000		0.932	Pk Hr Factor	0.958	0.921	0.000	0.000		0.979

Prepared by NDS/ATD

Project #: CA15_5494_001 **City:** Oxnard

Location: Victoria Ave Bet. W 5th St & Gonzales Rd **Date:** 8/18/2015



Mandalay AFC
Existing Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Victoria Ave (NS) at 5th St (EW) - #5

Cycle (sec):	100	Critical Vol./Cap. (X):	0.558
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Victoria Ave						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	58	1607	127	130	719	32	0	7	2	81	146	292
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	1607	127	130	719	32	0	7	2	81	146	292
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	1607	127	130	719	32	0	7	2	81	146	292
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	1607	127	130	719	32	0	7	2	81	146	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1607	127	130	719	32	0	7	2	81	146	292
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	1607	127	130	719	32	0	7	2	81	146	292
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.87	0.13	1.00	1.56	0.44	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4595	205	1600	2489	711	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.08	0.04	0.16	0.16	0.00	0.00	0.00	0.03	0.05	0.18
Crit Moves:		****		****			****					****

Mandalay AFC
Existing Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Victoria Ave (NS) at 5th St (EW) - #5

Cycle (sec):	100	Critical Vol./Cap. (X):	0.577
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Victoria Ave						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	1 1	0	2 0	2 0	1
Volume Module: >> Count Date: 18 Aug 2015 <<												
Base Vol:	48	1344	131	341	1632	57	55	186	66	189	118	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1344	131	341	1632	57	55	186	66	189	118	249
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1344	131	341	1632	57	55	186	66	189	118	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1344	131	341	1632	57	55	186	66	189	118	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1344	131	341	1632	57	55	186	66	189	118	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	48	1344	131	341	1632	57	55	186	66	189	118	249
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.90	0.10	1.00	1.48	0.52	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4638	162	1600	2362	838	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.08	0.11	0.35	0.35	0.03	0.08	0.08	0.06	0.04	0.16
Crit Moves:	****			****			****					****

Mandalay AFC
Existing Plus Project Traffic Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Victoria Ave (NS) at 5th St (EW) - #5

Cycle (sec):	100	Critical Vol./Cap. (X):	0.558
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Victoria Ave						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3	0	1	2 0 2	1	0	1 0 1	1	0	2 0 2	0	1
Volume Module:												
Base Vol:	58 1607		127	130 719		32	0	7	2	81	146	292
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	58 1607		127	130 719		32	0	7	2	81	146	292
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58 1607		127	130 719		32	0	7	2	81	146	292
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	58 1607		127	130 719		32	0	7	2	81	146	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58 1607		127	130 719		32	0	7	2	81	146	292
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Final Vol.:	58 1607		127	130 719		32	0	7	2	81	146	292
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	2.00 3.00		1.00	2.00 2.87		0.13	1.00 1.56		0.44	2.00 2.00		1.00
Final Sat.:	3200 4800		1600	3200 4595		205	1600 2489		711	3200 3200		1600
Capacity Analysis Module:												
Vol/Sat:	0.02 0.33		0.08	0.04 0.16		0.16	0.00 0.00		0.00	0.03 0.05		0.18
Crit Moves:	****			****			****					****

Mandalay AFC
Existing Plus Project Traffic Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Victoria Ave (NS) at 5th St (EW) - #5

Cycle (sec):	100	Critical Vol./Cap. (X):	0.591
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Street Name:	Victoria Ave						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	1 1	0	2 0	2 0	1
Volume Module: >> Count Date: 18 Aug 2015 <<												
Base Vol:	48	1344	131	341	1632	57	55	186	66	189	118	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1344	131	341	1632	57	55	186	66	189	118	249
Added Vol:	0	0	0	0	0	0	23	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1344	131	341	1632	57	78	187	66	189	118	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1344	131	341	1632	57	78	187	66	189	118	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1344	131	341	1632	57	78	187	66	189	118	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	48	1344	131	341	1632	57	78	187	66	189	118	249
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.90	0.10	1.00	1.48	0.52	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4638	162	1600	2365	835	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.08	0.11	0.35	0.35	0.05	0.08	0.08	0.06	0.04	0.16
Crit Moves:	****			****			****					****

Mandalay AFC
Future Construction Baseline (2019) - No Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Victoria Ave (NS) at 5th St (EW) - #5

Cycle (sec):	100	Critical Vol./Cap. (X):	0.603
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Victoria Ave						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	58	1607	127	130	719	32	0	7	2	81	146	292
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	63	1736	137	140	777	35	0	8	2	87	158	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	1736	137	140	777	35	0	8	2	87	158	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	1736	137	140	777	35	0	8	2	87	158	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1736	137	140	777	35	0	8	2	87	158	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	1736	137	140	777	35	0	8	2	87	158	315
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.87	0.13	1.00	1.56	0.44	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4595	205	1600	2489	711	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.09	0.04	0.17	0.17	0.00	0.00	0.00	0.03	0.05	0.20
Crit Moves:	****			****			****					****

Mandalay AFC
Future Construction Baseline (2019) - No Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Victoria Ave (NS) at 5th St (EW) - #5

Cycle (sec): 100 Critical Vol./Cap. (X): 0.623
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Street Name:	Victoria Ave						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	1 1	0	2 0	2 0	1
Volume Module: >> Count Date: 18 Aug 2015 <<												
Base Vol:	48	1344	131	341	1632	57	55	186	66	189	118	249
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	52	1452	141	368	1763	62	59	201	71	204	127	269
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	1452	141	368	1763	62	59	201	71	204	127	269
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	1452	141	368	1763	62	59	201	71	204	127	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1452	141	368	1763	62	59	201	71	204	127	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	1452	141	368	1763	62	59	201	71	204	127	269
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.90	0.10	1.00	1.48	0.52	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4638	162	1600	2362	838	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.09	0.12	0.38	0.38	0.04	0.09	0.09	0.06	0.04	0.17
Crit Moves:	****			****			****					****

Mandalay AFC
Future Construction Baseline (2019) - Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Victoria Ave (NS) at 5th St (EW) - #5

Cycle (sec): 100 Critical Vol./Cap. (X): 0.603
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Street Name:	Victoria Ave						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	1 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	58	1607	127	130	719	32	0	7	2	81	146	292
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	63	1736	137	140	777	35	0	8	2	87	158	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	1736	137	140	777	35	0	8	2	87	158	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	1736	137	140	777	35	0	8	2	87	158	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1736	137	140	777	35	0	8	2	87	158	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	1736	137	140	777	35	0	8	2	87	158	315
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.87	0.13	1.00	1.56	0.44	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4595	205	1600	2489	711	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.09	0.04	0.17	0.17	0.00	0.00	0.00	0.03	0.05	0.20
Crit Moves:		****			****			****				****

Mandalay AFC
Future Construction Baseline (2019) - Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Victoria Ave (NS) at 5th St (EW) - #5

Cycle (sec):	100	Critical Vol./Cap. (X):	0.637
Loss Time (sec):	0 (Y+R = 0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Victoria Ave						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	1 1	0	2 0	2 0	1
Volume Module: >> Count Date: 18 Aug 2015 <<												
Base Vol:	48	1344	131	341	1632	57	55	186	66	189	118	249
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	52	1452	141	368	1763	62	59	201	71	204	127	269
Added Vol:	0	0	0	0	0	0	23	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	1452	141	368	1763	62	82	202	71	204	127	269
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	1452	141	368	1763	62	82	202	71	204	127	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1452	141	368	1763	62	82	202	71	204	127	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	1452	141	368	1763	62	82	202	71	204	127	269
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.90	0.10	1.00	1.48	0.52	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4638	162	1600	2365	835	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.09	0.12	0.38	0.38	0.05	0.09	0.09	0.06	0.04	0.17
Crit Moves:	****			****			****					****

APPENDIX 46-1

FAA NOTIFICATION AND CORRESPONDENCE

Federal Aviation Administration

« OE/AAA

Notice of Proposed Construction or Alteration - Off Airport

Add a new Case Off Airport - Desk Reference Guide V_2015.3.0

Add a New Case Off Airport for Wind Turbines - Met Towers - Desk Reference Guide V_2015.3.0

Project Name: PUENT-000341926-15 **Sponsor:** Puente Power Project

Details for Case : Stack

Show Project Summary

Case Status

ASN:	2015-AWP-9238-OE	**Date Accepted:**	09/17/2015
Status:	Accepted	**Date Determined:**	
		Letters:	None
		Documents:	None
Public Comments:	None		Project Documents: None

Construction / Alteration Information

Notice Of:	Construction
Duration:	Permanent
if Temporary :	Months: Days:
Work Schedule - Start:	
Work Schedule - End:	

For temporary cranes-Does the permanent structure require separate notice to the FAA? To find out, use the Notice Criteria Tool. If separate notice is required, please ensure it is filed. If it is not filed, please state the reason in the Description of Proposal.

State Filing:

Structure Summary

Structure Type:	Stack
Structure Name:	Stack
FDC NOTAM:	
NOTAM Number:	
FCC Number:	
Prior ASN:	

Structure Details

Latitude:	34° 12' 28.30'' N
Longitude:	119° 15' 6.74'' W
Horizontal Datum:	NAD83
Site Elevation (SE):	14 (nearest foot)
Structure Height (AGL):	188 (nearest foot)
Current Height (AGL): ** For notice of alteration or existing provide the current AGL height of the existing structure. Include details in the Description of Proposal*	(nearest foot)
Minimum Operating Height (AGL): ** For aeronautical study of a crane or construction equipment the maximum height should be listed above as the Structure Height (AGL). Additionally, provide the minimum operating height to avoid delays if impacts are identified that require negotiation to a reduced height. If the Structure Height and minimum operating height are the same enter the same value in both fields.*	(nearest foot)
Nacelle Height (AGL): ** For Wind Turbines 500ft AGL or greater*	(nearest foot)
Requested Marking/Lighting:	None
Other :	
Recommended Marking/Lighting:	
Current Marking/Lighting:	N/A Proposed Structure
Other :	
Nearest City:	Oxnard
Nearest State:	California
Description of Location: *On the Project Summary page upload any certified survey.*	on existing power plant site near Oxnard Municipal Airport
Description of Proposal:	Stack for proposed power plant

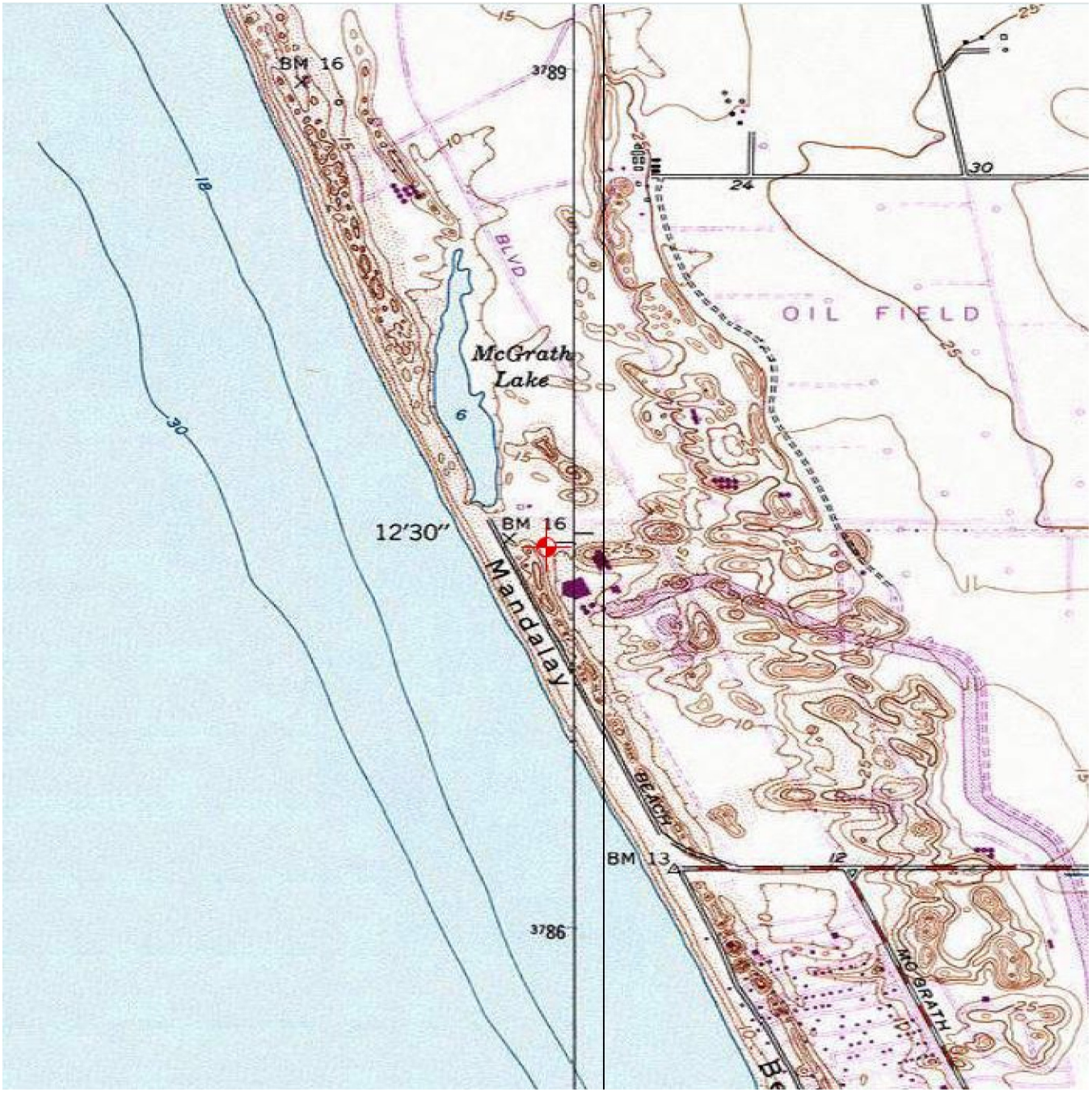
Common Frequency Bands

Low Freq	High Freq	Freq Unit	ERP	ERP Unit

Specific Frequencies

Previous Back to Search Result Next

Close Print


BM 16
3789
BLVD
OIL FIELD
McGrath Lake
12'30"
BM 16
Mandalay
BEACH
BM 13
3786
McGRATH

Federal Aviation Administration

« OE/AAA

Notice of Proposed Construction or Alteration - Off Airport

Add a new Case Off Airport - Desk Reference Guide V_2015.3.0

Add a New Case Off Airport for Wind Turbines - Met Towers - Desk Reference Guide V_2015.3.0

Project Name: PUENT-000341926-15

Project Summary : PUENT-000341926-15

Structure	City, State	Lat/Long	Map	Actions	7460-2 Received	Latest Letter
Stack Accepted 2015-AWP-9238-OE	Oxnard, CA	34° 12' 28.30" 119° 15' 6.74"	Show Map	Clone Upload a PDF Add 7460-2		None

Mapping - Desk Reference Guide V_2014.2.0 Attaching Documents - Desk Reference Guide V_2014.2.0

Upload a PDF to the Project

Federal Aviation Administration

« OE/AAA

Project Submission Success
Project Name: PUENT-000341926-15

Project PUENT-000341926-15 has been submitted successfully to the FAA.

Your filing is assigned Aeronautical Study Number (ASN):
2015-AWP-9238-OE

Please refer to the assigned ASN on all future inquiries regarding this filing.

Please return to the system at a later date for status updates.

It is the responsibility of each e-filer to exercise due diligence to determine if coordination of the proposed construction or alteration is necessary with their state aviation department. Please use the link below to contact your state aviation department to determine their requirements:
State Aviation Contacts

To ensure e-mail notifications are delivered to your inbox please add noreply@faa.gov to your address book. Notifications sent from this address are system generated FAA e-mails and replies to this address will NOT be read or forwarded for review. Each system generated e-mail will contain specific FAA contact information in the text of the message.

From: noreply@faa.gov [mailto:noreply@faa.gov]
Sent: Monday, September 21, 2015 7:49 AM
To: Piantka, George; Piantka, George
Subject: Status of FAA Filing

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