

DOCKETED

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Document Title:	Correspondence between Rafael Cobian and Andrea Koch re regarding Palen operations traffic
Description:	N/A
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From: [Rafael Cobian](#)
To: [Koch, Andrea@Energy](#); [Andrea@agrenier.com](#);
cc: [Stora, Christine@Energy](#); [Martin-Gallardo, Jennifer@Energy](#); [Scott Blek](#);
[Scott Galati](#); [Chris Gray](#);
Subject: RE: Quick Traffic Clarification for Palen
Date: Monday, August 19, 2013 1:35:15 PM
Attachments: [image005.png](#)

Hi Andrea,

The delay actually gets smaller in the "with project" scenario because the reported delay is the average intersection delay. Although there are more vehicles traveling through the intersection in the "with project" scenario, the average intersection gets smaller because of all the vehicles that are added to a free movement (the northbound through movement), and all of those vehicles have zero delay. They are able to travel through the intersection with zero delay. Ultimately, all of those "project" vehicles who make a free movement and have zero delay bring down the average.

Please feel free to give me a call if you have any questions or would like to discuss. I realize it is a bit counterintuitive that the average intersection delay would get smaller with more vehicles, but it is because we are adding zero delay vehicles, ultimately bringing down the average.

Rafael Cobian, P.E., LEED GA | Senior Transportation Engineer



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From: Koch, Andrea@Energy [mailto:Andrea.Koch@energy.ca.gov]
Sent: Monday, August 19, 2013 11:49 AM
To: Andrea@agrenier.com; Rafael Cobian
Cc: Stora, Christine@Energy; Martin-Gallardo, Jennifer@Energy; Scott Blek; Scott Galati
Subject: RE: Quick Traffic Clarification for Palen

Thanks, Andrea and Rafael. This makes more sense, especially as far as the I-10 EB Ramps/Corn Springs Road intersection.

Rafael, even with these changes, for the I-10 WB Ramps/Corn Springs Road intersection, the AM peak delay during 2016 (without the project) would be 5.8 seconds, while the AM peak delay during 2016 with the project would be 4.6. Why

would this delay be smaller during project operation than during the same year without the project?

Thanks!

Andrea

Andrea Koch-Eckhardt
Environmental Planner II, Traffic and Land Use
CA Energy Commission
(916) 654-3850

From: Andrea Grenier [<mailto:Andrea@agrenier.com>]
Sent: Friday, August 16, 2013 4:36 PM
To: Koch, Andrea@Energy
Cc: Stora, Christine@Energy; Martin-Gallardo, Jennifer@Energy; Scott Blek; Scott Galati
Subject: FW: Quick Traffic Clarification for Palen

Please see clarification provided by Rafael Cobian below.

From: Rafael Cobian [<mailto:r.cobian@fehrrandpeers.com>]
Sent: Friday, August 16, 2013 4:22 PM
To: 'Scott Blek'
Cc: Grenier Andrea (Andrea@agrenier.com); Scott Galati; Chris Gray
Subject: RE: Quick Traffic Clarification for Palen

Hi Scott,

I did receive the question. I looked into it and reviewed the memo and analysis and the anomaly noted below was a typographical error in the memo. The delay of 6.3 and 5.8 were placed in wrong cells. The error occurred on both Tables 4 and 6.

The tables should have read:

I-10 Westbound Ramps/Corn Springs Road 5.8 (not 6.3)

I-10 Eastbound Ramps/Corn Springs Road 6.3 (not 5.8).

The error was just typographical in nature and all of the analysis was done correctly. There are no changes to the findings or conclusion.

Rafael Cobian, P.E., LEED GA | Senior Transportation Engineer



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From: Koch, Andrea@Energy
To: Andrea@agrenier.com;
cc: [Stora, Christine@Energy](mailto:Stora,Christine@Energy); "r.cobian@fehrendpeers.com";
Subject: Quick Traffic Clarification for Palen
Date: Friday, August 16, 2013 1:02:00 PM

Hi Andrea.

I was noticing, when updating my traffic operations tables, that for the I-10 Westbound Ramps/Corn Springs Road intersection during "Operations" Year 2016, the delay is shown as LESS during project operation than during that same year without the project. This seems strange. Could I get an explanation for this as soon as possible? Sorry for just noticing this.

Andrea

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