

DOCKETED

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*Siting, Transmission
 and Environmental
 Protection Division*

FILE: AEC_ROC_Traffic_Questions

**PROJECT TITLE: Alamitos Energy Center
 (AEC)**

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TECHNICAL AREA: Traffic and Transportation			
<input checked="" type="checkbox"/> Telephone	<input checked="" type="checkbox"/> Email	<input type="checkbox"/> Meeting Location:	
NAME: Lisa Worrall	DATE: Jan. 12 and 13, 2016	TIME: Various	
WITH:	Jerry Salamy, CH2M Hill; Lisa Valdez, CH2M Hill; Elise Engel, CH2M Hill; David Flores, CEC; and Christopher Meyer, CEC		
SUBJECT:	Clarification of traffic data and proposed construction access road		

COMMENTS:

The discussion topic for Tuesday Jan. 12th status conference call was the clarification of traffic data presented in the Supplemental Application for Certification (SAFC) and gathering details on the proposed construction access road.

Staff (Lisa Worrall) inquired about the construction access road and received the following details from staff with the AES contractor on AEC, CH2M Hill:

The access road will be 2 lanes, 26-feet wide. The EPC contractor will design the road to handle heavy haul deliveries and overweight/oversize vehicles. The turning radii will be sufficient to accommodate these vehicles. The road will be asphalt covered and all weather constructed.

If the access road were constructed, the construction of the road would occur immediately after the demolition of the berms, beginning with initial grading. Equipment used includes a motor grader and road base compacter with construction estimated to take a couple of weeks and use approximately 10 workers, likely already part of the AEC construction workforce.

Once the access road is no longer needed, the section constructed on AEC property will likely be removed. Jerry Salamy stated it is up to the owner of the property on which the balance of the access road would be constructed what would be done once the road is no longer needed.

I inquired about existing traffic data for the project's study intersections. Several discrepancies were found when reviewing the source data in comparison with the data presented in the SAFC. The source data is from the Second + PCH Development Traffic Impact Analysis (Linscott, Law, and Greenspan, 2010).

The data for three intersections (#6, #7, #8) presented in the source document was not consistent. The data reported in the SAFC for intersection 6 was mislabeled and represented intersection 7 data. Likewise intersection 7 data should be represented as intersection 6 data.



I followed up with Lisa Valdez in an email on Jan. 13th to confirm that the switch of data between intersection 6 and 7 needs to be done for the 2021 and 2021-plus project scenarios too.

The SAFC existing traffic data for intersection 8 also reported different numbers from the source document. Lisa Valdez explained that she used the volume data from the source document and modeled the traffic results, instead of using the results as presented in the source document. She suspected the assumptions and variables she used in conjunction with the traffic volumes were not the same as was used in the source document's tables (e.g. clearance interval, capacity) and would account for the 0.03 v/c difference for this intersection.

cc:	Signed: / Original signed by /
	Name: Lisa Worrall