

DOCKETED

Docket Number:	09-AFC-07C
Project Title:	Palen Solar Power Project - Compliance
TN #:	200116
Document Title:	Supplemental Traffic Data Information Requested by Staff in 7/31/13 Email
Description:	N/A
Filer:	Marie Fleming
Organization:	Galati Blek LLP
Submitter Role:	Applicant's Representative
Submission Date:	8/6/2013 11:29:25 AM
Docketed Date:	8/6/2013


August 6, 2013

California Energy Commission
Dockets Unit
1516 Ninth Street
Sacramento, CA 95814-5512

**Subject: SUPPLEMENTAL TRAFFIC DATA INFORMATION REQUESTED BY
STAFF IN 7/31/13 EMAIL
PALEN SOLAR ELECTRIC GENERATING SYSTEM
DOCKET NO. (09-AFC-7C)**

Enclosed for filing with the California Energy Commission is the electronic version of **SUPPLEMENTAL TRAFFIC DATA INFORMATION REQUESTED BY STAFF IN 7/31/13 EMAIL**, for Palen Solar Electric Generating System (09-AFC-7C).

Sincerely,



Marie Fleming

From: Andrea Grenier [<mailto:Andrea@agrenier.com>]
Sent: Monday, August 05, 2013 3:42 PM
To: Stora, Christine@Energy; Koch, Andrea@Energy (Andrea.Koch@energy.ca.gov)
Cc: 'Martin-Gallardo, Jennifer@Energy'; 'Flores, David@Energy'; Scott Galati (sgalati@gb-llp.com); Scott Blek (Sblek@gb-llp.com)
Subject: Palen Traffic Data Questions - Responses

Christine & Andrea: Please see info below in response to the questions you had regarding Palen traffic data. This will be docketed tomorrow by Marie Fleming. –Andrea Grenier

- Please provide the source of the Caltrans Year 2013 traffic volumes that were expanded to calculate the “Construction Year (2015) Volume Without PSPP” for I-10 west of the project site and I-10 east of the project site. This data appears to conflict with the most recent traffic numbers Caltrans has posted on their website (from 2011), which are much higher. For I-10 at Corn Springs Road in 2011, Caltrans recorded a back peak hour volume of 2,650 and an ahead peak hour volume of 2,650.

The 2013 data was taken from Caltrans PeMS (Performance Measurement System) database, which collects data from over 25,000 sensors across the state of California in real-time. These sensors are placed in the roadway (loops) and count the cars as they pass over the sensors. PeMS also archives data from other sources to provide 10 years of historical data. The Caltrans peak hour count data is generally estimated from daily counts, which may be taken only intermittently. The Caltrans counts also do not provide hourly data, such as is provided by PeMS. The PeMS database is a subscription only database which a limited number of agencies and consultants have access to. Fehr & Peers has an account and we are able to use PeMS data.

- Which peak hour does the data refer to: morning or evening? Or does it apply to both?

PeMS provides hourly counts for I-10 both to the east and west of the project site. We looked at the 24-hour data and calculated the highest hour, which is actually at noon time. We took this highest traffic count to be the peak hour and overlaid the project traffic. Therefore, it is representative of both the morning and evening peaks. This approach was taken in the previous study and we applied the same one for consistency. This approach is also more conservative than using the actual counts during the morning and evening peak hour.

From: Stora, Christine@Energy [<mailto:Christine.Stora@energy.ca.gov>]
Sent: Wednesday, July 31, 2013 1:08 PM
To: Andrea@agrenier.com
Cc: Martin-Gallardo, Jennifer@Energy; Koch, Andrea@Energy; Flores, David@Energy
Subject: FW: Palen Traffic Data Question

Andrea,
Staff has a clarifying questions regarding some of the recent traffic information that was provided. Please see below.

Christine R. Stora
Compliance Project Manager

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Christine.Stora@energy.ca.gov

CALIFORNIA ENERGY COMMISSION

Siting, Transmission, & Environmental Protection (STEP) Division

1516 Ninth Street, Sacramento, CA 95814

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From: Koch, Andrea@Energy
Sent: Wednesday, July 31, 2013 1:04 PM
To: Stora, Christine@Energy
Cc: Flores, David@Energy
Subject: Palen Traffic Data Question

Hi Christine.

Could you e-mail Andrea Grenier and find out the answer to this question for me?

I'm reviewing the recently submitted traffic data and am focusing on Table 3 "Peak Hour Volumes and LOS on Study Roadways During Peak Construction". I have the following comments:

- Please provide the source of the Caltrans Year 2013 traffic volumes that were expanded to calculate the "Construction Year (2015) Volume Without PSPP" for I-10 west of the project site and I-10 east of the project site. This data appears to conflict with the most recent traffic numbers Caltrans has posted on their website (from 2011), which are much higher. For I-10 at Corn Springs Road in 2011, Caltrans recorded a back peak hour volume of 2,650 and an ahead peak hour volume of 2,650.
- Which peak hour does the data refer to: morning or evening? Or does it apply to both?

Thanks!

Andrea

Andrea Koch-Eckhardt
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