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June 9, 2016

Todd Anthony Bianco  
Coordinator  
Rhode Island Energy Facility Siting Board  
89 Jefferson Boulevard  
Warwick, RI 02888

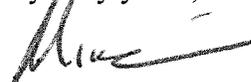
Re: Invenergy Thermal Development LLC – Clear River Energy Center  
Docket No. SB-2015-06

Dear Mr. Bianco:

Enclosed for filing in this matter are an original and 10 copies of the Town of Burrillville's 13<sup>th</sup> Set of Data Requests to Invenergy Thermal Development LLC. Electronic copies have been sent to the service list.

If you have any questions, please feel free to call.

Very truly yours,

  
Michael R. McElroy

MRMc:tmg

cc: Service List

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS  
ENERGY FACILITY SITING BOARD

IN RE: INVENERGY THERMAL DEVELOPMENT LLC's :  
APPLICATION TO CONSTRUCTION THE : DOCKET No. SB-2015-06  
CLEAR RIVER ENERGY CENTER IN :  
BURRILLVILLE, RHODE ISLAND :

**THE TOWN OF BURRILLVILLE'S 13<sup>th</sup> SET OF DATA REQUESTS TO  
INVENERGY THERMAL DEVELOPMENT LLC**

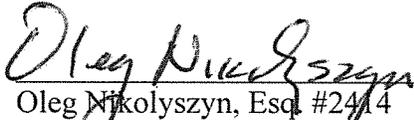
***In light of the Planning Board meeting scheduled for Monday, June 20, 2016, we respectfully  
request that responses be provided no later than Friday, June 17, 2017.***

Regarding the "Traffic Impact Study for the Clear River Energy Center" dated May 2016 and prepared by McMahan Transportation Engineers and Planners:

- 13-1 Page 3: By what criteria were only the driveway and two unsignalized intersections identified for the study? Were no other intersections along the Route 100/Route 44 corridor affected by a 400 vph site traffic increase?
- 13-2 Page 5: Is Main Street really 62 feet wide?
- 13-3 Page 7: The statement that the weekday afternoon peak hour of adjacent streets occurred between 5 p.m. and 6 p.m. (3<sup>rd</sup> paragraph) does not appear to be supported in the appendices. Please explain.
- 13-4 Page 8: How was the period (3:15 – 4:15) in the heading of the far right column determined? See 13-3 above.
- 13-5 Page 11: Route 100 / Route 44 roundabout: While no detours are anticipated, couldn't other traffic control strategies such as temporary lane blockage or temporary alternating traffic flow introduce traffic disruption and delays?
- 13-6 Page 25: 3<sup>rd</sup> paragraph – Please clarify the PM Peak Hour (See 13-4 above).
- 13-7 Page 28: 2021 Construction Build, Pascoag Main / South Main – Please define the "short duration" of the degraded turning movement operation.
- 13-8 Page 28: 2021 Construction Build, Pascoag Main / South Main – How much of a decline in level of service would have been experienced had it NOT been conservative?
- 13-9 Page 29: 2021 Construction Build, Pascoag Main / Church – Please define the "short duration" of the degraded turning movement operation.

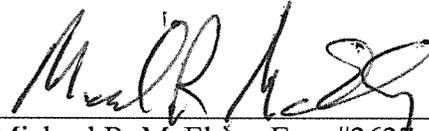
- 13-10 Page 29: 2021 Construction Build, Pascoag Main / Church - How much of a decline in level of service would have been experienced had it NOT been conservative?
- 13-11 Page 30: Table 6 – Is there sufficient Intersection sight distance in both directions? The table and text are unclear on this.
- 13-12 Page 30: The last paragraph refers to adequate sight distance for heavy vehicle access, but the bottom of Page 29 states the design vehicle is a single unit truck. Are these the same vehicles?
- 13-13 The Traffic Impact Study notes Invenergy’s commitment to an appropriate level of restoration for roadway sections degraded by the construction-related traffic. Is Invenergy prepared to sign an agreement evidencing this commitment? If so, will Invenergy prepare such a proposed agreement and forward it to the Town’s attorneys?

Respectfully submitted,  
Town of Burrillville  
By its attorneys



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Date: June 9, 2016

**CERTIFICATE OF SERVICE**

I hereby certify that on the 9<sup>th</sup> day of June, 2016, I sent a copy of the foregoing to the attached service list.

  
Theresa Gallo

**SB-2015-06 Invenergy CREC Service List as of 05/26/2016**

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