

June 20, 2016

Via Federal Express/Electronic Mail

Todd Anthony Bianco, EFSB Coordinator
RI Energy Facilities Siting Board
89 Jefferson Blvd.
Warwick, RI 02888

Re: Invenergy Docket No. SB-2015-06

Dear Mr. Bianco:

On behalf of Invenergy, enclosed please find an original and ten copies of Invenergy Thermal Development LLC's Responses to The Town of Burrillville's 13th Set of Data Requests.

Please let me know if you have any questions.

Very truly yours,



ALAN M. SHOER
ashoer@apslaw.com

Enclosures

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
CLEAR RIVER ENERGY CENTER IN
BURRILLVILLE, RHODE ISLAND

DOCKET No. SB-2015-06

**INVENERGY THERMAL DEVELOPMENT LLC'S RESPONSES TO
THE TOWN OF BURRILLVILLE'S 13th SET OF DATA REQUESTS**

Traffic

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?

RESPONSE 13-1 The study area was chosen to focus on the major unsignalized stop-controlled intersections within the Town of Burrillville that will be most likely impacted by the proposed project due to their close proximity to the site and potential increased delays. The remaining major intersections to the south are under traffic signal control and along major arterial state numbered routes such as Route 44 where traffic volumes were found to be higher (15,590 vpd on Main Street (Route44) vs. 6,500 vpd on Pascoag Main Street) and can handle additional volumes. In addition, the Route 102/Route 44 signalized intersection in Chepachet has been recently studied by the Rhode Island Department of Transportation ("RIDOT") and is slated for a major intersection improvement project that will convert this intersection into a modern roundabout. Construction of this roundabout is expected to be completed by the end of 2017.

RESPONDENT: Maureen Chlebek, McMahon Associates

DATE: June 20, 2017

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13-2 Page 5: Is Main Street really 62 feet wide?

RESPONSE 13-2: On page 5 of the Traffic Impact Study, Main Street in Chepachet was inadvertently described as 62 feet wide. The correct dimension should be listed as 32 feet for a typical cross section including a 12 foot-wide travel lane in each direction and an eight foot-wide parking lane along the eastern side of the roadway.

RESPONDENT: Maureen Chlebek, McMahon Associates

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13-3 Page 7: The statement that the weekday afternoon peak hour of adjacent street traffic occurred between 5 p.m. and 6 p.m. (3rd paragraph) does not appear to be supported in the appendices. Please explain.

RESPONSE 13-3: The weekday afternoon peak hour was listed incorrectly as 5:00 PM to 6:00 PM on page 7 of the Traffic Impact Study. The statement should be revised to read: "The weekday afternoon peak hour of adjacent street traffic is shown to occur between 3:15 PM to 4:15 PM." All of the traffic analysis included in the report was based on the correct peak hour of 3:15 PM to 4:15 PM and our conclusions remain valid.

RESPONDENT: Maureen Chlebek, McMahan Associates

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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.

RESPONSE 13-4: On page 8 of the Traffic Impact Study, the weekday afternoon peak hour of 3:15 PM to 4:15 PM was listed in the Automatic Traffic Recorder ("ATR") Summary as this is the identified network peak hour that was analyzed in our traffic analysis. The network peak hour was identified by comparing the peak turning movement traffic volumes at the two adjacent intersections of Pascoag Main Street/Church Street and Pascoag Main Street/Sayles Avenue to see when the combination of traffic volumes at the two key study area intersections is the highest. In addition, it was also determined to be the network peak hour when comparing the weekday afternoon peak hour volumes from the seven ATRs that were collected on the various truck route roadways. It is standard practice to analyze a network peak hour of when the combination of adjacent roadway volumes and potential traffic increases with the project would coincide to assess potential traffic impacts during the worst peak hours of the day.

RESPONDENT: Maureen Chlebek, McMahan Associates

DATE: June 20, 2016

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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 delay?

RESPONSE 13-5: While there is potential for alterations in traffic flow and other traffic control strategies during the construction of the Route 100/Route 44 roundabout, information on traffic control has not yet been released. It is our understanding that RIDOT will maintain traffic flow in both directions during construction. Vehicles traveling through the Route 100/Route 44 construction work zone in route to the project site will follow the traffic control measures set forth by RIDOT.

RESPONDENT: Maureen Chlebek, McMahan Associates

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**INVENERGY THERMAL DEVELOPMENT LLC'S RESPONSES TO
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13-6 Page 25: 3rd paragraph – Please clarify the PM peak hour (See 13-4
above).

RESPONSE 13-6: On page 8 of the Traffic Impact Study, the weekday afternoon peak hour
of 3:15 PM to 4:15 PM was listed in the ATR Summary as this is the
identified network peak hour that was analyzed in our traffic analysis.
The network peak hour was identified by comparing the peak turning
movement traffic volumes at the two adjacent intersections of Pascoag
Main Street/Church Street and Pascoag Main Street/Sayles Avenue to see
when the combination of traffic volumes at the two key study area
intersections is the highest. In addition, it was also determined to be the
network peak hour when comparing the weekday afternoon peak hour
volumes from the seven ATRs that were collected on the various truck
route roadways. It is standard practice to analyze a network peak hour of
when the combination of adjacent roadway volumes and potential traffic
increases with the project would coincide to assess potential traffic
impacts during the worst peak hours of the day.

RESPONDENT: Maureen Chlebek, McMahon Associates

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13-7 Page 28: 2021 Construction Build, Pascoag Main / South Main – Please
define the “short duration” of the degraded turning movement operation?

RESPONSE 13-7 We have described the degraded operation as “short duration,” meaning
less than one hour. The site generated traffic includes a staff shift change,
which generally surges and occurs in less than an hour, as opposed to
occurring consistently throughout the peak hour.

RESPONDENT: Maureen Chlebek, McMahan Associates

DATE: June 20, 2016

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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?

RESPONSE 13-8 The construction truck trips are expected to occur between 8:00 AM and 3:00 PM and the employee shift change is expected to occur between 5:00 PM and 6:00 PM. Realistically, these two trip types will never occur together, and the majority of these trips will never occur during the weekday afternoon peak hour. For purposes of providing a conservative traffic study, however, we assumed that 25% of the daily truck trips and all of the employee shift change traffic will occur during the weekday afternoon peak hour.

If we were to analyze the weekday afternoon peak hour from 3:15 PM to 4:15 PM with what is projected to occur, we would have no additional trips during the above ground construction phase. However, during the underground construction phase when concrete deliveries are allowed until 4:00 PM, there would be a minimal number of concrete trucks delivering between 3:15 PM and 4:00 PM and a negligible impact on peak hour traffic.

Since the construction employee trips are the highest volume of traffic added to the network and shifts are expected to change between 5:00 and 6:00 PM, it is expected that this time period will be affected. If the employee trips were added to this time period, it is expected that the northbound left turn movement would operate at level-of-service ("LOS") E and under capacity. All other movements at this intersection are expected to operate at LOS C or better. LOS is a grading scale that measures the average amount of delay expected at an intersection approach. LOS E or better describes delays of less than 50 seconds at an unsignalized intersection.

RESPONDENT: Maureen Chlebek, McMahan Associates

DATE: June 20, 2016

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13-9 Page 29: 2021 Construction Build, Pascoag Main / Church – Please
define the “short duration” of the degraded turning movement operation?

RESPONSE 13-9 We have described the degraded operation as “short duration,” meaning
less than one hour. The site generated traffic includes a staff shift change,
which generally surges and occurs in less than an hour, as opposed to
occurring consistently throughout the peak hour.

RESPONDENT: Maureen Chlebek, McMahan Associates

DATE: June 20, 2016

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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?

RESPONSE 13-10 The construction truck trips are expected to occur between 8:00 AM and 3:00 PM and the employee shift change is expected to occur between 5:00 PM and 6:00 PM. Realistically, these two trip types will never occur together, and the majority of these trips will never occur during the weekday afternoon peak hour. For purposes of providing a conservative traffic study, however, we assumed that 25% of the daily truck trips and all of the employee shift change traffic will occur during the weekday afternoon peak hour.

If we were to analyze the weekday afternoon peak hour from 3:15 PM to 4:15 PM with what is projected to occur, we would have no additional trips during the above ground construction phase. However, during the underground construction phase when concrete deliveries are allowed until 4:00 PM, there would be a minimal number of concrete trucks delivering between 3:15 PM and 4:00 PM and a negligible impact on peak hour traffic.

Since the construction employee trips are the highest volume of traffic added to the network and shifts are expected to change between 5:00 and 6:00 PM, it is expected that this time period will be affected. If the intersection of Pascoag Main Street at Church Street were analyzed with the employee site trips added between 5:00 PM and 6:00 PM, the southbound approach is expected to operate at LOS E and under capacity. All other movements are expected to operate at LOS B or better. LOS is a grading scale that measures the average amount of delay expected at an intersection approach. LOS E or better describes delays of less than 50 seconds at an unsignalized intersection.

RESPONDENT: Maureen Chlebek, McMahon Associates

DATE: June 20, 2016

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13-11 Page 30: Table 6 – Is there sufficient Intersection sight distance in both directions? The table and text are unclear on this.

RESPONSE 13-11 As noted in Table 6, the required intersection sight distance (“ISD”) to the west for left turning traffic is 640 feet and to the east for right turning traffic is 725 feet, based on the 85th percentile speeds. Based on our field measurements, there is over 1,000 feet of available sight distance to the east which exceeds the stopping sight distance (“SSD”) and ISD requirements. To the west, we measured approximately 580 feet of available sight distance which exceeds the requirements for SSD but is 160 feet short of the requirements for ISD.

Although it is desirable to meet both the SSD and ISD, meeting SSD is deemed acceptable by standard engineering practices since motorists approaching the site driveway have adequate time to react to a vehicle exiting the site driveway and safe conditions are maintained.

RESPONDENT: Maureen Chlebek, McMahon Associates

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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?

RESPONSE 13-12 The sight distance evaluation conducted for this project was based upon the methodology published in "A Policy on Geometric Design of Highways and Streets" by the American Association of State Highway and Transportation Officials ("AASHTO"). According to these guidelines, heavy vehicle adjustments can be applied to the ISD criteria. There are not heavy vehicle adjustments for the SSD criteria in the AASHTO guidelines.

ISD can be adjusted for single unit trucks or for combination vehicles (trucks larger than single unit). For this project, the sight distance criteria was adjusted for a single unit truck since the majority of the truck traffic assessing the site is expected to consist of single unit trucks. Had we applied the ISD adjustment for combination trucks, the overall conclusions for ISD would remain the same. There are over 1,000 feet of available sight distance to the east, which will accommodate combination trucks, and 580 feet of sight distance to the west, which meets ISD for a passenger vehicle but does not meet ISD requirements for heavy vehicles. It should be noted that intersection sight distance is met for the passenger cars exiting the site, which is the majority of site traffic.

The driveway does meet safe SSD in both directions based on AASHTO guidelines. Stopping sight distance is a function of reaction time and braking distance and indicates that motorists have ample time to react to a vehicle exiting the site driveway.

RESPONDENT: Maureen Chlebek, McMahon Associates

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13-13 The Traffic Impact Study notes Invenergy's commitment to an appropriate level of restoration for roadway sections degraded by 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 attorney?

RESPONSE 13-13 The truck route identified for this project involves roadways that fall under RIDOT jurisdiction. The proponent has proactively assessed the roadway conditions along the truck routes (Route 100) in Burrillville and Glocester, RI and has initiated coordination with RIDOT regarding the roadway conditions. RIDOT is in agreement with the approach to measure baseline roadway conditions, to monitor these roadways during construction, and to continue coordinate with RIDOT. To date, RIDOT has not required a formal agreement with the proponent. The proponent is required to obtain a Physical Alteration Permit ("PAPA") from RIDOT for the curb opening on Route 100 at the site entrance, and such issues can be resolved during the permitting process.

RESPONDENT: Robert Smith, McMahon Associates

DATE: June 20, 2016

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**INVENERGY THERMAL DEVELOPMENT LLC'S RESPONSES TO
THE TOWN OF BURRILLVILLE'S 13th SET OF DATA REQUESTS**

INVENERGY THERMAL DEVELOPMENT LLC
By its Attorneys,

/s/ Alan M. Shoer

Alan M. Shoer, Esq. (#3248)
Richard R. Beretta, Jr. Esq. (#4313)
Nicole M. Verdi, Esq. (#9370)
ADLER POLLOCK & SHEEHAN, P.C.
One Citizens Plaza, 8th Floor
Providence, RI 02903-1345
Tel: 401-274-7200
Fax: 401-751-0604
Dated: June 20, 2016

CERTIFICATE OF SERVICE

I hereby certify that on June 20, 2016, I delivered a true copy of the foregoing responses to the Town of Burrillville's Data Requests via electronic mail to the parties on the attached service list.

/s/ Alan M. Shoer

SB-2015-06 Invenenergy CREC Service List as of 05/02/2016

Name/Address	E-mail	Phone/FAX
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