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CH2MHILL

March 2, 2007

DOCKET
01-AFC-7 C
DATE MAR 0 2 2007
RECD. MAR 0 2 2007

Ms. Jeri Scott
Project Manager
California Energy Commission
1516 Ninth Street
Sacramento, CA 95814

Re: **Applicant's Response to CEC Staff Traffic and Transportation Data Requests #53 and #54**
Russell City Energy Center Amendment No. 1 (01-AFC-07C)

Dear Ms. Scott:

Attached are an original and 12 copies of Russell City Energy Company's response to California Energy Commission Staff Traffic and Transportation Data Requests 53 and 54 for the Application for Certification for the Russell City Energy Center Amendment No. 1 (01-AFC-07C).

If you have any questions about this matter, please contact me at (916) 286-0278.

Sincerely,

Jeannette Harris

for Douglas M. Davy, Ph.D.
AFC Project Manager

Attachment

cc: M. Hatfield
G. Wheatland

Russell City Energy Center (01-AFC-7C)

Response to CEC Staff Data Requests #53 and #54
Traffic and Transportation

I-880/SR92 Interchange Reconstruction

53. *Please update the Amendment traffic analysis to address potential impacts from the I-880/Route 92 Interchange Reconstruction Project on traffic flow, site access, and transport and delivery of hazardous materials.*

54. *Identify the extent of any resulting impacts and discuss specific project changes or mitigation measures proposed to address these concerns.*

Response to #53 and #54: The expected changes to traffic patterns resulting from the Caltrans Interstate 880/State Route 92 Reconstruction Project are being evaluated in a Caltrans Transportation Management Plan (TMP) that is in preparation. The Caltrans TMP will include an evaluation of traffic pattern changes resulting from the reconstruction as well as mitigation measures. As soon as the TMP is available, any potential effects of the Caltrans project on constructed-related traffic for the RCEC can be evaluated.

Based on the available information, construction for the interchange project expected to begin in early 2007 and be completed in mid-2011. Caltrans does not plan to close any lanes during the day, given the high volumes at this already busy interchange. Therefore, the same level of congestion as existing conditions can be expected during the peak periods, even with the addition of project-related traffic. Additionally, because the interchange operates at capacity during the peak periods without construction, significant changes in traffic patterns will not occur with the interchange reconstruction.

Text from Caltrans sources (*http://www.dot.ca.gov/dist4/documents/88092/1_need.pdf*) describes the interchange reconstruction project, as follows:

> ... The limits for the I-880/SR-92 interchange reconstruction project are the I-880/West Winton Avenue Interchange to the north, the I-880/West Tennyson Road interchange to the south, the Mt. Eden Overhead (a railroad overpass) west of the Route 92/Industrial Boulevard interchange to the west, and the terminus of Route 92 as a freeway at the intersection of Jackson and Santa Clara Streets to the east.
>
> ... The interchange currently has a four quadrant, cloverleaf configuration, which exacerbates peak period traffic congestion on I-880 and Route 92. The proposed project will replace two of the loop connectors—Route 92 eastbound to I-880 northbound, and Route 92 eastbound to I-880 southbound—with direct, flyover connectors, which will have HOV lanes. On I-880 between the Winton Avenue and Tennyson Road interchanges, auxiliary lanes will be added to provide additional room for vehicles to exit from or merge with mainline traffic. Another auxiliary lane on Route 92 westbound between I-880 and the Hesperian Boulevard interchange will provide additional room for

vehicles to exit from or merge with mainline traffic on Route 92. With the improvement in traffic operations at the I-880/Route 92 interchange, drivers should have less cause to use local arterials and streets as alternate routes to the I-880/Route 92 interchange.

BEFORE THE ENERGY RESOURCES CONSERVATION AND DEVELOPMENT COMMISSION OF THE STATE OF CALIFORNIA

Amendment to the APPLICATION FOR CERTIFICATION OF THE RUSSELL CITY ENERGY CENTER POWER PLANT PROJECT

DOCKET NO. 01-AFC-7C
PROOF OF SERVICE
(REVISED 12/13/06)

INSTRUCTIONS: All parties shall 1) send an original signed document plus 12 copies OR 2) mail one original signed copy AND e-mail the document to the web address below, AND 3) all parties shall also send a printed OR electronic copy of the documents that shall include a proof of service declaration to each of the individuals on the proof of service:

CALIFORNIA ENERGY COMMISSION
Attn: DOCKET NO. 01-AFC-7C
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DECLARATION OF SERVICE

I, Jeannette Harris, declare that on March 2, 2007, I deposited copies of the attached *Response to CEC Staff Traffic and Transportation Data Requests #53 and #54* in the United States mail at Sacramento, California with first-class postage thereon fully prepaid and addressed to those identified on the Proof of Service list above.

OR

Transmission via electronic mail was consistent with the requirements of California Code of Regulations, title 20, sections 1209, 1209.5, and 1210. All electronic copies were sent to all those identified on the Proof of Service list above.
I declare under penalty of perjury that the foregoing is true and correct.

Jeannette Harris
[signature]