

From: Fischer, Karl W.
To: ["matt.davison@itd.idaho.gov"](mailto:matt.davison@itd.idaho.gov)
Cc: [Biber, Bruce M.](#)
Subject: RE: Proposed AREVA Enrichment Facility in Bonneville County (follow-up summary)
Date: Monday, March 01, 2010 6:12:00 AM

Matt,

Thank you for taking the time to speak with me on Friday about my follow-up questions on the potential impacts of the proposed AREVA facility on the local transportation network. To summarize our discussion points:

LOS/capacity on US-20:

- Due to the directional nature of peak flow on US-20, it's LOS A at non-peak times. Hourly vehicle reports from Kettle Butte indicate very few vehicles outside of peak times.
- You directed me to vehicle speed reports (available online) which indicate little reduction in speeds during peak periods, so LOS doesn't appear to be dropping significantly at these times.
- The Safety Improvement Analysis (2005) has been updated, but really only for internal use (updated data analysis, costs, etc.).
- Although most of the information in the report concerns costs (which wouldn't likely fall within the scope of our environmental impact analysis), maintaining a copy of the entire document in our reference library would be appropriate.

Design capacity for I-15:

- Don't typically calculate capacities for highways; capacities are considered high, by default.
- Typically LOS A north of Idaho Falls.
- Traffic much heavier south of Idaho Falls (LOS A, dropping to B-C during peak periods).
- Congestion studies performed by ITD HQ; Glenda Fuller (Boise) may be able to provide a published study for District 6.

Construction of site access/entrance:

- AREVA hired an engineer to do preliminary work on main entrance.
- Found at-grade turn lanes wouldn't solve site egress issues, especially the left turns in and out of the site.
- AREVA not comfortable with turn lane solution, although it's the cheapest and ITD would deem it "acceptable."
- INL built a loop road bridge over US-20 to avoid left turn to go EB; WB traffic uses an on-ramp.
- AREVA considered the same, but cost is high and it doesn't solve the gap problem.
- AREVA believes an interchange (grade separation) is preferable to a loop road (safer, solves on/off issues, more economical); ITD would likely concur.
- Site is favorable for building an overpass (due physical features, peak directional flow from INL, and low traffic volume all other times).
- Ramp construction would have no impact.
- Bridge construction would cause some disruption, but not significant.
- Traffic would be diverted to ramps during bridge construction.

- Mandatory speed reduction in construction zone (45 mph), probably lasting 3-4 months.
- Would like require work to cease before/during INL directional rush (~4 p.m.) to minimize peak-hour disruption.
- Second access point (for construction workers) would probably consist of at-grade turn lanes.
- Primary issue is a gap problem, not a capacity problem.

Road closures (also spoke to Ken Hahn):

- Closures primarily occur due to drifting snow.
- Would likely result in shift change delays, since the facility would operate 24/7.
- ITD would try to work with AREVA to arrange a plow escort to facilitate shift change(s).
- Planned closures occasionally occur west of the AREVA site.
- Snow fences are used (and being considered) to alleviate drifting problems.

Other comments:

- AREVA could consider joining INL bus system to reduce impacts.
- AREVA could release workers outside of INL peak commute periods.
- Site is ideal

Thank you again for your input and assistance!

Karl Fischer
Argonne National Lab

From: Fischer, Karl W.
Sent: Thursday, February 11, 2010 4:36 PM
To: 'matt.davison@itd.idaho.gov'
Cc: Biver, Bruce M.
Subject: Proposed AREVA Enrichment Facility in Bonneville County

Hi Matt,

I'm resending this e-mail, just in case my first attempt didn't make it to you. We're coming down the home stretch with the draft EIS, so I hope you won't mind helping me address these last remaining questions. I'll call you early next week to follow up.

Thanks again,

Karl Fischer
Argonne National Lab

From: Fischer, Karl W.
Sent: Monday, November 30, 2009 3:00 PM
To: 'matt.davison@itd.idaho.gov'
Cc: Biver, Bruce M.
Subject: Proposed AREVA Enrichment Facility in Bonneville County

Hi Matt,

This is a follow-up to the voice mail message that I left for you on Wednesday, after I spoke with Dave Walrath. Dave indicated that you would be the most appropriate person to answer the questions below.

Members of the Environmental Impact Statement (EIS) team from Argonne National Laboratory and the Nuclear Regulatory Commission met with you and your ITD colleagues on June 3rd to solicit ITD's input on the potential transportation impacts of AREVA's proposed Eagle Rock Enrichment Facility (EREF) in Bonneville County. ITD was helpful in answering our questions at the time, and we hope you can assist us with some follow-up questions. Specifically:

1. ITD noted that there are no design capacity data available for U.S. Route 20 in the vicinity of the proposed EREF site, but the level of service (LOS) is considered to be high. Would it be accurate to characterize the level of service on U.S. Route 20 in the vicinity of the EREF site as varying between C (stable flow) and E (unstable flow), as defined by the American Association of State Highway and Transportation Officials?
2. Are design capacities for Interstate 15 in the vicinity of Idaho Falls (i.e., north, south, and at the junction of U.S. Route 20) available?
3. ITD noted that AREVA initiated planning discussions with ITD and will need an annual permit to construct and use access/entrances from U.S. Route 20 to the proposed EREF site. Since a design capacity is not available for U.S. Route 20 and plans for the site access roads have not been formulated, what kind of slowdowns or delays would ITD expect to result as a result of access road construction? (Dave indicated that the Idaho Standard Specification for Highway Construction limits delays to 15 minutes.)
4. ITD noted that road closure data for U.S. Route 20 are available. We'd like to request road closure data for last 10 years, if possible, including dates, durations, reasons for closure, and observed impacts (if known).

Please let me know if you have any questions, and thank you for your time.

Best regards,

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