

Southern California Edison
MESA PTC A.15-03-003

DATA REQUEST SET A.15-03-003 ED-SCE-01 Follow Up 2

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Question 26-09:

ICU and HCM

Tables 20 and 21 identify LOS and Delay for ICU. LOS and Delay for HCM is also identified, but only for some intersections. In Table 22 it appears that significance was determined based only on ICU methodology. Clarify why LOS and Delay for HCM was identified for specific intersections.

Response to Question 26-09:

The following sections were updated on page 7, paragraph 3 and page 44, paragraph 2 to describe the use of ICU and HCM: “Additionally, weekday AM and PM peak hour traffic operations for On/Off Ramps with SR 60 were evaluated based on the procedures identified in HCM 2010, consistent with CALTRANS requirements, and were evaluated using the *Synchro 9* software program. Queuing at site access driveways was evaluated using the *Sim Traffic 9* software program.

The study area for this project spans a number of jurisdictions, each of which has established their own traffic impact significance criteria. The following sections describe the traffic impact significance criteria by jurisdiction. Based on the significance criteria for each jurisdiction, the ICU criteria described below was used to determine if there are impacts at intersections.”