

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

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

To: ENERGY DIVISION
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Title: Environmental Project Manager
Dated: 08/14/2015

Question 26-05:

Phase II worker trip distribution

Clarify whether worker trip distribution would be different for Phase II with the addition of the secondary driveway on Markland.

Response to Question 26-05:

The TIA has been revised on page 34, paragraph 2 to include the following:

“Project trips were distributed to the network based on existing counts and anticipated travel patterns. Different travel patterns are associated with worker trips, off-site worker trips, and the truck trips. The anticipated worker trip distribution is shown in Figure 9. As shown on Figure 9, the driveway along Potrero Grande Drive was assumed during all phases, and the driveway along Markland Drive was assumed during phase 2 of the project. The driveway on Markland Drive is assumed to be a right-in/right-out driveway only and would not be utilized by truck traffic. Both driveways were accounted for in the trip assignment for phase 2 as shown on Figure 13; it is not anticipated that the overall trip distribution shown on Figure 9 would differ for phase 2. It is anticipated that approximately 25 percent of workers would utilize the driveway during the AM peak hour and approximately 40 percent during the PM peak hour. The anticipated off-site worker distribution is based on the location of the three off-site staging areas and the distribution is shown on Figure 10. The truck trip distribution is anticipated to be more regional and is assigned 50 percent to the west and 50 percent to the east along SR 60. The truck trip distribution was developed utilizing designated truck routes with the exception of Hill Drive which will be treated as a temporary truck route. The truck trip distribution is shown on Figure 11. The resulting trip assignment for phases 1, 2, and 3 is shown on Figure 12, Figure 13, and Figure 14, respectively.”