D.9 Transportation & Traffic

This section provides a description of the existing transportation and traffic system and analyzes the transportation and traffic impacts related to the Proposed Project and alternatives. Sections D.9.1, D.9.2, and D.9.3 provide a description of the affected environment and regional setting. The applicable regulations are described in Section D.9.4. Analyses of the impacts of the Proposed Project and alternatives are presented in Sections D.9.5 through D.9.10.

D.9.1 Regional Setting and Approach to Data Collection

Figures B-1a through B-1c show the proposed transmission line route and substation locations in relation to the regional roadway network. The Devers-Harquahala portion of the project would generally follow and existing corridor parallel to Interstate 10 (I-10) from the Palo Verde area in Arizona, on the east end, which is approximately 50 miles west of Phoenix, to the Palm Springs area of California on the west end. The alignment runs through Maricopa and La Paz Counties in Arizona, crossing I-10 in two locations and crossing U.S. Route 95 south of Quartzsite. The transmission line would cross the Colorado River and enter California south of Blythe, then continue west in Riverside County south of I-10. It would cross to the north side of I-10 east of Coachella and run along the north side of I-10 to the Devers Substation north of Palm Springs.

The transmission line upgrades that are proposed for West of Devers would run within an existing right-of-way (ROW) along the north side of I-10 from Palm Springs to Banning and Beaumont. The ROW crosses I-10 at the boundary of Beaumont and Calimesa and continues west through San Timoteo Canyon into San Bernardino County. It continues through Redlands to San Bernardino Junction at Loma Linda. The segment of the existing ROW that extends from the San Bernardino Junction to the Vista Substation runs westerly through Loma Linda, Colton, and Grand Terrace and crosses Interstate 215 immediately east of the Vista Substation. The segment of this existing ROW that extends from the San Bernardino Junction to the San Bernardino Substation runs northerly through Loma Linda, crosses I-10, and ends at the San Bernardino Substation in Redlands.

Data for the transportation network were collected and analyzed from the following sources: highway maps (Rand McNally, 2005); route alignment maps obtained from SCE; and other maps from various reports and websites from the affected State and local agencies. Traffic volume data were obtained from agency websites and reports (see Section D.9.12, References, for the complete list of data sources). Lane information was obtained from aerial photographs (Google Maps data) and field reconnaissance.

D.9.2 Environmental Setting for the Proposed Project – Devers-Harquahala

The environmental setting for the Devers-Harquahala segment includes the roadways, transit systems, railroads, and airport facilities that would be directly or indirectly affected by construction of the Proposed Project. The following subsections of Section D.9.2 and D.9.3 present the roads and highways, railroads, airports, and transit routes that are crossed and those that run parallel and adjacent to the proposed transmission line route. The data presented in the tables below include the name of the roadway, the responsible jurisdiction, the number of lanes, the average daily traffic (ADT) volumes, the proposed route Milepost (MP) of the crossing, and the orientation of the roadway to the proposed

route. In addition to the roadways listed in the tables, there are numerous unpaved and/or unnamed roads that would also be affected by the Proposed Project.

D.9.2.1 Harquahala to Kofa National Wildlife Refuge

The roadways in the Harquahala to Kofa National Wildlife Refuge segment of the proposed route and the applicable roadway information are presented in Table D.9-1. The regional transportation route in this area is I-10, which is under the jurisdiction of the Arizona Department of Transportation (ADOT). All of the other roadways are under the jurisdiction of Maricopa or La Paz Counties. Greyhound bus lines that serve the Cities of Phoenix and Quartzsite use I-10 for routes to Indio, San Bernardino, and Los Angeles (Greyhound, 2006).

Table D.9-1. Public Roadways along the Proposed Route – Harquahala to Kofa National Wildlife Refuge

Roadway	Jurisdiction	Lanes	ADT*	Milepost	Orientation of Route
Harquahala Valley Rd	Maricopa County	2	200	E0.1	Overhead Crossing
491st Avenue	Maricopa County	2	870	E0.2	Overhead Crossing
Salome Highway	Maricopa County	2	120	E4.5	Overhead Crossing
Indian School Road	Maricopa County	2	430	E6.0	Overhead Crossing
Interstate 10	ADOT	4	19,300	E7.4	Overhead Crossing
Salome Highway	Maricopa County	2	350	E22.6	Overhead Crossing
579th Avenue	Maricopa County	2	190	E25.3	Overhead Crossing
Avenue 75E	La Paz County	dirt	< 50	E28.3	Overhead Crossing
Interstate 10	ADOT	4	28,400	E31.0	Overhead Crossing
Palomas-Harquahala Rd	La Paz County	dirt	< 50	E39.9	Overhead Crossing
Hovatter Road	La Paz County	dirt	< 50	E49.1	Overhead Crossing
Vicksburg Road (Ave 51E Rd)	La Paz County	dirt	< 50	E53.3	Overhead Crossing

Sources: Maricopa County, 2006; ADOT, 2006; and La Paz County, 2005; La Paz County, 2006. *ADT = Average Daily Traffic

The following private airstrips are near this project segment: the Mauldin private airstrip (approximately 1.6 miles east of the corridor south of the first crossing of I-10 and east of the intervening Palo Verde Hills); the Tonopah private airstrip (approximately 4 miles east of the corridor north of the first crossing of I-10); and the abandoned Salome Civil Aeronautic Administration Emergency Air Strip (about 8 miles east of the Kofa National Wildlife Refuge near the project corridor). Additionally, a heliport is located at Palo Verde Nuclear Generating Station (PVNGS) approximately one-half mile northeast of the existing DPV1 transmission line near the PVNGS switchyard.

D.9.2.2 Kofa National Wildlife Refuge

The project area roadways in the Kofa National Wildlife Refuge (NWR) segment and the applicable roadway information are presented in Table D.9-2. There are no regional routes in this subarea and the only two named dirt roadways are under the jurisdiction of the Kofa NWR.

Table D.9-2. Public Roadways along the Proposed Route – Kofa National Wildlife Refuge

Roadway	Jurisdiction	Lanes	ADT*	Route	Orientation of Route
Vicksburg Road (Ave 51E Rd)	La Paz County	dirt	< 50	E53.3	Overhead Crossing
Kofa Manganese Road	Kofa NWR	dirt	< 50	E54.0 and E55.1	Overhead Crossings
Pipeline Road	Kofa NWR	dirt	< 50	E60.6, E61.1, and E64.4	Overhead Crossings

Sources : La Paz County, 2005; La Paz County, 2006. *ADT = Average Daily Traffic

D.9.2.3 Kofa National Wildlife Refuge to Colorado River

The roadways in the Kofa National Wildlife Refuge to Colorado River segment of the proposed route and the applicable roadway data are presented in Table D.9-3. The only regional route in this area is U.S. Route 95, which is under the jurisdiction of ADOT. The other roadways are under the jurisdiction of La Paz County.

Table D.9-3. Public Roadways along the Proposed Route – Kofa National Wildlife Refuge to Colorado River

Roadway	Jurisdiction	Lanes	ADT	Route	Orientation of Route
Crystal Hill Road	La Paz County	dirt	< 50	E78.5	Overhead Crossing
U.S. Route 95	ADOT	4	4,000	E80.3	Overhead Crossing
Tom Wells Road	La Paz County	dirt	nd	E93.5	Overhead Crossing
Cibola Road	La Paz County	2	nd	E102.2	Overhead Crossing

Sources: ADOT, 2006 and La Paz County, 2005.
Notes: nd = no data available; ADT = Average Daily Traffic

D.9.2.4 Palo Verde Valley (Colorado River to Midpoint Substation)

The roadways in the Palo Verde Valley segment of the proposed route and the applicable roadway information are presented in Table D.9-4. The only regional route in this area is State Route 78, which is under the jurisdiction of the California Department of Transportation (Caltrans). All of the other roadways are under the jurisdiction of Riverside County. The Burlington Northern Santa Fe Railway would be crossed by the proposed transmission line near Lovekin Boulevard at MP E105 (SCE, 2005a). The Blythe Airport is located about five miles north of the proposed location of the western end of this segment (Midpoint Substation).

Table D.9-4. Public Roadways along the Proposed Route – Colorado River to Midpoint Substation

Roadway	Jurisdiction	Lanes	ADT	Route	Orientation of Route
Intake Boulevard	Riverside County	2	1,000	E103.3	Overhead Crossing
Lovekin Boulevard	Riverside County	2	3,070	E105.3	Overhead Crossing
Arrow Head Boulevard	Riverside County	2	nd	E107.4	Overhead Crossing
Neighbours Blvd (SR 78)	Caltrans	2	2,000	E108.4	Overhead Crossing
Stephenson Boulevard	Riverside County	2	nd	E109.6	Overhead Crossing
Buck Boulevard	Riverside County	2	1,000	E109.9	Overhead Crossing
Rannell's Boulevard	Riverside County	2	1,600	E111.4	Overhead Crossing
Gravel Pit Road	Riverside County	2	nd	E113.2	Overhead Crossing

Sources: Riverside County, 2005 and Caltrans, 2006.
Notes: nd = no data available; ADT = Average Daily Traffic

D.9.2.5 Midpoint Substation

The roadways in the vicinity of the proposed Midpoint Substation location include Neighbours Boulevard (State Route 78), Rannell's Boulevard, and 22nd Avenue, which are described above in Table D.9-4. In addition, I-10 is located approximately five miles north of the proposed substation location.

D.9.2.6 Midpoint Substation to Cactus City Rest Area

The roadways and applicable information for the Midpoint Substation to Cactus City Rest Area segment are presented in Table D.9-5. The only regional route in this area is I-10, which is under the jurisdiction of Caltrans. All of the other roadways are under the jurisdiction of Riverside County. The proposed route crosses the "Red Cloud" Eagle Mountain Mining Railroad owned by Kaiser Steel at approximately MP E164 (SCE, 2005a); however, this railroad has not been operational since 1983 (Wikipedia, 2006). Two small airports, the Desert Center Airport and the Julian Hinds Private Airstrip, are three miles north of the project route. The Palo Verde Valley Transit Agency operates a commuter bus service (Expresso) along I-10 and Wiley's Well Road between the City of Blythe and Chuckwalla Valley and Ironwood State Prisons. In addition, Greyhound bus lines use I-10 in this area for routes from the cities of Phoenix and Quartzsite, to the cities of Indio, San Bernardino, and Los Angeles (Greyhound, 2006).

Table D.9-5. Public Roadways along the Proposed Route – Midpoint Substation to Cactus City Rest Area

Roadway	Jurisdiction	Lanes	ADT*	Route	Orientation of Route
Wiley's Well Road	Riverside County	2	< 500	E123.7	Overhead Crossing
Graham Pass Road	Riverside County	2	< 500	E132.1	Overhead Crossing
Chuckwalla Valley Rd	Riverside County	2	< 500	E136.0	Overhead Crossing
Chuckwalla Valley Rd	Riverside County	2	< 500	E143.6	Overhead Crossing
Corn Springs Road	Riverside County	2	< 500	E144.7	Overhead Crossing
Gas Line Road	Riverside County	dirt	< 50	E161.3	Overhead Crossing
Red Cloud Mine Road	Riverside County	2	< 500	E163.5	Overhead Crossing
Box Canyon Road	Riverside County	2	< 500	E180.8	Overhead Crossing
Interstate 10	Caltrans	4	22,500	E185.6	Overhead Crossing

Sources: Riverside County, 2005 and Caltrans, 2006. *ADT = Average Daily Traffic

D.9.2.7 Cactus City Rest Area to Devers Substation

The roadways that would be crossed in the Cactus City Rest Area to Devers Substation segment and the applicable roadway information are presented in Table D.9-6. The regional route in this area is I-10, which is under the jurisdiction of Caltrans. I-10 has an average daily traffic rate of approximately 22,500 (Caltrans, 2006) in this area. All of the other roadways are under the jurisdiction of Riverside County except for Varner Road, which is in Cathedral City. The Sunline Transit Agency provides bus transit service on roads that would be crossed by the proposed transmission line in the City of Desert Hot Springs (Line 14 provides service on Palm Drive) and community of Thousand Palms (Desert Moon and Sierra Del Sol Road are served by Line 31) areas (STA, 2006).

Table D.9-6. Public Roadways along the Proposed Route – Cactus City Rest Area to Devers Substation

Roadway	Jurisdiction	Lanes	ADT*	Route	Orientation of Route
Dillon Road	Riverside County	2	3,700	E200.7	Overhead Crossing
Washington Street	Riverside County	2	< 500	E209.9	Overhead Crossing
Washington Street	Riverside County	2	< 500	E211.4	Overhead Crossing
Thousand Palms Canyon Rd	Riverside County	2	< 500	E211.6	Overhead Crossing
Via Las Palmas	Riverside County	2	< 50	E214.4	Overhead Crossing
Desert Moon	Riverside County	2	< 50	E214.8	Overhead Crossing
Rio Del Sol Road	Riverside County	2	< 50	E216.4	Overhead Crossing
Varner Road	Cathedral City	2	8,700	E219.6	Overhead Crossing
Varner Road	Cathedral City	2	8,700	E222.5	Overhead Crossing
Palm Drive	Riverside County	4	24,000	E223.1	Overhead Crossing
20th Avenue	Riverside County	dirt	< 50	E223.9	Overhead Crossing
Little Moronga Road	Riverside County	dirt	< 50	E225.2	Overhead Crossing
18th Avenue	Riverside County	dirt	< 50	E225.3	Overhead Crossing
Thumb Drive	Riverside County	dirt	< 50	E225.8	Overhead Crossing
Dillon Road	Riverside County	2	7,200	E226.0	Overhead Crossing
Indian Avenue	Riverside County	2	7,900	E226.6	Overhead Crossing
16th Avenue	Riverside County	dirt	< 50	E226.8	Overhead Crossing

Sources: Caltrans, 2006; Riverside County, 2005; and Cathedral City, 2006. *ADT = Average Daily Traffic

The nearest airport to this portion of the route is the Chiriaco Summit Airport, which is a public use airport situated approximately 25 miles east of the City of Coachella, about one mile north of the project route and north of I-10. Other airports in the area include the private Bermuda Dunes Airport (three miles south of the project route between the cities of Indio and La Quinta, south of I-10) and the public use Palm Springs International Airport (3.5 miles southwest of the project route near central Palm Springs). There is also a private heliport at Devers Substation.

D.9.2.8 Devers Substation

The roadways in the vicinity of the existing Devers Substation include 16th Avenue, Diablo Road, Dillon Road, Worsley Road, and State Route 62, which are described in Tables D.9-6 and D.9-7. In addition, I-10 is located approximately two miles south of the substation location, and there is also a private heliport at Devers Substation. The Palm Springs International Airport is located about eight miles southwest of the Devers Substation.

D.9.3 Environmental Setting for the Proposed Project – West of Devers

D.9.3.1 Devers Substation to East Border of Banning

The roadways that would be affected by the Proposed Project between Devers Substation and the east border of the City of Banning, and the applicable roadway characteristics and data are presented in Table D.9-7. The only regional route in this area is State Route 62, which is under the jurisdiction of Caltrans. All of the other roadways are under the jurisdiction of the Morongo Indian Reservation or Riverside County. Three proposed tower locations between MP W13.7 and W14.1 are located immediately adjacent to the parking lot that serves the Desert Hills Premium Outlets. The public use Banning

Airport is about 1.5 miles southwest of the west end of the proposed route segment, south of I-10 on the eastern side of the City of Banning.

Table D.9-7. Public Roadways along the Proposed Route – Devers Substation to the East Border of Banning

Roadway	Jurisdiction	Lanes	ADT*	Milepost	Orientation of Route
Diablo Road	Riverside County	dirt	< 50	W0.1	Overhead Crossing
16th Avenue	Riverside County	dirt	< 50	W1.2–W2.9	Parallel
Worsley Road	Riverside County	2	< 500	W1.0	Overhead Crossing
State Route 62	Caltrans	4	15,900	W1.2	Overhead Crossing
Seeley Street	Riverside County	2	< 500	W1.2	Overhead Crossing
Vernon Road	Riverside County	2	< 500	W1.4	Overhead Crossing
Marion Avenue	Riverside County	2	< 500	W1.6	Overhead Crossing
Painted Hills Road	Riverside County	dirt	< 50	W2.9	Overhead Crossing
Rock Mine Road	Riverside County	dirt	< 50	W3.2	Overhead Crossing
Whitewater Canyon Rd	Riverside County	2	< 500	W3.7	Overhead Crossing
Desert View Avenue	Riverside County	2	< 500	W6.3	Overhead Crossing
Cholla Road	Riverside County	2	< 500	W6.4	Overhead Crossing
Joshua Road	Riverside County	2	< 500	W6.5	Overhead Crossing
Verbenia Avenue	Riverside County	2	< 500	W6.5	Overhead Crossing
Chaparral Road	Riverside County	2	< 500	W6.6	Overhead Crossing
Cottonwood Road	Riverside County	2	< 500	W6.8	Overhead Crossing
Kimdale Drive	Riverside County	dirt	< 50	W7.7	Overhead Crossing
Rushmore Avenue	Riverside County	2	< 500	W8.3	Overhead Crossing
Deep Creek Road	Riverside County	2	< 500	W11.2	Overhead Crossing
Millard Pass	Morongo Indian Reservation	2	< 500	W13.3	Overhead Crossing
Martin Road	Morongo Indian Reservation	2	< 500	W14.2	Overhead Crossing
Fields Road	Morongo Indian Reservation	2	< 500	W14.3	Overhead Crossing

Sources: Caltrans, 2006; Riverside County, 2005; and SCE, 2005a. *ADT = Average Daily Traffic

D.9.3.2 Banning and Beaumont

Roadways located along the segment of the proposed transmission line through the cities of Banning and Beaumont and the applicable roadway characteristics and data are presented in Table D.9-8. The regional route in this area is I-10, which is under the jurisdiction of Caltrans. The other roadways are under the jurisdiction of Riverside County, the Morongo Indian Reservation, or the cities of Banning or Beaumont. There is a small parking lot for the San Gorgonio Memorial Park that is located approximately 100 feet south of one of the 230 kV lines that would be removed (south of MP W18). The Riverside Transit Agency (RTA)'s Route 36 (Beaumont/Banning to Calimesa) and numerous Greyhound lines provide bus service to the area using I-10 (RTA, 2006; Greyhound, 2006). The public use Banning Airport is about one mile south of the proposed route, south of I-10 on the eastern side of the City Banning.

Table D.9-8. Public Roadways along the Proposed Route – Banning and Beaumont

Roadway	Jurisdiction	Lanes	ADT	Milepost	Orientation of Route
Morongo Road	Morongo Indian Reservation	2	< 500	W16.0	Overhead Crossing
N. Hathaway Street	Banning	2	nd	W16.5	Overhead Crossing
Mias Canyon Road	Banning	dirt	nd	W18.0	Overhead Crossing
Bluff Street	Banning	2	nd	W18.1	Overhead Crossing
Sunset Avenue	Banning	2	nd	W19.8	Overhead Crossing
14th Street	Banning/Beaumont	2	nd	W20.4–W22.0	Parallel With
Highland Springs Ave	Banning/Beaumont	2	2,300–11,800	W21.9	Overhead Crossing
Orchard Heights Ave	Beaumont	2	nd		Overhead Crossing
Cherry Avenue	Beaumont	2	nd	W23.0	Overhead Crossing
Palm Avenue	Beaumont	2	nd	W23.4	Overhead Crossing
Beaumont Avenue	Riverside County/ Beaumont	4	1,500	W23.7	Overhead Crossing
Oak View Drive	Beaumont	2	nd	W24.6	Overhead Crossing
Interstate-10	Caltrans	6	85,000	W26.4	Overhead Crossing

Sources: Caltrans, 2006; Riverside County, 2005; Banning, 2005; Beaumont, 2005; and SCE, 2005a.
Notes: nd = no data available; ADT = Average Daily Traffic

D.9.3.3 Calimesa and San Timoteo Canyon

Roadways located along the segment of the transmission line through Calimesa and San Timoteo Canyon and applicable roadway information are presented in Table D.9-9. The roadways are under the jurisdiction of Calimesa, Riverside County, Redlands, or San Bernardino County. The Union Pacific Railroad runs parallel to San Timoteo Boulevard in this portion of the project area and is crossed by the proposed transmission line route at MP W29.6 (SCE, 2005a).

Table D.9-9. Public Roadways along the Proposed Route – Calimesa and San Timoteo Canyon

Roadway	Jurisdiction	Lanes	ADT	Milepost	Orientation of Route
Brookside Avenue	Calimesa	4	nd	W26.5	Overhead Crossing
Desert Lawn Drive	Calimesa	2	nd	W26.6	Overhead Crossing
Plantation Drive	Calimesa	2	nd	W26.8	Overhead Crossing
San Timoteo Canyon Road	Riverside County/ Calimesa	2	3,800	W29.6	Overhead Crossing & Parallel
San Timoteo Canyon Rd	Riverside County/ Calimesa	2	3,800	W29.6	Overhead Crossing & Parallel
Redlands Boulevard	Riverside County	2	8,657	W34.5	Overhead Crossing
Live Oak Canyon Road	Riverside County	dirt	nd	W35.6	Overhead Crossing
Smiley Boulevard	Riverside County	dirt	nd	W36.6	Overhead Crossing
Refuse Road	Redlands	2	nd	W38.1	Overhead Crossing
Pilgrim Road	San Bernardino County	dirt	nd	W38.7	Overhead Crossing

Sources: Riverside County, 2005; Calimesa, 2006; Redlands.
Notes: nd = no data available; ADT = Average Daily Traffic

D.9.3.4 San Bernardino Junction to Vista Substation

Roadways in the segment of the transmission line between San Bernardino Junction and Vista Substation and the applicable roadway information are presented in Table D.9-10. The only regional route in this area is Interstate 215, which is under the jurisdiction of Caltrans. The other roadways are under the jurisdiction of San Bernardino County, Colton, or Grand Terrace. RTA's Route 25 (Downtown Terminal to VA Hospital–Loma Linda) provides bus service to the area via E. Barton Road (RTA, 2006). The Loma Linda University Medical Center Heliport and San Bernardino Heliport are located 1.0 mile and 1.6 miles, respectively, north/northeast of the proposed route ROW, between the Vista and San Bernardino Substations.

Table D.9-10. Public Roadways along the Proposed Route – San Bernardino Junction to Vista Substation

Roadway	Jurisdiction	Lanes	ADT*	Milepost	Orientation of Route
Reche Canyon Road	San Bernardino County	2	2,000	V2.9	Overhead Crossing
E. Barton Road	Colton	4	8,700	V3.8	Overhead Crossing
Mt. Vernon Avenue	Grand Terrace	4	6,500	V4.4	Overhead Crossing
Interstate-215	Caltrans	6	155,000	V4.5	Overhead Crossing

Sources: Caltrans, 2006; San Bernardino County, 2006; Colton, 2006; and Grand Terrace, 2006. *ADT = Average Daily Traffic

D.9.3.5 San Bernardino Junction to San Bernardino Substation

Roadways near the segment of the proposed route between San Bernardino Junction and San Bernardino Substation and the applicable roadway information are presented in Table D.9-11. The only regional route in this area is I-10, which is under the jurisdiction of Caltrans. All of the other roadways are under the jurisdiction of Loma Linda or Redlands. The Union Pacific Railroad would be crossed by the proposed route at MP W41.5 and the Burlington Northern Santa Fe Railway would be crossed by the route at MP W42.7 (SCE, 2005a). In addition, Greyhound bus lines use I-10 in this area for routes between Indio and San Bernardino (Greyhound, 2006). San Bernardino International Airport is located near the northernmost portion of the proposed route, approximately one mile north of the San Bernardino Substation.

Table D.9-11. Public Roadways along the Proposed Route – San Bernardino Junction to San Bernardino Substation

Roadway	Jurisdiction	Lanes	ADT	Milepost	Orientation of Route
Beaumont Avenue	Loma Linda	4	2,200	W40.7	Overhead Crossing
Hinckley Street	Loma Linda	2	nd	W41.0	Overhead Crossing
Lawton Avenue	Loma Linda	2	3,700	W41.1	Overhead Crossing
Barton Road	Loma Linda	4	18,300	W41.4	Overhead Crossing
Mission Road	Loma Linda	2	2,400	W41.9	Overhead Crossing
Redlands Boulevard	Loma Linda	4	15,100	W42.4	Overhead Crossing
Business Center Dr	Loma Linda	2	nd	W42.5	Overhead Crossing
I-10	Caltrans	8	187,000	W42.6	Overhead Crossing
Lugonia Avenue	Redlands	4	9,600	W42.9	Overhead Crossing
Hugo Street	Redlands	2	8,800	W43.1	Overhead Crossing
San Bernardino Avenue	Redlands	4	15,500	W43.4	Overhead Crossing

Sources: Caltrans, Loma Linda, 2005; Redlands.
Notes: nd = data not available; ADT = Average Daily Traffic

D.9.4 Applicable Regulations, Plans, and Standards

Construction of the Devers–Palo Verde No. 2 Transmission Line Project could potentially affect transportation ROWs, access, traffic flow, and parking on public streets and highways. Therefore, it would be necessary for the Applicant and/or the construction contractor to obtain encroachment permits or similar legal agreements from the public agencies responsible for each affected roadway or other transportation ROW. Such permits are needed for ROWs that would be crossed by the transmission line as well as for where transmission line construction activities would require the use of a public ROW for a parallel installation. In addition, as part of the overall Special Use Permit application process, the Applicant would be required to obtain approval for encroachments on Bureau of Reclamation (BLM) and other landowner roads. For a list of the specific local plans and policies that may be applicable to the Proposed Project, please refer to Appendix 2 (Policy Screening Report).

With regard to aviation safety, Subpart B, Section 77.13 of the guidelines of the Federal Aviation Administration (FAA) indicate that construction of a project could potentially have a significant impact on aviation activities if a structure or any equipment is positioned such that it would be more than 200 feet above the ground or if an object would penetrate the imaginary surface extending outward and upward at a ratio of 100 to 1 from a public or military airport runway out to a horizontal distance of 20,000 feet (approximately 3.78 miles; FAA, 2006). If either of these conditions is met, an applicant is required to submit FAA Form 7460 1, Notice of Proposed Construction or Alteration, to the Manager, Air Traffic Division, FAA Regional Office having jurisdiction over the area for review and approval of the project (FAA, 2006).

D.9.5 Significance Criteria and Approach to Impact Assessment

This section explains how impacts are assessed in Section D.9, and in Section D.9.5.1 presents the significance criteria on which impact determinations are based. In addition, Section D.9.5.2 lists the Applicant Proposed Measures relevant to Section D.9, and Section D.9.5.3 lists all impacts identified for the Proposed Project and alternatives.

D.9.5.1 Significance Criteria

The significance criteria for transportation and traffic are based on the CEQA checklist in Appendix G of the CEQA Guidelines, a review of the environmental documentation for other utility projects in California, as well as on input from staff at the public agencies responsible for the transportation facilities. Transportation or traffic impacts would be significant if:

- The Proposed Project would require the temporary closure of a roadway, resulting in a temporary but substantial disruption to traffic flow and/or increased traffic congestion.
- Construction activities associated with the Proposed Project would restrict the movements of emergency vehicles (police cars, fire trucks, ambulances, and paramedic units) and there are no reasonable alternative access routes available.
- An increase in vehicle trips associated with construction workers or equipment associated with the Proposed Project would result in an unacceptable reduction in level of service on the roadways in the project vicinity, as defined by each affected jurisdiction.

- An increase in vehicle trips associated with the Proposed Project would result in an unacceptable reduction in level of service on the roadways in the project vicinity, as defined by each affected jurisdiction.
- Construction activities associated with the Proposed Project would substantially disrupt bus or rail transit service and there would be no suitable alternative routes or stops.
- Construction activities associated with the Proposed Project would result in a temporary but substantial disruption of rail traffic.
- Construction activities associated with the Proposed Project would impede pedestrian movements or bike trails and there are no suitable alternative pedestrian/bicycle access routes.
- Construction or staging activities associated with the Proposed Project would increase the demand for and/or reduce the supply of parking spaces and there would be no provisions for accommodating the resulting parking deficiencies.
- Construction activities associated with the Proposed Project would conflict with planned transportation projects in the project area.
- An increase in roadway wear in the vicinity of the Proposed Project's construction zone would occur as a result of heavy truck or construction equipment movements, resulting in noticeable deterioration of roadway surface.
- A project structure, crane, or wires were to be positioned such that it could adversely affect aviation activities.

D.9.5.2 Applicant Proposed Measures

Applicant Proposed Measures (APMs) were identified by SCE in its CPCN Application to the CPUC. Table D.9-12 presents the APMs that are relevant to the transportation and traffic analysis. Impact analysis assumes that all APMs will be implemented as defined in the table; additional mitigation measures are recommended in this section if it is determined that APMs do not fully mitigate the impacts for which they are presented.

Table D.9-12. Applicant Proposed Measures – Transportation & Traffic

APM No.	Description
APM A-7	Site construction workers would be staged offsite at or near paved intersections and workers would be shuttled in crew vehicles to construction sites. As part of the construction contract, SCE would require bidders to submit a construction transportation plan describing how workers would travel to the job site.
APM V-3	At all highway and recreation routes-of-travel crossings, including the Colorado River, towers will be placed at the maximum feasible distance, and when feasible, [except in locations where matching existing tower spacing is deemed appropriate]. (BLM B-6.3) [From "and where feasible," the BLM text reads "...at right angles, from the crossing." SCE has replaced this phrase in the bracketed text.]
APM V-10	At all highway and recreation routes-of-travel crossings, including the I-10 crossing, towers would be placed at the maximum feasible distance, except in locations where matching existing tower spacing is deemed appropriate, and when feasible, at 90 degree angles from the crossing.

D.9.5.3 Impacts Identified

Table D.9-13 lists the impacts identified for the Proposed Project and alternatives, along with the significance of each impact. Detailed discussions of each impact and the specific locations where each is identified are presented in the following sections. Impacts are classified as Class I (significant, cannot be mitigated to a level that is less than significant), Class II (significant, can be mitigated to a level that is less than significant), Class III (adverse, but less than significant), and Class IV (beneficial).

Table D.9-13. Impacts Identified – Transportation & Traffic

Impact No.	Description	Impact Significance
Proposed Project		
T-1	A roadway would be temporarily closed to through traffic due to project construction.	Class III
T-2	Temporary road closures due to construction would disrupt the operation of emergency service providers.	Class III
T-3	Construction would cause temporary road closures that could temporarily disrupt bus transit services.	Class III
T-4	Construction activities would cause temporary road closures that could impede pedestrian and/or bicycle movements.	Class III
T-5	Construction would generate additional traffic on the regional and local roadways.	Class III
T-6	Construction would conflict with planned transportation projects.	Class III
T-7	Construction vehicles and equipment would potentially cause physical damage to roads in the project area.	Class II
T-8	Operation would generate additional traffic on the regional and local roadways.	Class III
T-9	Construction activities would cause a temporary disruption to rail traffic or operations.	Class III
T-10	Construction activities would affect aviation activities associated with public airports.	Class III
T-11	Operations would affect aviation activities associated with public airports.	Class III
T-12	Construction would result in the short-term elimination of parking spaces.	Class II
SCE Harquahala-West Alternative		
T-1	A roadway would be temporarily closed to through traffic due to project construction.	Class III
T-2	Temporary road closures due to construction would disrupt the operation of emergency service providers.	Class III
T-5	Construction would generate additional traffic on the regional and local roadways.	Class III
T-6	Construction would conflict with planned transportation projects.	Class III
T-7	Construction vehicles and equipment would potentially cause physical damage to roads in the project area.	Class II
T-8	Operation would generate additional traffic on the regional and local roadways.	Class III
SCE Palo Verde Alternative		
T-1	A roadway would be temporarily closed to through traffic due to project construction.	Class III
T-2	Temporary road closures due to construction would disrupt the operation of emergency service providers.	Class III
T-5	Construction would generate additional traffic on the regional and local roadways.	Class III
T-6	Construction would conflict with planned transportation projects.	Class III
T-7	Construction vehicles and equipment would potentially cause physical damage to roads in the project area.	Class II
T-8	Operation would generate additional traffic on the regional and local roadways.	Class III

Table D.9-13. Impacts Identified – Transportation & Traffic

Impact No.	Description	Impact Significance
Harquahala Junction Switchyard Alternative		
T-5	Construction would generate additional traffic on the regional and local roadways.	Class III
T-7	Construction vehicles and equipment would potentially cause physical damage to roads in the project area.	Class II
T-8	Operation would generate additional traffic on the regional and local roadways.	Class III
Desert Southwest Transmission Project Alternative		
T-1	A roadway would be temporarily closed to through traffic due to project construction.	Class III
T-2	Temporary road closures due to construction would disrupt the operation of emergency service providers.	Class III
T-3	Construction would cause temporary road closures that could temporarily disrupt bus transit services.	Class III
T-4	Construction activities would cause temporary road closures that could impede pedestrian and/or bicycle movements.	Class III
T-5	Construction would generate additional traffic on the regional and local roadways.	Class III
T-6	Construction would conflict with planned transportation projects.	Class III
T-7	Construction vehicles and equipment would potentially cause physical damage to roads in the project area.	Class II
T-8	Operation would generate additional traffic on the regional and local roadways.	Class III
T-10	Construction activities would affect aviation activities associated with public airports.	Class III
T-11	Operations would affect aviation activities associated with public airports.	Class III
Alligator Rock–North of Desert Center Alternative		
T-1	A roadway would be temporarily closed to through traffic due to project construction.	Class III
T-2	Temporary road closures due to construction would disrupt the operation of emergency service providers.	Class III
T-3	Construction would cause temporary road closures that could temporarily disrupt bus transit services.	Class III
T-5	Construction would generate additional traffic on the regional and local roadways.	Class III
T-6	Construction would conflict with planned transportation projects.	Class III
T-7	Construction vehicles and equipment would potentially cause physical damage to roads in the project area.	Class II
T-8	Operation would generate additional traffic on the regional and local roadways.	Class III
T-10	Construction activities would affect aviation activities associated with public airports.	Class III
T-11	Operations would affect aviation activities associated with public airports.	Class III
Alligator Rock–Blythe Energy Transmission Alternative and South of I-10 Frontage Alternative		
T-1	A roadway would be temporarily closed to through traffic due to project construction.	Class III
T-2	Temporary road closures due to construction would disrupt the operation of emergency service providers.	Class III
T-4	Construction activities would cause temporary road closures that could impede pedestrian and/or bicycle movements.	Class III
T-5	Construction would generate additional traffic on the regional and local roadways.	Class III
T-6	Construction would conflict with planned transportation projects.	Class III
T-7	Construction vehicles and equipment would potentially cause physical damage to roads in the project area.	Class II
T-8	Operation would generate additional traffic on the regional and local roadways.	Class III
T-10	Construction activities would affect aviation activities associated with public airports.	Class III

Table D.9-13. Impacts Identified – Transportation & Traffic

Impact No.	Description	Impact Significance
T-11	Operations would affect aviation activities associated with public airports.	Class III
Devers-Valley No. 2 Alternative		
T-1	A roadway would be temporarily closed to through traffic due to project construction.	Class III
T-2	Temporary road closures due to construction would disrupt the operation of emergency service providers.	Class III
T-3	Construction would cause temporary road closures that could temporarily disrupt bus transit services.	Class III
T-4	Construction activities would cause temporary road closures that could impede pedestrian and/or bicycle movements.	Class III
T-5	Construction would generate additional traffic on the regional and local roadways.	Class III
T-6	Construction would conflict with planned transportation projects.	Class III
T-7	Construction vehicles and equipment would potentially cause physical damage to roads in the project area.	Class II
T-8	Operation would generate additional traffic on the regional and local roadways.	Class III
T-9	Construction activities would cause a temporary disruption to rail traffic or operations.	Class III

D.9.6 Environmental Impacts and Mitigation Measures for the Proposed Project – Devers-Harquahala

This section presents discussion of impacts and mitigation measures for the Devers-Harquahala 500 kV portion of the DPV2 Project. A transmission line project could substantially impact the ground transportation system (roads and railroads) during construction. The primary construction activities that would affect the transportation system would be the installation of towers and the stringing of conductors, as these activities would interface with the public roadway system at numerous locations along the Proposed Project route. The anticipated impacts are outlined below. The discussion is divided into six geographic areas, three in Arizona and three in California.

D.9.6.1 Harquahala to Kofa National Wildlife Refuge

Construction Impacts

Impact T-1: A roadway could be temporarily closed to through traffic due to project construction (Class III)

Construction of the Proposed Project could result in roadway closures at locations where the construction activities, especially transmission line stringing, would be located within the ROWs of public streets and highways. This segment would require transmission line stringing activity over I-10 at two locations and stringing activities over at least nine different Maricopa and La Paz County roads (see Table D.9-1). SCE has indicated that temporary protective netting systems or wood pole guard structures would be erected during installation of transmission line over roads, streets, railroads, and highways (see Section B.3.7.6); however, there is a possibility that roadway closures would still be required during line stringing activities over transportation facilities. Roadway closures would likely be limited to a few minutes at a time.

Prior to conducting work within or above a road ROW, an encroachment permit or similar authorization would be required by the applicable jurisdictional agency at locations where the construction activities would occur within or above the public road ROW. The specific requirements of the applicable transportation agency may require traffic safety measures at encroachment locations, including detouring all traffic off the roadway at the construction location or implementation of a controlled continuous traffic break while stringing operations are performed. Encroachment permits would also restrict road closures to off-peak periods to avoid excessive traffic congestion, where necessary. The specific agency requirements would be included as stipulations in the required encroachment permits. Compliance with the encroachment permits would ensure that potential impacts associated with short-term road closures are less than significant (Class III).

Impact T-2: Temporary road closures due to construction would disrupt the operation of emergency service providers (Class III)

Construction activities could potentially interfere with emergency response by ambulance, fire, paramedic, and police vehicles at locations where transmission line stringing activity would occur over I-10 and the Maricopa and La Paz county roads identified in Table D.9-1. The temporary road and lane closures associated with construction activities could lengthen the response time required for emergency vehicles passing through the construction zone. However, in the event that an emergency service provider vehicle were to approach a roadway temporarily blocked by overhead construction activities, SCE states that it would be able to accommodate the emergency service provider vehicle by immediately stopping work to allow the passage of the emergency vehicle with minimal delay (SCE, 2006). Impacts would be less than significant (Class III) and no mitigation would be required.

Impact T-3: Construction would cause temporary road and lane closures that would temporarily disrupt bus transit services (Class III)

Overhead transmission line stringing across I-10 could require temporary closures of the interstate that could disrupt Greyhound bus routes. Potential adverse effects may include minor schedule delays of less than 20 minutes. However, a potential closure of I-10 along this segment would be a one time occurrence that would likely only last for a few minutes during the early morning before dawn. Therefore, temporary stringing activities would not substantially disrupt Greyhound operations along I-10. Impacts related to disruptions to bus transit services would be less than significant (Class III) and no mitigation measures would be required.

Impact T-4: Construction activities would cause temporary road closures that would impede pedestrian and/or bicycle movements (Class III)

Pedestrian and bicycle circulation could be affected by construction activities, such as transmission line stringing, at locations where pedestrians and bicyclists would be unable to pass through the construction zone. This impact could occur in or near residential areas where roads, such as Avenue 75E, could be temporarily blocked during construction that may be used by pedestrians and/or bicyclists. However, roadways would likely be blocked for only a few minutes. In addition, pedestrians and bicyclists would likely be able to take short detours around blocked roads and construction areas. Construction activities would not be expected to impede pedestrian or bicyclist movements in these remote areas where no suitable alternative routes would be available. Impacts would be less than significant (Class III) and no mitigation measures would be required.

Impact T-5: Construction would generate additional traffic on the regional and local roadways (Class III)

Construction of the Proposed Project would result in a temporary increase in traffic volumes on the regional and local roadways that provide access to the construction zones. Traffic that would be generated by construction worker commute trips, equipment deliveries, and the hauling of materials such as support towers, concrete, conductor, and excavation spoils would temporarily increase the existing traffic volumes in the project area. SCE estimates that the daily project workforce would be comprised of 211 workers on a peak day of construction activity in the Devers-Harquahala segment and about 177 workers in the West of Devers segment.

Pursuant to the requirements of APM A-7, it is assumed that the workers would drive and park personal vehicles at one of the project construction yards identified in Table B-7 (Construction Yards, Devers to Harquahala) or at existing SCE substations. From these points, workers would drive or ride in project vehicles to work areas along the transmission line ROWs. As the transmission line workers would be dispersed throughout the project area and would not typically be working at the same place at any one time, only minimal traffic increases would occur on the study area roadway network relative to construction workers. Similarly, the construction-related truck traffic would be dispersed throughout the project route and throughout the workday. The truck traffic would not, therefore, result in a substantial impact on traffic conditions in the project area. The impacts of construction traffic would be adverse, but not significant (Class III). No mitigation measures would be required. This impact is the same for all of the proposed and alternative route segments and therefore is not addressed further under the other route segment discussions.

Impact T-6: Construction would conflict with planned transportation projects (Class III)

The proposed transmission line would cross the ROW of numerous roadways/transportation corridors along the project alignment and the construction activities could potentially conflict with improvement projects along one or more of these facilities. The public agencies that have jurisdiction over the affected roadways have been notified of the project through the Notice of Preparation/Notice of Intent, and an encroachment permit or other such agreement must be obtained for each location where the project would interface with a roadway or other transportation facility. Complying with local permits and agreements would ensure appropriate coordination between SCE and the affected agencies so that conflicts would be avoided or minimized. The impacts would be less than significant (Class III), and no mitigation measures would be required. This impact is the same for all of the proposed and alternative route segments and therefore is not addressed further under the other route segment discussions.

Impact T-7: Construction vehicles and equipment would potentially cause physical damage to roads in the project area (Class II)

The presence of heavy trucks and other equipment used during construction activities for the project could potentially cause physical damage and/or deterioration of the surface on the roadways that would provide access to the project alignment. The impacts would be potentially significant, but reduced to less than significant levels (Class II) with the implementation of Mitigation Measure T-7a. This impact is the same for all of the proposed and alternative route segments and therefore is not addressed further under the other route segment discussions.

Mitigation Measure for Impact T-7: Construction vehicles and equipment would potentially cause physical damage to roads in the project area

T-7a **Repair roadways damaged by construction activities.** If roadways, sidewalks, medians, curbs, shoulders, or other such features are damaged by the project's construction activities, as determined by the CPUC Environmental Monitor or the affected public agency, SCE shall coordinate repairs with the affected public agencies and ensure that any such damage is repaired to the pre-construction condition within 30 days from the end of the construction period.

Operational Impacts

Impact T-8: Operation would generate additional traffic on the regional and local roadways (Class III)

Operation of the proposed transmission line would have negligible impacts on the ground transportation system (roadways and railroads) under normal circumstances, as the inspection and maintenance activities would generate only a very small volume of vehicular traffic. If a major repair were required at a particular location, the temporary transportation impacts would be virtually the same as the construction impacts addressed above for each location. The operational impacts of the Proposed Project would be less than significant (Class III), and no mitigation measures would be required. This impact is the same for all of the proposed and alternative route segments and therefore is not addressed further for the other route segments.

D.9.6.2 Kofa National Wildlife Refuge

Construction impacts related to the disruption of bus transit services (Impact T-3) would not occur along this segment because the project route would not cross a bus route in this segment. Impacts related to blocked pedestrian and bicycle movements (Impact T-4) would not occur along this segment because the segment would not cross pedestrian or bicycle facilities. Impacts T-5 through T-8 would occur on every segment, and are addressed under Section D.9.6.1 above.

Impact T-1: A roadway would be temporarily closed to through traffic due to project construction (Class III)

This segment would require transmission line stringing activity over Kofa NWR dirt roads in three places (see Table D.9-2), which could require the temporary closure of these roads. However, compliance with required encroachment permits would ensure that potential impacts associated with short-term road closures are less than significant (Class III).

Impact T-2: Temporary road closures due to construction would disrupt the operation of emergency service providers (Class III)

This segment would require transmission line stringing activity over Kofa NWR dirt roads in six places (see Table D.9-2). Road closures could disrupt the operations of emergency service providers. However, in the event that an emergency service provider vehicle were to approach a roadway temporarily blocked by overhead construction activities, SCE would be able to accommodate the emergency service provider vehicle by immediately stopping work to allow the passage of the emergency vehicle with minimal delay. Impacts would be less than significant (Class III) and no mitigation would be required.

D.9.6.3 Kofa National Wildlife Refuge to Colorado River

Construction impacts related to the disruption of bus transit services (Impact T-3) would not occur along this segment because the project route would not cross a bus route in this segment. Impacts T-5 through T-8 would occur on every segment, and are addressed under Section D.9.6.1 above.

Impact T-1: A roadway would be temporarily closed to through traffic due to project construction (Class III)

This segment would require transmission line stringing activity over U.S. Route 95 and at least four different La Paz County roads (see Table D.9-3), which could require the temporary closure of these roads. However, compliance with required encroachment permits would ensure that potential impacts associated with short-term road closures are less than significant (Class III).

Impact T-2: Temporary road closures due to construction would disrupt the operation of emergency service providers (Class III)

This segment would require transmission line stringing activity over U.S. Route 95 and other La Paz County roads (see Table D.9-3), which could require the temporary closure of these roads. Road closures could disrupt the operations of emergency service providers. However, in the event that an emergency service provider vehicle were to approach a roadway temporarily blocked by overhead construction activities, SCE would be able to accommodate the emergency service provider vehicle by immediately stopping work to allow the passage of the emergency vehicle with minimal delay. Impacts would be less than significant (Class III) and no mitigation would be required.

Impact T-4: Construction activities would cause temporary road closures that could impede pedestrian and/or bicycle movements (Class III)

Temporary impacts to pedestrian and/or bicycle movements could occur at the Crystal Hill Road crossing due to its close proximity to a residence in the area. However, this roadway would likely be blocked for only a few minutes. In addition, pedestrians and bicyclists would likely be able to take short detours around the blocked road and construction area. Construction activities would not be expected to impede pedestrian or bicyclist movements where no suitable alternative routes would be available. Impacts would be less than significant (Class III) and no mitigation measures would be required.

D.9.6.4 Palo Verde Valley (Colorado River to Midpoint Substation)

Construction impacts related to the disruption of bus transit services (Impact T-3) would not occur along this segment because the project route would not cross a bus route in this segment. Impacts T-5 through T-8 would occur on every segment, and are addressed under Section D.9.6.1 above.

Impact T-1: A roadway would be temporarily closed to through traffic due to project construction (Class III)

This segment would require transmission line stringing activity over State Route 78 and at least eight different Riverside County roads (see Table D.9-4), which could require the temporary closure of these roads. However, compliance with required encroachment permits would ensure that potential impacts associated with short-term road closures are less than significant (Class III).

Impact T-2: Temporary road closures due to construction would disrupt the operation of emergency service providers (Class III)

This segment would require transmission line stringing activity over State Route 78 and other Riverside County roads (see Table D.9-4), which could require the temporary closure of these roads. Road closures could disrupt the operations of emergency service providers. However, in the event that an emergency service provider vehicle were to approach a roadway temporarily blocked by overhead construction activities, SCE would be able to accommodate the emergency service provider vehicle by immediately stopping work to allow the passage of the emergency vehicle with minimal delay. Impacts would be less than significant (Class III) and no mitigation would be required.

Impact T-4: Construction activities would cause temporary road closures that could impede pedestrian and/or bicycle movements (Class III)

Temporary impacts to pedestrian and/or bicycle movements could occur at the Intake Boulevard, Lovekin Boulevard, Neighbours Boulevard, and/or Gravel Pit Road crossings due to their close proximity to residences in the area. However, these roadways would likely be blocked for only a few minutes. In addition, pedestrians and bicyclists would be able to take short detours around the blocked roads and construction areas. Construction activities would not be expected to impede pedestrian or bicyclist movements where no suitable alternative routes would be available. Impacts would be less than significant (Class III) and no mitigation measures would be required.

Impact T-9: Construction activities would cause a temporary disruption to rail traffic or operations (Class III)

The Proposed Project would cross the Burlington Northern Santa Fe railroad tracks near Lovekin Boulevard at MP E105. Transmission line stringing activities over the railroad could temporarily affect rail operations. SCE would be required to comply with the regulations and procedures of Burlington Northern Santa Fe relative to disruption to rail service or safety within the railroad ROW. By complying with the railroad company requirements, the impacts of the Proposed Project on rail traffic and operations would be less than significant (Class III). No mitigation measures would be required.

D.9.6.5 Midpoint Substation

Construction Impacts

Construction of the proposed Midpoint Substation would not result in temporary closures of any roads (Impact T-1) because other than equipment hauling, no construction activities would occur in a road ROW. Similarly, there would also be no impacts related to temporary disruption of emergency service providers (Impact T-2), temporary disruption of bus transit services (Impact T-3), or impediment of pedestrian and/or bicycle movements (Impact T-4). No planned transportation projects have been identified in the immediate vicinity of the proposed Midpoint Substation site. Therefore, the proposed Midpoint Substation would not conflict with a planned transportation project (Impact T-6). There would be no impacts related to the temporary disruption of a railroad (Impact T-9) because the proposed substation site is not in the vicinity of a railroad. Impacts T-5 through T-8 would occur on every segment and alternative, and are addressed under Section D.9.6.1 above.

Impact T-5: Construction would generate additional traffic on the regional and local roadways (Class III)

Construction of the Midpoint Substation would result in a temporary increase in traffic volumes on the regional and local roadways that provide access to the substation site; i.e., Neighbours Boulevard (State Route 78), Rannel's Boulevard, 22nd Avenue, and I-10. Construction worker commute trips and equipment/material deliveries would generate truck and automobile/light-duty vehicle traffic during construction. It is estimated that the daily workforce would be comprised of 10 to 20 workers on a typical day of construction activity and that fewer than 10 truck trips per day would be generated. The workers' vehicles, trucks, and equipment would be parked/stored at the project site. As the resulting levels of generated traffic would be minor, this impact would be temporary, and less than significant (Class III).

Impact T-7: Construction vehicles and equipment would potentially cause physical damage to roads in the project area (Class II)

Construction of the proposed Midpoint Substation could result in potential impacts associated with physical damage to the roads that would provide access to the construction site, such as Neighbours Boulevard (State Route 78), Rannel's Boulevard, 22nd Avenue, and I-10. Potential impacts related to the physical damage of roads would be mitigated to less than significant levels with implementation of Mitigation Measure T-7a (Repair roadways damaged by construction activities; Class II).

Operational Impacts

Impact T-8: Operation would generate additional traffic on the regional and local roadways (Class III)

Normal operation of the Midpoint Substation would have negligible impacts on the ground transportation system (roadways and railroads), as there would be no full time operators of the substation that would commute to the site and inspection and maintenance activities would generate only a minor volume of vehicular traffic. The operational impacts of the proposed Midpoint Substation would be less than significant (Class III), and no mitigation measures would be required.

D.9.6.6 Midpoint Substation to Cactus City Rest Area

Construction Impacts

Although this proposed route segment would cross the Eagle Mountain Mining Railroad, there would not be an impact associated with temporary disruptions to railroad operations (Impact T-9) because this railroad has not been in operation since 1983. Impacts T-5 through T-8 would occur on every segment, and are addressed under Section D.9.6.1 above.

Impact T-1: A roadway would be temporarily closed to through traffic due to project construction (Class III)

This segment would require transmission line stringing activity over I-10 and stringing activities over at least eight different Riverside County roads (see Table D.9-5), which could require the temporary closure of these roads. However, compliance with required encroachment permits would ensure that potential impacts associated with short-term road closures are less than significant (Class III).

Impact T-2: Temporary road closures due to construction would disrupt the operation of emergency service providers (Class III)

This segment would require transmission line stringing activity over I-10 and stringing activities over at least eight different Riverside County roads (see Table D.9-5), which could require the temporary closure of these roads. Road closures could disrupt the operations of emergency service providers. However, in the event that an emergency service provider vehicle were to approach a roadway temporarily blocked by overhead construction activities, SCE would be able to accommodate the emergency service provider vehicle by immediately stopping work to allow the passage of the emergency vehicle with minimal delay. Impacts would be less than significant (Class III) and no mitigation would be required.

Impact T-3: Construction would cause temporary road and lane closures that would temporarily disrupt bus transit services (Class III)

Overhead transmission line stringing across I-10 and Wiley's Well Road could require temporary closures that could disrupt local bus service between Blythe and the Chuckwalla Valley and Ironwood State Prisons and Greyhound bus routes from Phoenix and Quartzsite, to Indio, San Bernardino, and Los Angeles. However, potential closures of I-10 and Wiley's Well Road along this segment would each be one time occurrences that would likely only last for a few minutes and during the early morning before dawn for the I-10 closure. Therefore, temporary stringing activities would not substantially disrupt bus service operations. Impacts related to disruptions to bus transit services would be less than significant (Class III) and no mitigation measures would be required.

Impact T-4: Construction activities would cause temporary road closures that could impede pedestrian and/or bicycle movements (Class III)

Temporary impacts to pedestrian and/or bicycle movements could occur at the Dupont Road crossing due to its close proximity to a residence in the area. However, this roadway would likely be blocked for only a few minutes. In addition, pedestrians and bicyclists would likely be able to take short detours around the blocked road and construction area. Construction activities would not be expected to impede pedestrian or bicyclist movements where no suitable alternative routes would be available. Impacts would be less than significant (Class III) and no mitigation measures would be required.

Impact T-10: Construction activities would affect aviation activities associated with public airports (Class III)

The presence of large cranes that would be required to install the new towers could affect aviation activities associated with the Desert Center Airport if they were to extend more than 158 feet above the ground surface, which would be the height of the imaginary surface extending outward and upward from the Desert Center Airport at a ratio of 100 to 1. However, pursuant to FAA guidelines, SCE would be required to submit FAA Form 7460 1, Notice of Proposed Construction or Alteration, to the Manager of the FAA Air Traffic Division for review and approval of the project. Adherence to FAA guidelines would insure that construction impacts to aviation activities would be less than significant, and no mitigation measures would be required (Class III).

Operational Impacts

Impact T-11: Operations would affect aviation activities associated with public airports (Class III)

The presence of new towers could potentially affect aviation activities associated with the Desert Center Airport if they were to extend more than 158 feet above the ground surface, which would be the height of the imaginary surface extending outward and upward from the Desert Center Airport at a ratio of 100 to 1. However, pursuant to FAA guidelines, SCE would be required to submit FAA Form 7460 1, Notice of Proposed Construction or Alteration, to the Manager of the FAA Air Traffic Division for review and approval of the project. Adherence to FAA guidelines would insure that operation of the Proposed Project would not cause a significant impact to aviation activities (Class III).

D.9.6.7 Cactus City Rest Area to Devers Substation

Construction Impacts

Impacts T-5 through T-8 would occur on every segment, and are addressed under Section D.9.6.1 above.

Impact T-1: A roadway would be temporarily closed to through traffic due to project construction (Class III)

This segment would require transmission line stringing over at least 22 different Riverside County and Cathedral City roads (see Table D.9-6), which could require the temporary closure of these roads. However, compliance with required encroachment permits would ensure that potential impacts associated with short-term road closures are less than significant (Class III).

Impact T-2: Temporary road closures due to construction would disrupt the operation of emergency service providers (Class III)

This segment would require transmission line stringing over at least 22 different Riverside County and Cathedral City roads (see Table D.9-6), which could require the temporary closure of these roads. Road closures could disrupt the operations of emergency service providers. However, in the event that an emergency service provider vehicle were to approach a roadway temporarily blocked by overhead construction activities, SCE would be able to accommodate the emergency service provider vehicle by immediately stopping work to allow the passage of the emergency vehicle with minimal delay. Impacts would be less than significant (Class III) and no mitigation would be required.

Impact T-3: Construction would cause temporary road and lane closures that could temporarily disrupt bus transit services (Class III)

Overhead transmission line stringing across Palm Drive, Desert Moon Road, and Sierra Del Sol Road could require temporary closures of these roads that could disrupt service of Sunline Transit Agency bus Lines 14 and 31. However, potential closures of these roads along this segment would be one time occurrences that would likely only last for a few minutes. Therefore, temporary stringing activities would not substantially disrupt bus service operations. Impacts related to disruptions to bus transit services would be less than significant (Class III) and no mitigation measures would be required.

Impact T-4: Construction activities would cause temporary road closures that could impede pedestrian and/or bicycle movements (Class III)

Temporary impacts to pedestrian and/or bicycle movements could occur at the Vialas Palmas, Desert Moon, Little Morongo Road, 18th Avenue, Thumb Drive, Dillon Road, Indian Avenue, and 16th Avenue crossings due to their close proximities to residences in the area. However, these roadways would likely be blocked for only a few minutes. In addition, pedestrians and bicyclists would likely be able to take short detours around the blocked road and construction area. Construction activities would not be expected to impede pedestrian or bicyclist movements where no suitable alternative routes would be available. Impacts would be less than significant (Class III) and no mitigation measures would be required.

Impact T-10: Construction activities would affect aviation activities associated with public airports (Class III)

The presence of large cranes that would be required to install the new towers could potentially affect aviation activities associated with the Chiriaco Summit Airport because it is assumed that they would extend more than 53 feet above the ground surface, which would be the height of the imaginary surface extending outward and upward from the Chiriaco Summit Airport at a ratio of 100 to 1. Aviation activities associated with the Palm Springs International Airport could also be affected if cranes extend more than 185 feet above the ground surface, which would be the height of the imaginary surface extending outward and upward from the Palm Springs International Airport at a ratio of 100 to 1. However, pursuant to FAA guidelines, SCE would be required to submit FAA Form 7460 1, Notice of Proposed Construction or Alteration, to the Manager of the FAA Air Traffic Division for review and approval of the project. Adherence to FAA guidelines would insure that construction impacts to aviation activities would be less than significant, and no mitigation measures would be required (Class III).

Operational Impacts

Impact T-11: Operations would affect aviation activities associated with public airports (Class III)

The presence of proposed new towers could potentially affect aviation activities associated with the Chiriaco Summit Airport because it is assumed that they would extend more than 53 feet above the ground surface, which would be the height of the imaginary surface extending outward and upward from the Chiriaco Summit Airport at a ratio of 100 to 1. Aviation activities associated with the Palm Springs International Airport could also be affected if towers extend more than 185 feet above the ground surface, which would be the height of the imaginary surface extending outward and upward from the Palm Springs International Airport at a ratio of 100 to 1. However, pursuant to FAA guidelines, SCE would be required to submit FAA Form 7460 1, Notice of Proposed Construction or Alteration, to the Manager of the FAA Air Traffic Division for review and approval of the project. Adherence to FAA guidelines would insure that construction impacts to aviation activities would be less than significant, and no mitigation measures would be required (Class III).

D.9.6.8 Devers Substation

Construction Impacts

Construction activities at the existing Devers Substation would not result in temporary closures of any roads (Impact T-1) because other than equipment hauling, no construction activities would occur in a road ROW. Therefore, there would also be no impacts related to temporary disruption of emergency

service providers (Impact T-2), temporary disruption of bus transit services (Impact T-3), or impediment of pedestrian and/or bicycle movements (Impact T-4). No planned transportation projects have been identified in the immediate vicinity of Devers Substation. Therefore, the proposed construction activities at Devers Substation would not conflict with a planned transportation project (Impact T-6). There would be no aviation impacts during construction (Impact T-10) because no construction equipment at Devers Substation would be over 200 feet tall and the substation is not within 20,000 feet of a public use airport. Impacts T-5 through T-8 would occur on every segment, and are addressed under Section D.9.6.1 above.

Impact T-5: Construction would generate additional traffic on the regional and local roadways (Class III)

The proposed modifications to the Devers Substation would result in a temporary increase in traffic volumes on the regional and local roadways that provide access to the substation site (i.e., 16th Avenue, Diablo Road, Dillon Road, Worsley Road, State Route 62, and I-10). Construction worker commute trips and equipment/material deliveries would generate truck and automobile/light-duty vehicle traffic during construction. It is estimated that the daily workforce would be comprised of 10 to 20 workers on a typical day of construction activity and that fewer than 10 truck trips per day would be generated. The workers' vehicles, trucks, and equipment would be parked/stored at the substation site. As the resulting levels of generated traffic would be minor, this impact would be temporary, and less than significant (Class III).

Impact T-7: Construction vehicles and equipment could potentially cause physical damage to roads in the project area (Class II)

Construction of upgrades at the Devers Substation could result in potential impacts associated with physical damage to the roads that would provide access to the construction site, such as 16th Avenue, Diablo Road, Dillon Road, Worsley Road, State Route 62, and I-10. Potential impacts related to the physical damage of roads would be mitigated to less than significant levels with implementation of Mitigation Measure T-7a (Repair roadways damaged by construction activities; Class II).

Operational Impacts

There would be no aviation impacts during operations of the substation (Impact T-11) because no facilities at Devers Substation would be over 200 feet tall and the substation is not within 20,000 feet of a public use airport.

Impact T-8: Operation would generate additional traffic on the regional and local roadways (Class III)

Normal operation of the Devers Substation would have negligible impacts on the ground transportation system (roadways and railroads), as there would be no additional full time operators of the substation that would commute to the site and inspection and maintenance activities would generate only a minor volume of vehicular traffic. The operational impacts of the Devers Substation upgrades would be less than significant (Class III), and no mitigation measures would be required.

D.9.7 Environmental Impacts and Mitigation Measures for the Proposed Project – West of Devers

This section presents a discussion of impacts and mitigation measures for the West of Devers portion of the Proposed Project. The discussion is divided into five geographic areas, three between the Devers Substation and the San Bernardino Junction, one for the segment from San Bernardino Junction to the Vista Substation, and one from San Bernardino Junction to San Bernardino Substation. Within each area, both construction impacts and operational impacts are addressed.

D.9.7.1 Devers Substation to East Border of Banning

There would not be an impact with regard to temporary disruptions to railroad operations (Impact T-9) associated with this route segment because this route segment does not cross a railroad. There would be no impacts associated with bus service disruptions (Impact T-3) because this segment would not affect a road used by a bus transit agency. Impacts T-5 through T-8 would occur on every segment, and are addressed under Section D.9.6.1 above.

Construction Impacts

Impact T-1: A roadway could be temporarily closed to through traffic due to project construction (Class III)

This segment would require transmission line stringing activity over State Route 62 and over or immediately adjacent to at least 21 other Riverside County or Morongo Indian Reservation roads (see Table D.9-7), which could require the temporary closure of these roads. However, compliance with required encroachment permits or similar legal agreements would ensure that potential impacts associated with short-term road closures are less than significant (Class III).

Impact T-2: Temporary road closures due to construction could disrupt the operation of emergency service providers (Class III)

This segment would require transmission line stringing activity over State Route 62 and over or immediately adjacent to at least 21 other Riverside County or Morongo Indian Reservation roads (see Table D.9-7), which could require the temporary closure of these roads. Road closures could disrupt the operations of emergency service providers. However, in the event that an emergency service provider vehicle were to approach a roadway temporarily blocked by overhead construction activities, SCE would be able to accommodate the emergency service provider vehicle by immediately stopping work to allow the passage of the emergency vehicle with minimal delay. Impacts would be less than significant (Class III) and no mitigation would be required.

Impact T-4: Construction activities would cause temporary road closures that would impede pedestrian and/or bicycle movements (Class III)

Temporary impacts to pedestrian and/or bicycle movements could occur at the road crossings between MP W1 and W2, between MP W6 and W7, MP W8.2, and from MP W13.2–W15.3 due to their close proximities to residences in the area (see Table D.9-7 for the subject roads). However, these roadways would likely be blocked for only a few minutes. In addition, pedestrians and bicyclists would likely be able to take short detours around the blocked road and construction area. Construction activities would not be expected to impede pedestrian or bicyclist movements where no suitable alternative routes would be available. Impacts would be less than significant (Class III) and no mitigation measures would be required.

Impact T-10: Construction activities would affect aviation activities associated with public airports (Class III)

The presence of large cranes that would be required to install the new towers could potentially affect aviation activities associated with Banning Airport because they would extend more than 79 feet above the ground surface, which would be the height of the imaginary surface extending outward and upward from Banning Airport at a ratio of 100 to 1. However, pursuant to FAA guidelines, SCE would be required to submit FAA Form 7460 1, Notice of Proposed Construction or Alteration, to the Manager of the FAA Air Traffic Division for review and approval of the project. Adherence to FAA guidelines would insure that construction impacts to aviation activities would be less than significant and no mitigation measures would be required (Class III).

Impact T-12: Construction would result in the short-term elimination of parking spaces (Class II)

The Proposed Project could also result in the short-term elimination of existing parking spaces associated with the Desert Hills Premium Outlets between MP W13.7 and W14.1. Short-term elimination of parking spaces could result in a potentially significant impact. However, as required by Mitigation Measure L-1e (Coordinate with business owners; see Land Use, Section D.4), SCE would either make prior arrangements with the affected property owner to provide alternative parking within a reasonable walking distance (i.e., no more than 1,000 feet), or would coordinate the construction schedule so as to prevent disrupting the functions of the business. Implementation of Mitigation Measure L-1e would ensure that the impact related to the short-term elimination of parking spaces would be reduced to a less than significant level (Class II).

Operational Impacts

Impact T-11: Operations would affect aviation activities associated with public airports (Class III)

The presence of new towers could potentially affect aviation activities associated with Banning Airport because they would extend more than 79 feet above the ground surface, which would be the height of the imaginary surface extending outward and upward from Banning Airport at a ratio of 100 to 1. However, pursuant to FAA guidelines, SCE would be required to submit FAA Form 7460 1, Notice of Proposed Construction or Alteration, to the Manager of the FAA Air Traffic Division for review and approval of the project. Adherence to FAA guidelines would insure that construction impacts to aviation activities would be less than significant and no mitigation measures would be required (Class III).

D.9.7.2 Banning and Beaumont

Construction Impacts

There would be no impacts related to the short-term elimination of parking spaces at San Gorgonio Memorial Park (Impact T-12) because the proposed route segment does not run through or immediately adjacent to the parking area. Impacts T-5 through T-8 would occur on every segment, and are addressed under Section D.9.6.1 above.

Impact T-1: A roadway would be temporarily closed to through traffic due to project construction (Class III)

This segment would require transmission line stringing over I-10 and at least 18 different roads in Riverside County, the Morongo Indian Reservation, and the Cities of Banning and Beaumont (see Table D.9-8), which could require the temporary closure of these roads. However, compliance with required encroachment permits would ensure that potential impacts associated with short-term road closures are less than significant (Class III).

Impact T-2: Temporary road closures due to construction would disrupt the operation of emergency service providers (Class III)

This segment would require transmission line stringing over I-10 and at least 18 different roads in Riverside County, the Morongo Indian Reservation, and the Cities of Banning and Beaumont (see Table D.9-8), which could require the temporary closure of these roads. Road closures could disrupt the operations of emergency service providers. However, in the event that an emergency service provider vehicle were to approach a roadway temporarily blocked by overhead construction activities, SCE would be able to accommodate the emergency service provider vehicle by immediately stopping work to allow the passage of the emergency vehicle with minimal delay. Impacts would be less than significant (Class III) and no mitigation would be required.

Impact T-3: Construction would cause temporary road and lane closures that would temporarily disrupt bus transit services (Class III)

Overhead transmission line stringing across I-10 could require a temporary closure of this road that could disrupt service of Riverside Transit Agency's Route 36 and numerous Greyhound bus lines. However, a potential closure of I-10 along this segment would each be one time occurrences that would likely only last for a few minutes during the early morning before dawn. Therefore, temporary stringing activities would not substantially disrupt bus service operations. Impacts related to disruptions to bus transit services would be less than significant (Class III) and no mitigation measures would be required.

Impact T-4: Construction activities would cause temporary road closures that would impede pedestrian and/or bicycle movements (Class III)

Temporary impacts to pedestrian and/or bicycle movements could occur at the road crossings between MP W16 and W27 due to their close proximities to residences, schools, and parks in the area (see Table D.9-8 for these roads). However, these roadways would likely be blocked for only a few minutes. In addition, pedestrians and bicyclists would be able to take short detours around the blocked road and construction area. Construction activities would not be expected to impede pedestrian or bicyclist movements where no suitable alternative routes would be available. Impacts would be less than significant (Class III) and no mitigation measures would be required.

Impact T-10: Construction activities would affect aviation activities associated with public airports (Class III)

The presence of large cranes that would be required to install the new towers could potentially affect aviation activities associated with Banning Airport because they would extend more than 53 feet above the ground surface, which would be the height of the imaginary surface extending outward and upward from Banning Airport at a ratio of 100 to 1. However, pursuant to FAA guidelines, SCE would be required to submit FAA Form 7460 1, Notice of Proposed Construction or Alteration, to the Manager of the FAA Air Traffic Division for review and approval of the project. Adherence to FAA guidelines

would insure that construction impacts to aviation activities would be less than significant and no mitigation measures would be required (Class III).

Operational Impacts

Impact T-11: Operations would affect aviation activities associated with public airports (Class III)

The presence of new towers could potentially affect aviation activities associated with Banning Airport because they would extend more than 53 feet above the ground surface, which would be the height of the imaginary surface extending outward and upward from Banning Airport at a ratio of 100 to 1. However, pursuant to FAA guidelines, SCE would be required to submit FAA Form 7460 1, Notice of Proposed Construction or Alteration, to the Manager of the FAA Air Traffic Division for review and approval of the project. Adherence to FAA guidelines would insure that construction impacts to aviation activities would be less than significant and no mitigation measures would be required (Class III).

D.9.7.3 Calimesa and San Timoteo Canyon

Construction Impacts

There would be no impacts related to temporary disruption of bus transit services (Impact T-3) because the proposed route segment would not cross roads that are used by bus routes. The Proposed Project would not result in impacts to aviation activities (Impacts T-10 and T-11) because there are no public use airports within 20,000 feet of the route segment. There would be no impacts related to the short-term elimination of parking spaces (Impact T-12) because the proposed route segment does not run through or immediately adjacent to a parking lot. Impacts T-5 through T-8 would occur on every segment, and are addressed under Section D.9.6.1 above.

Impact T-1: A roadway could be temporarily closed to through traffic due to project construction (Class III)

This segment would require transmission line stringing over at least six different roads in Riverside County, San Bernardino County, and the Cities of Calimesa and Redlands (see Table D.9-9), which could require the temporary closure of these roads. However, compliance with required encroachment permits would ensure that potential impacts associated with short-term road closures are less than significant (Class III).

Impact T-2: Temporary road closures due to construction could disrupt the operation of emergency service providers (Class III)

This segment would require transmission line stringing over at least six different roads in Riverside County, San Bernardino County, and the Cities of Calimesa and Redlands (see Table D.9-9), which could require the temporary closure of these roads. Road closures could disrupt the operations of emergency service providers. However, in the event that an emergency service provider vehicle were to approach a roadway temporarily blocked by overhead construction activities, SCE would be able to accommodate the emergency service provider vehicle by immediately stopping work to allow the passage of the emergency vehicle with minimal delay. Impacts would be less than significant (Class III) and no mitigation would be required.

Impact T-4: Project construction activities would cause temporary road closures that could impede pedestrian and/or bicycle movements (Class III)

Temporary impacts to pedestrian and/or bicycle movements could occur at the road crossings of Redlands Boulevard, Smiley Road, Refuse Road, and Pilgrim Road due to their close proximities to residences. However, these roadways would likely be blocked for a only few minutes. In addition, pedestrians and bicyclists would likely be able to take short detours around the blocked road and construction area. Construction activities would not be expected to impede pedestrian or bicyclist movements where no suitable alternative routes would be available. Impacts would be less than significant (Class III) and no mitigation measures would be required.

Impact T-9: Construction activities would cause a temporary disruption to rail traffic or operations (Class III)

The Proposed Project would cross the Union Pacific railroad tracks near San Timoteo Boulevard at MP W29.6. Transmission line stringing activities over the railroad could temporarily affect rail operations. SCE would be required to comply with the regulations and procedures of Union Pacific relative to disruption to rail service or safety within the railroad ROW. By complying with the railroad company requirements, the impacts of the Proposed Project on rail traffic and operations would be less than significant (Class III). No mitigation measures would be required.

D.9.7.4 San Bernardino Junction to Vista Substation

There would no disruption to railroad operations (Impact T-9) because the proposed route would not cross a railroad. The Proposed Project would not result in impacts to aviation activities (Impacts T-10 and T-11) because while two heliports are within two miles of the segment, there are no public use airports within 20,000 feet of the route segment. There would be no impacts related to the short-term elimination of parking spaces (Impact T-12) because the proposed route segment does not run through or immediately adjacent to a parking lot. Impacts T-5 through T-8 would occur on every segment, and are addressed under Section D.9.6.1 above.

Impact T-1: A roadway could be temporarily closed to through traffic due to project construction (Class III)

This segment would require transmission line stringing over I-215 and at least three other San Bernardino County, City of Colton, and Grand Terrace roads (see Table D.9-10), which could require the temporary closure of these roads. However, compliance with required encroachment permits would ensure that potential impacts associated with short-term road closures are less than significant (Class III).

Impact T-2: Temporary road closures due to construction could disrupt the operation of emergency service providers (Class III)

This segment would require transmission line stringing over I-215 and at least three other San Bernardino County, City of Colton, and Grand Terrace roads (see Table D.9-10), which could require the temporary closure of these roads. Road closures could disrupt the operations of emergency service providers. However, in the event that an emergency service provider vehicle were to approach a roadway temporarily blocked by overhead construction activities, SCE would be able to accommodate the emergency service provider vehicle by immediately stopping work to allow the passage of the emergency vehicle with minimal delay. Impacts would be less than significant (Class III) and no mitigation would be required.

Impact T-3: Construction would cause temporary road and lane closures that could temporarily disrupt bus transit services (Class III)

Overhead transmission line stringing across E. Barton Road could require a temporary closure of this road that could disrupt service of Riverside Transit Agency's Route 25. However, a potential closure of E. Barton Road along this segment would be one time occurrence that would likely only last for a few minutes during the early morning before dawn. Therefore, temporary stringing activities would not substantially disrupt bus service operations. Impacts related to disruptions to bus transit services would be less than significant (Class III) and no mitigation measures would be required.

Impact T-4: Construction activities would cause temporary road closures that could impede pedestrian and/or bicycle movements (Class III)

Temporary impacts to pedestrian and/or bicycle movements could occur at the road crossings of Reche Canyon Road, E. Barton Road, and Mt. Vernon Avenue due to their close proximities to residences. However, these roadways would likely be blocked for only a few minutes. In addition, pedestrians and bicyclists would likely be able to take short detours around the blocked road and construction area. Construction activities would not be expected to impede pedestrian or bicyclist movements where no suitable alternative routes would be available. Impacts would be less than significant (Class III) and no mitigation measures would be required.

D.9.7.5 San Bernardino Junction to San Bernardino Substation

There would be no impacts related to the short-term elimination of parking spaces (Impact T-12) because the proposed route segment does not run through or immediately adjacent to a parking lot. Impacts T-5 through T-8 would occur on every segment, and are addressed under Section D.9.6.1 above.

Impact T-1: A roadway could be temporarily closed to through traffic due to project construction (Class III)

This segment would require transmission line stringing over I-10 and at least 10 different streets in the City of Loma Linda and City of Redlands (see Table D.9-11), which could require the temporary closure of these roads. However, compliance with required encroachment permits would ensure that potential impacts associated with short-term road closures are less than significant (Class III).

Impact T-2: Temporary road closures due to construction could disrupt the operation of emergency service providers (Class III)

This segment would require transmission line stringing over I-10 and at least 10 different streets in the City of Loma Linda and City of Redlands (see Table D.9-11), which could require the temporary closure of these roads. Road closures could disrupt the operations of emergency service providers. However, in the event that an emergency service provider vehicle were to approach a roadway temporarily blocked by overhead construction activities, SCE would be able to accommodate the emergency service provider vehicle by immediately stopping work to allow the passage of the emergency vehicle with minimal delay. Impacts would be less than significant (Class III) and no mitigation would be required.

Impact T-3: Construction would cause temporary road and lane closures that could temporarily disrupt bus transit services (Class III)

Overhead transmission line stringing across I-10 could require a temporary closure of this road that could disrupt Greyhound routes between Indio and San Bernardino. However, a potential closure of I-10 along this segment would be one time occurrence that would likely only last for a few minutes during the early morning before dawn. Therefore, temporary stringing activities would not substantially disrupt bus service operations. Impacts related to disruptions to bus transit services would be less than significant (Class III) and no mitigation measures would be required.

Impact T-4: Construction activities would cause temporary road closures that could impede pedestrian and/or bicycle movements (Class III)

Temporary impacts to pedestrian and/or bicycle movements could occur at the City of Loma Linda and City of Redlands road crossings identified in Table D.9-11 due to their close proximities to residences, commercial, and industrial uses. However, these roadways would likely be blocked for only a few minutes. In addition, pedestrians and bicyclists would likely be able to take short detours around the blocked road and construction area. Construction activities would not be expected to impede pedestrian or bicyclist movements where no suitable alternative routes would be available. Impacts would be less than significant (Class III) and no mitigation measures would be required.

Impact T-9: Construction activities would cause a temporary disruption to rail traffic or operations (Class III)

The Proposed Project would cross the Union Pacific Railroad at MP W41.5 and the Burlington Northern Santa Fe Railway at MP W42.7. Transmission line stringing activities over the railroads could temporarily affect rail operations. SCE would be required to comply with the regulations and procedures of Union Pacific and Northern Santa Fe relative to disruption to rail service or safety within the railroad ROW. By complying with the railroad company requirements, the impacts of the Proposed Project on rail traffic and operations would be less than significant (Class III). No mitigation measures would be required.

Impact T-10: Construction activities could affect aviation activities associated with public airports (Class III)

The presence of large cranes that would be required to install the new towers could potentially affect aviation activities associated with San Bernardino International Airport because they would extend more than 53 feet above the ground surface, which would be the height of the imaginary surface extending outward and upward from San Bernardino International Airport at a ratio of 100 to 1. However, pursuant to FAA guidelines, SCE would be required to submit FAA Form 7460 1, Notice of Proposed Construction or Alteration, to the Manager of the FAA Air Traffic Division for review and approval of the project. Adherence to FAA guidelines would insure that construction impacts to aviation activities would be less than significant and no mitigation measures would be required (Class III).

Impact T-11: Operations would affect aviation activities associated with public airports (Class III)

The presence of new towers could potentially affect aviation activities associated with San Bernardino International Airport because they would extend more than 53 feet above the ground surface, which would be the height of the imaginary surface extending outward and upward from San Bernardino International Airport at a ratio of 100 to 1. However, pursuant to FAA guidelines, SCE would be

required to submit FAA Form 7460 1, Notice of Proposed Construction or Alteration, to the Manager of the FAA Air Traffic Division for review and approval of the project. Adherence to FAA guidelines would insure that construction impacts to aviation activities would be less than significant and no mitigation measures would be required (Class III).

D.9.8 Alternatives for Devers-Harquahala

D.9.8.1 Harquahala-West Alternative

Environmental Setting

The Harquahala-West Alternative would include one overhead crossing of Harquahala Valley Road, a two-lane road under the jurisdiction of Maricopa County that experiences an average daily traffic level of approximately 200 (Maricopa County, 2006).

Impacts and Mitigation Measures

There would be no impacts related to temporary closure of bus transit services (Impact T-3) because the alternative route segment would not cross roads that are used by bus routes. This alternative would not likely impede pedestrian or bicycle movements (Impact T-4) because there are no pedestrian or bicycle friendly uses in the area. This alternative would not disrupt railroad operations (Impact T-9) because it would not cross a railroad. This alternative would not result in impacts to aviation activities (Impacts T-10 and T-11) because there are no public use airports in the area. There would be no impacts related to the short-term elimination of parking spaces (Impact T-12) because the alternative route does not run through or immediately adjacent to a parking lot. Impacts T-5 through T-8 would occur on every segment and alternative, and are addressed under Section D.9.6.1 above.

Impact T-1: A roadway would be temporarily closed to through traffic due to project construction (Class III)

This alternative segment would require transmission line stringing over Harquahala Valley Road, which could require the temporary closure of this road. However, compliance with the required encroachment permit would ensure that potential impacts associated with this short-term road closure are less than significant (Class III).

Impact T-2: Temporary road closures due to construction would disrupt the operation of emergency service providers (Class III)

This alternative segment would require transmission line stringing over Harquahala Valley Road, which could require the temporary closure of this road. Road closures could disrupt the operations of emergency service providers. However, in the event that an emergency service provider vehicle were to approach a roadway temporarily blocked by overhead construction activities, SCE would be able to accommodate the emergency service provider vehicle by immediately stopping work to allow the passage of the emergency vehicle with minimal delay. Impacts would be less than significant (Class III) and no mitigation would be required.

D.9.8.2 Palo Verde Alternative

Environmental Setting

The roadways that would be affected by the SCE Palo Verde Alternative alignment and the applicable roadway information are presented in Table D.9-14. The affected roadways are under the jurisdiction of Maricopa County.

Table D.9-14. Public Roadways along the SCE Palo Verde Alternative

Roadway	Jurisdiction	# of Lanes	ADT	Route Milepost	Orientation of Route
Salome Highway	Maricopa County	2	470	0.5–1.0	Parallel & Overhead Crossing
South 383rd Avenue	Maricopa County	2	nd	13.4	Overhead Crossing

Source: Maricopa County, 2006.
Notes: nd = no data available; ADT = Average Daily Traffic

Impacts and Mitigation Measures

There would be no impacts related to temporary closure of bus transit services (Impact T-3) because the alternative route segment would not cross roads that are used by bus routes. This alternative would have no impacts related to impeding pedestrian or bicycle movements (Impact T-4) because there are no pedestrian or bicycle friendly uses in the area. This alternative would not disrupt railroad operations (Impact T-9) because it would not cross a railroad. This alternative would not result in impacts to aviation activities (Impacts T-10 and T-11) because there are no public use airports in the area. There would be no impacts related to the short-term elimination of parking spaces (Impact T-12) because the alternative route does not run through or immediately adjacent to a parking lot. Impacts T-5 through T-8 would occur on every segment and alternative, and are addressed under Section D.9.6.1 above.

Impact T-1: A roadway would be temporarily closed to through traffic due to project construction (Class III)

This alternative segment would require transmission line stringing over two Maricopa County roads, which could require the temporary closure of these roads. However, compliance with the required encroachment permits would ensure that potential impacts associated with short-term road closures are less than significant (Class III).

Impact T-2: Temporary road closures due to construction would disrupt the operation of emergency service providers (Class III)

This alternative segment would require transmission line stringing over two Maricopa County roads, which could require the temporary closure of these roads. Road closures could disrupt the operations of emergency service providers. However, in the event that an emergency service provider vehicle were to approach a roadway temporarily blocked by overhead construction activities, SCE would be able to accommodate the emergency service provider vehicle by immediately stopping work to allow the passage of the emergency vehicle with minimal delay. Impacts would be less than significant (Class III) and no mitigation would be required.

D.9.8.3 Harquahala Junction Switchyard Alternative

Environmental Setting

The roadways in the vicinity of the Harquahala Junction Switchyard Alternative include Indian School Road and Salome Highway, which are described in Table D.9-1 in Section D.9.2.1. In addition, I-10 is located approximately two miles north of the switchyard site.

Impacts and Mitigation Measures

Construction of the Harquahala Junction Switchyard would not result in temporary closures of any roads (Impact T-1) because other than equipment hauling and working commuting, no construction activities would occur in a road ROW. Therefore, there would also be no impacts related to temporary disruption of emergency service providers (Impact T-2), temporary disruption of bus transit services (Impact T-3), or impediment of pedestrian and/or bicycle movements (Impact T-4). No planned transportation projects have been identified in the immediate vicinity of Harquahala Junction Switchyard site. Therefore, the proposed construction activities at the site would not conflict with a planned transportation project (Impact T-6). There would be no impacts related to the temporary disruption of a railroad (Impact T-9) because the switchyard site is not in the vicinity of a railroad. There would be no aviation impacts during construction (Impact T-10 and T-11) because site is not within 20,000 feet of a public use airport. Impacts T-5 through T-8 would occur on every segment and alternative, and are addressed under Section D.9.6.1 above.

Impact T-5: Construction would generate additional traffic on the regional and local roadways (Class III)

Construction of the Harquahala Junction Switchyard Alternative would result in a temporary increase in traffic volumes on the regional and local roadways that provide access to the substation site (i.e., I-10, Indian School Road, and Salome Highway). Construction worker commute trips and equipment/material deliveries would generate truck and automobile/light-duty vehicle traffic during construction. It is estimated that the daily workforce would be comprised of 30 to 50 workers on a typical day of construction activity and that fewer than 20 truck trips per day would be generated. The workers' vehicles, trucks, and equipment would be parked/stored at the project site. As the resulting levels of generated traffic would be minor, this impact would be temporary and less than significant (Class III).

Impact T-7: Construction vehicles and equipment could potentially cause physical damage to roads in the project area (Class II)

Construction of the Harquahala Junction Switchyard Alternative could result in potential impacts associated with physical damage to the roads that would provide access to the construction site, such as I-10, Indian School Road, and Salome Highway. Potential impacts related to the physical damage of roads would be mitigated to less than significant levels with implementation of Mitigation Measure T-7a (Repair roadways damaged by construction activities; Class II).

Operational Impacts

Impact T-8: Operation would generate additional traffic on the regional and local roadways (Class III)

Normal operation of the Harquahala Junction Switchyard Alternative would have negligible impacts on the ground transportation system (roadways and railroads), as there would be no full time operators of the switchyard that would commute to the site and inspection and maintenance activities would generate only a minor volume of vehicular traffic. The operational impacts of the Harquahala Junction Switchyard Alternative would be less than significant (Class III), and no mitigation measures would be required.

D.9.8.4 Desert Southwest Transmission Project Alternative

Environmental Setting

The roadways along the Desert Southwest Transmission Project Alternative route are generally the same roadways that are presented in Tables D.9-4, D.9-5, and D.9-6 for the three segments of the Proposed Project in California between the Colorado River and the Devers Substation. Additional roads that would be crossed or near this alternative route in the Blythe and Desert Center areas are presented in Table D.9-15; these roadways are near Blythe and the Blythe Energy Project power plant. The affected roadways are under the jurisdiction of Caltrans and Riverside County. The Blythe Airport is located about one mile northwest of the eastern end of the route in the Blythe area and Desert Center Airport is located approximately three miles north of the eastern portion of the in the Desert Center Area. In addition, Palo Verde Valley Transit Agency and Greyhound bus lines use Hobsonway and I-10 in this area for commuter and interstate routes (Greyhound, 2006).

Table D.9-15. Public Roadways along the Desert Southwest Transmission Project Alternative

Roadway	Jurisdiction	Lanes	ADT*	Milepost	Orientation of Route
Blythe Area					
Hobsonway	Riverside County	4	3,700	0.0	Adjacent
Interstate 10	Caltrans	4	22,700	0.2	Overhead Crossing
Mesa Drive	Riverside County	2	2,000	2.8	Overhead Crossing
Desert Center Area					
Aztec Avenue	Riverside County	2	100	2.4 to 3.4*	Parallel

Notes: ADT = Average Daily Traffic; *Mileposts are relevant to the Alligator Rock–South of I-10 Frontage Alternative.
Source: Caltrans, 2006 and Riverside County, 2005.

Impacts and Mitigation Measures

Impacts related to the Desert Southwest Transmission Project Alternative route are generally the same as those that are presented in Section D.9.6 for the Harquahala to Devers segment of the Proposed Project, except for two locations in the Blythe and Desert Center areas where this alternative would deviate from the proposed route. Impacts associated with those areas are described below. Impacts T-5 through T-8 would occur on every segment and alternative, and are addressed under Section D.9.6.1 above.

Impact T-1: A roadway would be temporarily closed to through traffic due to project construction (Class III)

This alternative segment would require transmission line stringing adjacent to, over, or parallel to three Riverside County roads as well as I-10 in the Blythe and Desert Center areas, which could require the temporary closure of these roads. However, compliance with the required encroachment permits would ensure that potential impacts associated with short-term road closures are less than significant (Class III).

Impact T-2: Temporary road closures due to construction would disrupt the operation of emergency service providers (Class III)

This alternative segment would require transmission line stringing adjacent to, over, or parallel to three Riverside County roads as well as I-10 in the Blythe and Desert Center areas, which could require the temporary closure of these roads. Road closures could disrupt the operations of emergency service providers. However, in the event that an emergency service provider vehicle were to approach a roadway temporarily blocked by overhead construction activities, SCE would be able to accommodate the emergency service provider vehicle by immediately stopping work to allow the passage of the emergency vehicle with minimal delay. Impacts would be less than significant (Class III) and no mitigation would be required.

Impact T-3: Construction would cause temporary road and lane closures that would temporarily disrupt bus transit services (Class III)

Overhead transmission line stringing across I-10 and adjacent to Hobsonway could require temporary closure of these roads that could disrupt service of Palo Verde Valley Transit Agency and Greyhound bus lines. However, potential closures of these roads would each be one time occurrences that would likely only last for a few minutes. Therefore, temporary stringing activities would not substantially disrupt bus service operations. Impacts related to disruptions to bus transit services would be less than significant (Class III) and no mitigation measures would be required.

Impact T-4: Construction activities would cause temporary road closures that would impede pedestrian and/or bicycle movements (Class III)

Temporary impacts to pedestrian and/or bicycle movements could occur at the Aztec Avenue road crossing due to its close proximity to a residence. However, this roadway would likely be blocked for only a few minutes. In addition, pedestrians and bicyclists would be able to take short detours around the blocked road and construction area. Construction activities would not be expected to impede pedestrian or bicyclist movements where no suitable alternative routes would be available. Impacts would be less than significant (Class III) and no mitigation measures would be required.

Impact T-10: Construction activities could affect aviation activities associated with public airports (Class III)

The presence of large cranes that would be required to install the new towers could potentially affect aviation activities associated with Blythe Airport because they would extend more than 53 feet above the ground surface, which would be the height of the imaginary surface extending outward and upward from Blythe Airport at a ratio of 100 to 1. Aviation activities associated with Desert Center Airport may also be disturbed if cranes in the area are 159 feet or taller. However, pursuant to FAA guidelines, SCE would be required to submit FAA Form 7460 1, Notice of Proposed Construction or Alteration, to the Manager of the FAA Air Traffic Division for review and approval of the project. Adherence to

FAA guidelines would insure that construction impacts to aviation activities would be less than significant and no mitigation measures would be required (Class III).

Impact T-11: Operations would affect aviation activities associated with public airports (Class III)

The presence of new towers could potentially affect aviation activities associated with Blythe Airport because they would extend more than 53 feet above the ground surface, which would be the height of the imaginary surface extending outward and upward from Blythe Airport at a ratio of 100 to 1. Aviation activities associated with Desert Center Airport may also be disturbed if towers in the area are 159 feet or taller. However, pursuant to FAA guidelines, SCE would be required to submit FAA Form 7460 1, Notice of Proposed Construction or Alteration, to the Manager of the FAA Air Traffic Division for review and approval of the project. Adherence to FAA guidelines would insure that construction impacts to aviation activities would be less than significant and no mitigation measures would be required (Class III).

D.9.8.5 Alligator Rock–North of Desert Center Alternative

Environmental Setting

The roadways along the Alligator Rock–North of Desert Center Alternative route and the applicable roadway information are presented in Table D.9-16. This alternative would include two I-10, one State Route 177, and three Riverside County road crossings in addition to the crossings of the other segments of Proposed Project. The affected roadways are under the jurisdiction of Caltrans and Riverside County. Desert Center Airport is located approximately 2.5 miles northeast of this alternative route. Greyhound bus lines use I-10 in this area for routes from Phoenix and Quartzsite, to Indio, San Bernardino, and Los Angeles (Greyhound, 2006).

Table D.9-16. Public Roadways along the Alligator Rock–North of Desert Center Alternative

Roadway	Jurisdiction	# of Lanes	ADT*	Milepost	Orientation of Route
Interstate 10	Caltrans	4	20,500	1.4	Overhead Crossing
Desert Center Rice Road (State Route 177)	Caltrans	2	1,400	5.0	Overhead Crossing
Kaiser Road	Riverside County	2	2,000	5.6	Overhead Crossing
Ragsdale Road	Riverside County	2	500	6.8-8.7	Parallel & Overhead Crossing
Eagle Mountain Road	Riverside County	2	< 50	8.7	Overhead Crossing
Interstate 10	Caltrans	4	22,600	10.3	Overhead Crossing

Source: Caltrans, 2006 and Riverside County, 2005. *ADT = Average Daily Traffic.

Impacts and Mitigation Measures

This alternative would have no impacts related to impeding pedestrian or bicycle movements (Impact T-4) because there are no pedestrian or bicycle friendly uses in the area. This alternative would not disrupt railroad operations (Impact T-9) because it would not cross a railroad. Impacts T-5 through T-8 would occur on every segment and alternative, and are addressed under Section D.9.6.1 above.

Impact T-1: A roadway would be temporarily closed to through traffic due to project construction (Class III)

This alternative segment would require transmission line stringing over three Riverside County roads as well as State Route 177 and I-10, which could require the temporary closures of these roads. However, compliance with the required encroachment permits would ensure that potential impacts associated with short-term road closures are less than significant (Class III).

Impact T-2: Temporary road closures due to construction would disrupt the operation of emergency service providers (Class III)

This alternative segment would require transmission line stringing over three Riverside County roads as well as State Route 177 and I-10, which could require the temporary closures of these roads. Road closures could disrupt the operations of emergency service providers. However, in the event that an emergency service provider vehicle were to approach a roadway temporarily blocked by overhead construction activities, SCE would be able to accommodate the emergency service provider vehicle by immediately stopping work to allow the passage of the emergency vehicle with minimal delay. Impacts would be less than significant (Class III) and no mitigation would be required.

Impact T-3: Construction would cause temporary road and lane closures that would temporarily disrupt bus transit services (Class III)

Overhead transmission line stringing across I-10 could require temporary closure of this road that could disrupt service of Greyhound bus lines. However, potential closures of I-10 would likely only last for a few minutes. Therefore, temporary stringing activities would not substantially disrupt bus service operations. Impacts related to disruptions to bus transit services would be less than significant (Class III) and no mitigation measures would be required.

Impact T-10: Construction activities could affect aviation activities associated with public airports (Class III)

The presence of large cranes that would be required to install the new towers could potentially affect aviation activities associated with Desert Center Airport because they would likely extend more than 132 feet above the ground surface, which would be the height of the imaginary surface extending outward and upward from Desert Center Airport at a ratio of 100 to 1. However, pursuant to FAA guidelines, SCE would be required to submit FAA Form 7460 1, Notice of Proposed Construction or Alteration, to the Manager of the FAA Air Traffic Division for review and approval of the project. Adherence to FAA guidelines would insure that construction impacts to aviation activities would be less than significant and no mitigation measures would be required (Class III).

Impact T-11: Operations would affect aviation activities associated with public airports (Class III)

The presence of new towers could potentially affect aviation activities associated with Desert Center Airport because it is assumed that they would extend more than 132 feet above the ground surface, which would be the height of the imaginary surface extending outward and upward from Desert Center Airport at a ratio of 100 to 1. However, pursuant to FAA guidelines, SCE would be required to submit FAA Form 7460 1, Notice of Proposed Construction or Alteration, to the Manager of the FAA Air Traffic Division for review and approval of the project. Adherence to FAA guidelines would insure that construction impacts to aviation activities would be less than significant and no mitigation measures would be required (Class III).

D.9.8.6 Alligator Rock–Blythe Energy Transmission Route Alternative

Environmental Setting

The Alligator Rock–Blythe Energy Transmission Route Alternative route would run immediately south and parallel to Aztec Avenue from MP 2.4 to 3.4. Aztec Avenue is a 2-lane frontage road under the jurisdiction of Riverside County that experiences an estimate average daily traffic rate of less than 100 trips per day (Riverside County, 2005). Regional access to the alternative route is provided by I-10, which is within 100 feet of the alternative route south of Desert Center. Average daily traffic levels on I-10 in the Desert Center area are approximately 20,500 (Caltrans, 2006). However, there would be no crossings of the I-10 associated with this alternative. The Desert Center Airport is approximately three miles north of the eastern end of this alternative.

Impacts and Mitigation Measures

This alternative would not disrupt railroad operations (Impact T-9) because it would not cross a railroad and it would not disrupt bus transit service (Impact T-3) because it would not cross a bus route. Impacts T-5 through T-8 would occur on every segment and alternative, and are addressed under Section D.9.6.1 above.

Impact T-1: A roadway would be temporarily closed to through traffic due to project construction (Class III)

This alternative segment would require transmission line stringing along Aztec Avenue, which could require the temporary closure of this road. However, compliance with the required encroachment permits would ensure that potential impacts associated with a short-term road closure is less than significant (Class III).

Impact T-2: Temporary road closures due to construction would disrupt the operation of emergency service providers (Class III)

This alternative segment would require transmission line stringing along Aztec Avenue, which could require the temporary closure of this road. A road closures could disrupt the operations of emergency service providers. However, in the event that an emergency service provider vehicle were to approach Aztec Avenue while temporarily blocked by overhead construction activities, SCE would be able to accommodate the emergency service provider vehicle by immediately stopping work to allow the passage of the emergency vehicle with minimal delay. Impacts would be less than significant (Class III) and no mitigation would be required.

Impact T-4: Construction activities would cause temporary road closures that would impede pedestrian and/or bicycle movements (Class III)

Temporary impacts to pedestrian and/or bicycle movements could occur along Aztec Avenue due to its close proximity to a residence. However, it is unlikely that this road would be blocked for more than a few minutes. In addition, pedestrians and bicyclists would be able to take short detours around the blocked construction area. Construction activities would not be expected to impede pedestrian or bicyclist movements where no suitable alternative routes would be available. Impacts would be less than significant (Class III) and no mitigation measures would be required.

Impact T-10: Construction activities could affect aviation activities associated with public airports (Class III)

The presence of large cranes that would be required to install the new towers could potentially affect aviation activities associated with Desert Center Airport because they would likely extend more than 159 feet above the ground surface, which would be the height of the imaginary surface extending outward and upward from Desert Center Airport at a ratio of 100 to 1. However, pursuant to FAA guidelines, SCE would be required to submit FAA Form 7460 1, Notice of Proposed Construction or Alteration, to the Manager of the FAA Air Traffic Division for review and approval of the project. Adherence to FAA guidelines would insure that construction impacts to aviation activities would be less than significant and no mitigation measures would be required (Class III).

Impact T-11: Operations would affect aviation activities associated with public airports (Class III)

The presence of new towers could potentially affect aviation activities associated with Desert Center Airport because they may extend more than 159 feet above the ground surface, which would be the height of the imaginary surface extending outward and upward from Desert Center Airport at a ratio of 100 to 1. However, pursuant to FAA guidelines, SCE would be required to submit FAA Form 7460 1, Notice of Proposed Construction or Alteration, to the Manager of the FAA Air Traffic Division for review and approval of the project. Adherence to FAA guidelines would insure that construction impacts to aviation activities would be less than significant and no mitigation measures would be required (Class III).

D.9.8.7 Alligator Rock–South of I-10 Frontage Alternative

Environmental Setting

Same as described above in Section D.9.8.6, the roadway that would be affected by the Alligator Rock–South of I-10 Frontage Alternative is Aztec Avenue from MP 2.4 to 3.4. Aztec Avenue is under the jurisdiction of Riverside County. The Desert Center Airport is approximately three miles north of the eastern end of this alternative.

Impacts and Mitigation Measures

This alternative would not disrupt railroad operations (Impact T-9) because it would not cross a railroad and it would not disrupt bus transit service (Impact T-3) because it would not cross a bus route. Impacts T-5 through T-8 would occur on every segment and alternative, and are addressed under Section D.9.6.1 above.

Impact T-1: A roadway would be temporarily closed to through traffic due to project construction (Class III)

This alternative segment would require transmission line stringing along Aztec Avenue, which could require the temporary closure of this road. However, compliance with the required encroachment permits would ensure that potential impacts associated with a short-term road closure is less than significant (Class III).

Impact T-2: Temporary road closures due to construction would disrupt the operation of emergency service providers (Class III)

This alternative segment would require transmission line stringing along Aztec Avenue, which could require the temporary closure of this road. A road closures could disrupt the operations of emergency service providers. However, in the event that an emergency service provider vehicle were to approach Aztec Avenue while temporarily blocked by overhead construction activities, SCE would be able to accommodate the emergency service provider vehicle by immediately stopping work to allow the passage of the emergency vehicle with minimal delay. Impacts would be less than significant (Class III) and no mitigation would be required.

Impact T-4: Construction activities would cause temporary road closures that would impede pedestrian and/or bicycle movements (Class III)

Temporary impacts to pedestrian and/or bicycle movements could occur along Aztec Avenue due to its close proximity to a residence. However, it is unlikely that this road would be blocked for more than a few minutes. In addition, pedestrians and bicyclists would be able to take short detours around the blocked construction area. Construction activities would not be expected to impede pedestrian or bicyclist movements where no suitable alternative routes would be available. Impacts would be less than significant (Class III) and no mitigation measures would be required.

Impact T-10: Construction activities could affect aviation activities associated with public airports (Class III)

The presence of large cranes that would be required to install the new towers could potentially affect aviation activities associated with Desert Center Airport because they would likely extend more than 159 feet above the ground surface, which would be the height of the imaginary surface extending outward and upward from Desert Center Airport at a ratio of 100 to 1. However, pursuant to FAA guidelines, SCE would be required to submit FAA Form 7460 1, Notice of Proposed Construction or Alteration, to the Manager of the FAA Air Traffic Division for review and approval of the project. Adherence to FAA guidelines would insure that construction impacts to aviation activities would be less than significant and no mitigation measures would be required (Class III).

Impact T-11: Operations would affect aviation activities associated with public airports (Class III)

The presence of new towers could potentially affect aviation activities associated with Desert Center Airport because they may extend more than 159 feet above the ground surface, which would be the height of the imaginary surface extending outward and upward from Desert Center Airport at a ratio of 100 to 1. However, pursuant to FAA guidelines, SCE would be required to submit FAA Form 7460 1, Notice of Proposed Construction or Alteration, to the Manager of the FAA Air Traffic Division for review and approval of the project. Adherence to FAA guidelines would insure that construction impacts to aviation activities would be less than significant and no mitigation measures would be required (Class III).

D.9.9 Alternative for West of Devers

D.9.9.1 Devers-Valley No. 2 Alternative

Environmental Setting

The roadways located along the Devers-Valley No. 2 Alternative route segment of the transmission line and the applicable roadway information are presented in Table D.9-17. The roadways are under the jurisdiction of Caltrans and Riverside County. The Union Pacific Railroad runs parallel to Wendy Road in this area and is crossed by the transmission line route at MP DV5.7. The Riverside Transit Agency's Route 31 (Beaumont/Banning to San Jacinto and Hemet Valley Mall) and Route 27 (Galleria at Tyler to Hemet Valley Mall) use State Routes 79 and 74, respectively (RTA, 2006). In addition, numerous Greyhound lines provide bus service to the area using I-10 (Greyhound, 2006).

Table D.9-17. Public Roadways along the Devers-Valley No. 2 Alternative

Roadway	Jurisdiction	Lanes	ADT*	Milepost	Orientation of Route
Powerline Road	Riverside County	dirt	< 50	DV0.3	Overhead Crossing
16th Avenue	Riverside County	dirt	< 50	DV0.4	Overhead Crossing
Diablo Road	Riverside County	2	< 50	DV0.7	Overhead Crossing
Worsley Road	Riverside County	2	< 500	DV1.6	Overhead Crossing
State Route 62	Caltrans	4	15,900	DV1.7	Overhead Crossing
Seeley Street	Riverside County	2	< 500	DV1.8	Overhead Crossing
Vernon Road	Riverside County	2	< 500	DV2.0	Overhead Crossing
Marion Avenue	Riverside County	2	< 500	DV2.1	Overhead Crossing
I-10	Caltrans	8	77,000	DV3.8	Overhead Crossing
Tipton Road	Palm Springs	2	nd	DV5.4	Overhead Crossing
Wendy Road	Palm Springs	2	nd	DV5.7	Overhead Crossing
State Route 111	Caltrans	4	13,000	DV6.2	Overhead Crossing
Elm Street	Riverside County	2	< 50	DV12.5	Overhead Crossing
Ella Street	Riverside County	dirt	< 50	DV12.8	Overhead Crossing
Esperanza Avenue	Riverside County	2	< 50	DV12.9 and DV13.5	Overhead Crossings
Hathaway Street	Banning	dirt	nd	DV 18.9	Overhead Crossing
Porter Street	Banning/ Riverside County	dirt	< 50	DV 19.0	Overhead Crossing
State Route 243 (Banning-Idyllwild Panoramic Highway)	Caltrans	2	1,800	DV 19.8	Overhead Crossing
Old Banning-Idyllwild Road	Riverside County	2	< 500	DV 20.0, DV 20.7 and DV 21.0	Overhead Crossings
S. Sunset Avenue	Riverside County	dirt	< 50	DV 22.0	Overhead Crossing
Road Runner Trail	Riverside County	dirt	< 50	DV 22.3	Overhead Crossing
Chipmunk Trail	Riverside County	dirt	< 50	DV 22.5	Overhead Crossing
Highland Springs Avenue	Banning/ Beaumont	2	2,300–11,800	DV 24.1	Overhead Crossing
State Route 79 (Lamb Canyon Road)	Caltrans	4	28,000	DV 26.5	Overhead Crossing
Gilman Springs Road	Riverside County	2	7,700	DV 29.8	Overhead Crossing
Ramona Expressway	Riverside County	2	3,200	DV 32.3	Overhead Crossing
Baycrest Avenue	Riverside County	dirt	< 50	DV 32.5	Overhead Crossing
Chastity Road	Riverside County	dirt	< 50	DV 33.3	Crossing and Parallel
Mt. Rudolf Road	Riverside County	dirt	< 50	DV34.0	Overhead Crossing
Pulsar View Road	Riverside County	dirt	< 50	DV34.1	Overhead Crossing
Contour Avenue	Riverside County	2	< 50	DV35.1	Overhead Crossing
Juniper Flats Road	Riverside County	2	< 50	DV35.3	Overhead Crossing
Valley Road	Riverside County	dirt	< 50	DV35.6	Overhead Crossing
Polley Street	Riverside County	dirt	< 50	DV36.5	Overhead Crossing
McClean Road	Riverside County	2	< 50	DV37.0	Overhead Crossing
Briggs Road	Riverside County	dirt	< 50	DV38.8	Overhead Crossing
Malone Avenue	Riverside County	dirt	< 50	DV39.1	Overhead Crossing
Mountain Avenue	Riverside County	dirt	< 50	DV39.4	Overhead Crossing
Mapes Road	Riverside County	2	< 1,000	DV40.1	Overhead Crossing
Menifee Road	Riverside County	2	5,819	Dv40.2	Overhead Crossing
Watson Road	Riverside County	2		DV40.7	Overhead Crossing
Pinacate Road (SR-74)	Caltrans	4	25,000	DV41.2	Overhead Crossing

Sources: Caltrans, 2006; Riverside County, 2005; Palm Springs, 2006; and City of Banning, 2005.
*ADT = Average Daily Traffic

Construction Impacts

Impacts T-5 through T-8 would occur on every segment and alternative, and are addressed under Section D.9.6.1 above. Impacts T-10 (construction activities would affect aviation activities associated with public airports) and T-12 (construction would result in the short-term elimination of parking spaces) would not occur under this alternative because there are no public airports in the vicinity of the alternative route the route would not cross or other disrupt a parking facility.

Impact T-1: A roadway would be temporarily closed to through traffic due to project construction (Class III)

This alternative segment would require transmission line stringing over I-10, State Route 111, State Route 62, State Route 243, Riverside County roads, Palm Springs roads, and Banning Roads, which could require the temporary closure of these roads. However, compliance with the required encroachment permits would ensure that potential impacts associated with short-term road closures are less than significant (Class III).

Impact T-2: Temporary road closures due to construction would disrupt the operation of emergency service providers (Class III)

This alternative segment would require transmission line stringing over I-10, State Route 111, State Route 62, State Route 243, Riverside County roads, Palm Springs roads, and Banning Roads, which could require the temporary closure of these roads. Road closures could disrupt the operations of emergency service providers. However, in the event that an emergency service provider vehicle were to approach a roadway temporarily blocked by overhead construction activities, SCE would be able to accommodate the emergency service provider vehicle by immediately stopping work to allow the passage of the emergency vehicle with minimal delay. Impacts would be less than significant (Class III) and no mitigation would be required.

Impact T-3: Construction would cause temporary road and lane closures that would temporarily disrupt bus transit services (Class III)

Overhead transmission line stringing across I-10, State Route 74, and State Route 79 could require temporary closure of these roads that could disrupt service of Riverside Transit Agency and Greyhound bus lines. However, potential closures of these roads would each be one time occurrences that would likely only last for a few minutes. Therefore, temporary stringing activities would not substantially disrupt bus service operations. Impacts related to disruptions to bus transit services would be less than significant (Class III) and no mitigation measures would be required.

Impact T-4: Construction activities would cause temporary road closures that would impede pedestrian and/or bicycle movements (Class III)

Temporary impacts to pedestrian and/or bicycle movements could occur at road and sidewalk crossings in residential areas along this alternative route. However, the roadways and sidewalks would likely be blocked for a only few minutes. In addition, pedestrians and bicyclists would be able to take short detours around the blocked road and construction area. Construction activities would not be expected to impede pedestrian or bicyclist movements where no suitable alternative routes would be available. Impacts would be less than significant (Class III) and no mitigation measures would be required.

Impact T-9: Construction activities would cause a temporary disruption to rail traffic or operations (Class III)

The alternative route would cross the Union Pacific Railroad at MP DV5.7. Transmission line stringing activities over the railroad could temporarily affect rail operations. SCE would be required to comply with the regulations and procedures of Union Pacific relative to disruption to rail service or safety within the railroad ROW. By complying with the railroad company requirements, the impacts of the alternative on rail traffic and operations would be less than significant (Class III). No mitigation measures would be required.

Operational Impacts

Impact T-11 (operations would affect aviation activities associated with public airports) would not occur under this alternative because there are no public use airports in the vicinity of the alternative route.

D.9.10 Environmental Impacts of the No Project Alternative

The No Project Alternative is defined in Section C.6. The No Project Alternative includes the assumption that existing transmission lines and power plants would continue to operate. The effects that these facilities cause on the existing environment would not change, so no new impacts would occur from continuing operation of the existing transmission lines and power plants. Also, under the No Project Alternative, the proposed DPV2 project would not be constructed, so the impacts associated with construction and operation of the project would not occur. These potential impacts avoided would include: blocked roads and sidewalks, access restrictions, construction traffic congestion, parking restrictions, and aviation safety.

The first component of the No Project Alternative is the continuation of ongoing demand-side actions, including energy conservation and distributed generation. These actions would result in limited or no impacts to transportation and traffic.

The second component of the No Project Alternative is the continuation of supply-side actions, resulting in potentially increased generation within California or increased transmission into California to serve anticipated growth in electricity consumption. The impacts of new power plants and new transmission lines to transportation and traffic would be approximately the same, depending on the locations of the projects, as those that would occur under the Proposed Project.

D.9.11 Mitigation Monitoring, Compliance, and Reporting Table

Table D.9-18 presents the mitigation monitoring table for Transportation & Traffic.

Table D.9-18. Mitigation Monitoring Program – Transportation & Traffic

IMPACT T-7	Construction vehicles and equipment would potentially cause physical damage to roads in the project area (Class II)
MITIGATION MEASURE	T-7a: Repair roadways damaged by construction activities. If roadways, sidewalks, medians, curbs, shoulders, or other such features are damaged by the project's construction activities, as determined by the CPUC Environmental Monitor or the affected public agency, SCE shall coordinate repairs with the affected public agencies and ensure that any such damage is repaired to the pre-construction condition within 30 days from the end of the construction period.
Location	All roads used to access the construction sites
Monitoring / Reporting Action	Verify that each affected roadway has been satisfactorily restored and/or constructed within 30 days of the end of the construction period.
Effectiveness Criteria	Restoration/maintenance or roads to pre-construction conditions as determined by the affected public agency.
Responsible Agency	CPUC, BLM, affected local jurisdictions.
Timing	During and after construction
IMPACT T-12	Construction would result in the short-term elimination of parking spaces (Class II)
MITIGATION MEASURE	L-1e: Coordinate with business owners. (See Section D.4)

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