

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

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

To: ENERGY DIVISION
Prepared by: Rey Gonzales
Title: Environmental Project Manager
Dated: 08/14/2015

Question 26-04:

Trip distribution

In the section titled “Impacts at Non-Substation Construction Areas,” on Page 57 the discussion indicates that all seven staging areas were accounted for in the trip generation and distribution analyses. However, for all off-site worker trips only two potential staging areas were assumed in the distribution analysis (as discussed on Page 8 and shown in Figure 10). For consistency, describe the assumptions for off-site worker trip distribution from these two staging areas in the section entitled “Impacts at Non-Substation Construction Areas.” Explain the reasoning behind this assumption.

Response to Question 26-04:

The “Impacts at Non-Substation Construction Areas” section has been updated on page 63, paragraph 4 as follows:

“Seven potential staging yards have been proposed, three of which are located on the ROWs adjacent to Mesa Substation. (There is a fourth staging yard adjacent to Goodrich Substation, which will only serve work at that location and is not expected to generate significant trips.) The largest anticipated staging areas are located east of San Gabriel Boulevard at Fern Avenue (San Gabriel yard), east of Santa Anita Avenue to the south of SR 60 (Santa Anita Yard), and at Saybrook Avenue and South Tubeway Avenue (Laguna Bell yard), as shown on Figure 9 and Figure 10.

All trips associated with the six potential staging yards serving construction at Mesa Substation, including the Laguna Bell yard, have been accounted for in the trip generation and distribution analyses, as shown on Figure 9, with the exception of the San Gabriel Boulevard and the Santa Anita staging areas. The San Gabriel and Santa Anita staging areas were accounted for as shown on Figure 10. Trips to and from the other yards are not expected to cause significant impacts on the adjacent roadways. Traffic generated by construction workers to/from these yards to the Mesa Substation has already been accounted for in the traffic analysis. A majority of the traffic generated by trucks was assumed to come directly from SR 60 to the east and west.”