

3.10 TRAFFIC AND TRANSPORTATION

This section presents an assessment of potential traffic and transportation effects associated with construction and operation of the Proposed Project and Alternatives. This assessment addresses the potential effects on area roadways resulting from project generated vehicle trips, equipment movement, and construction activities within proximity to public roadways.

3.10.1 Affected Environment

3.10.1.1 Regional Setting

General transportation features within the project areas are indicated on Figure 3.10-1. Although the Proposed Project and alternatives transmission line routes generally parallel major roads, direct access to transmission line corridors by paved road is limited for all alignments. Existing dirt access roads along the existing transmission line corridors would provide access to a majority of the Proposed Project and alternatives transmission line routes.

I-10 provides major access along the Proposed Project and Alternatives A and C transmission line routes. Very few roads (e.g., Chuckwalla Valley Road, Kaiser Road, Hayfield Road, and Spring Road) are located along the first 85 miles of the Proposed Project and Alternatives A and C transmission line routes. Once the transmission line alignments reach the Coachella Valley near Indio and Palm Springs, additional access is available along the various transmission line routes due to urban development in these areas.

Local roads from or near SR-78 provide general access along the first 50 miles of the Alternative B transmission line (including segment alignment Option B-1). Once the transmission line route reaches the Union Pacific Railroad (UPRR) tracks, the Niland-Glamis Road provides transmission line access for the next 15 miles. A four-wheel-drive (4WD) road provides the remaining access for Alternative B until it reaches the Midway Substation. Access along the Alternative B upgrade segments 1 and 2 would be available from the existing access roads within the transmission line right-of-ways.

A few airports are located near the transmission line routes. Blythe Airport is located approximately 1.2 miles west of the new substation/switching station on Hobsonway. The other airports near the Proposed Project and Alternatives A and C transmission line alignments are the Palm Springs International Airport (6 miles south), Chiraco Summit Airport (1.5 miles north), and Julian Hinds Pump Plant Airstrip Airport (about 4.5 miles north). Other than the Blythe Airport, the only airports near the Alternative B transmission line alignment are the Brawley Municipal Airport and Cliff Hatfield Memorial Airport, approximately 15 and 6 miles, respectively, from the Midway Substation.

A UPRR line is located approximately 1 mile south of the Proposed Project and Alternatives A and C transmission line alignments. The Alternative B transmission line alignment directly parallels the UPRR line from Glamis Midway Substation, a distance of about 25 miles.

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Figure 3.10-1 Transportation Features in the Project Area

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3.10.1.2 Project Area Setting

Information on major area roadways is provided in Table 3.10-1 for the Proposed Project and alternatives. The table provides information including the design capacity, current use volumes, and level of service (LOS) for these roads.

The LOS is used to determine the degree of congestion associated with vehicular traffic on roads. A rating of LOS A is used to reference no congestion, whereas a rating of LOS F signifies heavy congestion. Normally, LOS D is used to represent the minimum acceptable level of congestion for a given road, and focuses on peak maximum use periods which generally occur in the morning (7 a.m. to 9 a.m.) and/or afternoon (4 p.m. to 6 p.m.). Note that all roadways within the project area experience relatively low traffic volumes (in comparison with their design capacities) and all have a rating of LOS A.

3.10.1.2.1 Highways

I-10 is located near the new substation/switching station on Hobsonway. The Proposed Project and alternatives transmission line routes would pass over I-10 approximately 0.5 miles south of the new substation/switching station on Hobsonway. As discussed in Section 2, the Proposed Project and Alternative A transmission line alignments would have two I-10 crossings. The Alternative C transmission line would cross I-10 at two additional locations. The Alternative B transmission line would have only one I-10 crossing.

I-10 is a divided freeway providing two lanes of traffic in each direction except in the Coachella Valley where it expands up to ten lanes at some locations. I-10 is a major east-west transportation route between southern California, Arizona, New Mexico, and points east. Additionally, this highway is a major commerce route used by tractor-trailer transport trucks. As shown in Table 3.10.1, traffic on I-10 within the project area is below design capacity.

Access is limited to the Proposed Project and Alternatives A and C transmission line routes from the new substation/switching station on Hobsonway until they reach the Coachella Valley and Devers Substation. Unimproved roads and existing access roads for existing transmission lines and pipelines provide most of the right of entry routes to the transmission line right-of-ways. Access to the transmission line corridors in the Coachella Valley is readily available due to the increased urbanization and associated roadways in this area.

SR-78 starts at I-10, approximately 3.5 miles east of the new substation/switching substation on Hobsonway in Riverside County. This route goes in a southerly direction through the Palo Verde Valley and then turns toward the west near Glamis to Brawley in Imperial County. Brawley is located approximately 15 miles southwest of the Midway Substation. SR-78 continues in a westerly direction at Brawley, passing along the southern portion of the Salton Sea. Eventually, this road terminates at the City of Oceanside and I-5.

The Proposed Project and Alternatives A and C transmission line alignments would not cross SR-78. However, the highway would be crossed by the Alternative B transmission line. Alternative B alignment Option B-1 would also cross SR-78. SR-78 would provide general access to the Alternative B right-of-way, or roads leading to the right-of-way until it reaches Niland-Glamis Road. As shown in Table 3.10-1, SR-78 currently operates well below its design capacity within the project area. The low traffic volumes on this road are attributed to the low general population in these portions of Riverside and Imperial Counties.

| Table 3.10-1 Traffic Volumes and Capacities of Primary Roadways Within the Project Area | | | | | | | |
|--|------------------------|---------------------|---|---|---|--|----------------------|
| Highway Segment | Class-ification | No. Of Lanes | Average Daily Volume^a | Hourly LOS D Threshold^b | Hourly Design Capacity^c | P.M. Peak Hour Volume^d | Peak Hour LOS |
| Near the New Substation/Switching Station | | | | | | | |
| I-10 | | | | | | | |
| E of Mesa Drive | Freeway | 4 | 17,100 | 7,130 | 8,800 | 1,650 | A |
| W of Mesa Drive | | | 18,100 | 7,130 | 8,800 | 1,550 | A |
| Proposed Project and Northern Alternatives | | | | | | | |
| I-10 | | | | | | | |
| E of Route 177 | Freeway | 4 | 15,400 | 7,130 | 8,800 | 1,500 | A |
| W of Route 177 | | | 18,100 | 7,130 | 8,800 | 1,750 | A |
| E of Chiriaco Summit | | | 18,300 | 7,130 | 8,800 | 1,750 | A |
| W of Chiriaco Summit | | | 18,300 | 7,130 | 8,800 | 1,750 | A |
| E of Route 86S (Indio) | Freeway | 6 to 10 | 21,900 | 10,130 | 12,500 | 1,850 | A |
| W of Route 86S (Indio) | | | 38,500 | 10,130 | 12,500 | 3,200 | A |
| E of Ramon Road (Thousand Palms) | | | 67,000 | 10,130 | 12,500 | 5,600 | A |
| W of Ramon Road (Thousand Palms) | | | 64,000 | 10,130 | 12,500 | 5,500 | A |
| E of Date Palm Drive (Palm Springs) | | | 64,000 | 10,130 | 12,500 | 5,500 | A |
| W of Date Palm Drive (Palm Springs) | | | 59,000 | 10,130 | 12,500 | 5,200 | A |
| E of Route 62 (Whitewater) | | | 56,000 | 10,130 | 12,500 | 5,100 | A |
| W of Route 62 (Whitewater) | | | 60,000 | 10,130 | 12,500 | 5,500 | A |
| Southern Alternatives | | | | | | | |
| I-10 | | | | | | | |
| E of SR-78 | Freeway | 4 | 18,200 | 7,130 | 8,800 | 1,750 | A |
| W of SR-78 | | | 17,100 | 7,130 | 8,800 | 1,650 | A |
| SR-78 | | | | | | | |
| S of I-10 | Arterial | 2 | 2,800 | 1,240 | 2,390 | 220 | A |
| N of Riverside/Imperial County | | | 2,150 | 1,240 | 2,390 | 190 | A |
| S of Riverside/Imperial County | | | 2,150 | 1,240 | 2,390 | 190 | A |
| N of Glamis | | | 2,050 | 1,240 | 2,390 | 650 | A |
| S of Glamis | | | 1,100 | 1,240 | 2,390 | 350 | A |
| N of Route 115 (West Junction) | | | 2,950 | 1,240 | 2,390 | 290 | A |
| S of Route 115 (West Junction) | | | 2,950 | 1,240 | 2,390 | 290 | A |
| N of Route 115 (East Junction) | | | 2,950 | 1,240 | 2,390 | 290 | A |
| S of Route 115 (East Junction) | | | 1,750 | 1,240 | 2,390 | 560 | A |
| SR-111 | | | | | | | |
| S of California St. (Calipatria) | Major Arterial | 2 to 4 | 7,100 | 1,240 | 2,390 | 720 | A |
| N of California St. (Calipatria) | | | 7,900 | 1,240 | 2,390 | 800 | A |
| S of Niland Avenue (Niland) | | | 5,700 | 1,240 | 2,390 | 580 | A |
| N of Niland Avenue (Niland) | | | 6,200 | 1,240 | 2,390 | 630 | A |
| SR-115 | | | | | | | |
| E of SR-78 | Arterial | 2 | 2,100 | 1,240 | 2,390 | 210 | A |
| W of SR-78 | | | 1,050 | 1,240 | 2,390 | 110 | A |
| N of Industrial Avenue (Calipatria) | | | 3,250 | 1,240 | 2,390 | 310 | A |
| S of Industrial Avenue (Calipatria) | | | 4,950 | 1,240 | 2,390 | 470 | A |

- a. Estimated number of vehicles per day based on 2001 Caltrans traffic counts.
b. Maximum number of vehicles per hour in both directions for LOS D.
c. Maximum number of vehicles per hour in both directions.
d. Peak hour number of vehicles per hour based on 1999 Caltrans traffic counts.

There are several state highways adjacent to the Alternative B transmission line alignment west of the Midway Substation which could be used to provide access to local roadways leading to transmission line construction areas. In addition to SR-78, these state routes are SR-111 and SR-115. The Alternative B transmission line would not cross these roads. As provided in Table 3.10.1, all of these state routes currently operate under their design capacity (LOS A) within the project area. SR-111 and SR-115 are mostly two-lane, asphalt-paved roads.

SR-111 is a major two-lane road that runs in a north-south direction along the eastern shore of the Salton Sea from Palm Springs to Calexico in the south. A series of local access roads from Niland, Calipatria, and Brawley could be used to provide general access to the construction areas near the terminus of the Alternative B transmission line at the Midway Substation. A road paralleling the "M" Lateral Drain or a road paralleling the East Highline Canal would provide direct access to the Midway Substation. Most of the roads in this area are unimproved (e.g., dirt or gravel) beyond local city limits.

SR-115 goes from Calipatria through Holtville to Date City, running in a generally north-south direction. This road is approximately 4 to 5 miles east of SR-111 in the Calipatria and Brawley area. SR-115 could provide general access to construction areas near the terminus of the Alternative B transmission line corridor at the Midway Substation. Local roads would be used to provide direct access to transmission line corridors and the Midway Substation. Most of these local direct access roads are unimproved.

Access to the Alternative B transmission right-of-way would be from Niland-Glamis Road. An unnamed access road parallels the remaining portion of the right-of-way to the Midway Substation. This road is marked on the USGS topographic map for 4WD vehicles. Access to Niland-Glamis Road and the unnamed 4WD road from other locations is very limited. Access to the Midway Substation is from SR-78 or unimproved dirt roads.

3.10.1.2.2 Airports

As discussed previously, the Blythe Airport is located in the northeast portion of the project area, approximately 1.2 miles west of the new substation/switching station on Hobsonway. This airport has two lighted runways (Runway 8/26 at 6,562 feet in length and Runway 17/35 at 5,820 feet in length), and is used by both commercial and private aircraft. Regularly scheduled passenger flights from the Blythe Airport are not available.

In addition to the Blythe Airport, there are two minor airports and one major airport along the Proposed Project and Alternatives A and C transmission line alignments. The two minor airports are the Julian Hinds Pump Plant Airstrip and Chiraco Summit Airport. The Julian Hinds Pump Plant Airstrip Airport near Desert Center has one runway (Runway 4/22 at 2,000 feet in length). The Chiraco Summit Airport at Chiraco Summit has one runway (Runway 6/24 at 4,600 feet in length). Neither of these airports has a control tower.

The Bermuda Dunes Airport is located 3 miles south of the Proposed Project and Alternatives A and C transmission line alignments. This airport serves private aircraft.

The Palm Springs International Airport is located 6 miles south of the Proposed Project and Alternatives A and C transmission line alignments. This airport serves both private aircraft and commercial flights. Nine major airlines fly out of this airport, providing both national and international service.

Two airports are located in general proximity to the Alternative B transmission line route. Both of these airports are southwest of the Midway Substation near Brawley and Calipatria in Imperial County. The Cliff Hatfield Memorial Airport, at Calipatria, has one runway (Runway 8/26 at 3,440 feet in length). The Brawley Municipal-Airport also has one runway (Runway 8/26 at 4,447 feet in length). These are small airstrips with no control towers and are used primarily by private pilots.

3.10.1.2.3 Railroads

One railroad line is located within the project area. This railroad line is the UPRR. The UPRR lies within the western portion of the project area with segments adjacent to portions of the Proposed Project and each of the alternative transmission line alignments.

The UPRR runs along the eastern side of the Salton Sea and Coachella Valley beyond Indio in the north to Yuma, Arizona, and points east. This railroad is extensively used for transporting rail stock between California and points east. The UPRR varies from 1 to 5 miles south of the Proposed Project and Alternatives A and C transmission line alignments through the Coachella Valley. The Alternative B transmission line alignment is adjacent to and north of the UPRR, a distance of approximately 26 miles. The Alternative B transmission line would cross the UPRR line north of the Midway Substation.

3.10.1.3 Regulatory Setting

As construction of the Proposed Project and alternatives could potentially affect roadway conditions, access, and traffic flow, it would be necessary for the owner or construction contractor to obtain encroachment permits or similar legal agreements from public agencies responsible for each affected roadway. Such permits are needed for roads that would be crossed by the transmission line, and any parallel roads for which construction activities would occur within or requiring the use of the public right-of-way. These encroachment permits would be issued by the California Department of Transportation (Caltrans) and/or the counties in which the facilities would be located (i.e., Riverside County or Imperial County).

Traffic control plans would be required for each location where the roadway would be directly affected or temporarily blocked by construction activities. Such plans would be subject to approval by the responsible jurisdictions. These traffic control plans would be required to incorporate the standards and techniques presented in such references as the Caltrans' *Traffic Manual*, Chapter 5, "Manual of Traffic Controls for Construction and Maintenance Work Zones"; the "Standard Specification for Public Works Construction"; and/or the *Manual on Uniform Traffic Control Devices (MUTCD)*, Part VI, "Traffic Controls for Street and Highway Construction, Maintenance, Utility and Emergency Operations". The traffic control plans would include such features as detour routing, flagging operations, telephone numbers to call in the event of problems during construction, methods of advance notification for affected residents and business owners, and emergency operations agencies near the construction area.

Federal regulations associated with hazardous materials and safety that may be applicable to the Proposed Project and alternatives are associated with the *Hazardous Materials Transportation Act of 1974* (Title 49, CFR, Part 397.9) which directs the U.S. Department of Transportation (U.S. DOT) to establish criteria and regulations for safe transportation of hazardous materials over public highways and roadways. *Hazardous Materials Regulations* (Title 49, CFR, Subtitle

B, Chapter L, Subchapter C) addresses transportation of hazardous materials, types of materials defined as hazardous, and marking of vehicles transporting hazardous materials. In addition, *Motor Carrier Safety Regulations* (Title 49, CFR, Subtitle B, Chapter III, Subchapter B) specifies safety considerations for transportation of goods, materials, and substances over public highways and roadways.

3.10.2 Environmental Consequences

3.10.2.1 Methodology and Significance Criteria

Potential traffic and transportation impacts were assessed through consideration of existing roadway and traffic conditions (as described in the previous section), potential project-related vehicle use, and roadway intrusion to determine potential disruption of traffic patterns. Impacts resulting from project-related activities are considered significant if:

- Project vehicle trips on area roadways associated with construction activities would reduce existing LOS to levels of D or lower, or cause undo delays along primary roadways within the project area;
- Project construction activities within or adjacent to public roadways would cause traffic delays of greater than 15 minutes;
- Project vehicle trips or construction activities within or adjacent to roadway right-of-ways would create increased risk of motor vehicle accidents or pedestrian injury;
- Project construction activities would result in delays in emergency vehicle response times or require emergency vehicles to use alternate routes during emergency situations; or
- Construction activities would result in unrepaired damage to existing transportation infrastructure.

3.10.2.2 Proposed Project Impacts and Mitigation Measures

Impacts associated with the Proposed Project would be short term and related to the movement of personnel and equipment during construction of the transmission line and substations. Traffic associated with operation would be a limited number of daily vehicle trips by substation personnel to access the substation, and during routine inspection and maintenance activities. Transmission line inspection and maintenance traffic would occur infrequently, and would not involve large numbers of vehicles or workers. The specific impacts and mitigation measures discussed below have been identified for the Proposed Project. Although specific roadways used and the number of construction vehicle trips may vary slightly for the Proposed Project, the impacts and mitigation measures identified below also apply to the segment alignment options unless otherwise noted.

Traffic and Transportation Impact 1: *Vehicle trips for personnel and equipment movement during construction and operation of the Proposed Project would increase traffic volumes on area roadways.*

Construction of the Proposed Project facilities would cause increased traffic levels on roadways used to transport equipment, materials, and personnel to construction areas. Peak-level construction traffic could increase the number of vehicle trips per day on roadways used for

personnel access and equipment/materials delivery to worksites by as much as 80 vehicle trips per day. Depending on location, construction personnel would likely access worksites using primary roadways in the Proposed Project area including I-10 and secondary roadways. From these roadways, construction traffic would use either existing or newly constructed access roads to access construction areas. Because of the limited traffic volumes on all roadways and the low number of construction-related trips that would be necessary each day, traffic associated with construction would not change the existing LOS in these areas. Personnel trips and equipment movement necessary for operation of the substations and transmission line would be minimal. Transmission line monitoring would be limited to one or two vehicles at any one time, and worker trips to the Devers Substation would not increase above existing or anticipated levels. Vehicle trips to the new substation/switching station would not be expected to result in more than 20 one-way trips to and from the substation each day, and would not substantially increase traffic volumes or adversely affect LOS on area roadways. As such, this impact is considered less than significant, and no mitigation is proposed.

Traffic and Transportation Impact 2: *Construction activities in proximity to public roadways could create traffic delays and unsafe conditions for motorists.*

Construction of the Proposed Project would require activities and equipment movement near and within public roadway right-of-ways. The transmission line would cross I-10 south of the new substation/switching station and near the Coachella Valley (shown on Figure 3-10.1), and would cross other roadways within the Proposed Project area with substantially lower traffic volumes. As discussed in Section 2, construction of the transmission line roadway crossings would utilize temporary guard structures as necessary to ensure that public safety and safe driving conditions are maintained.

In the unlikely event that construction activities would require roadway lane closure, short detour routes would be made available to avoid creating substantial delays for motorists or emergency vehicles.

Finally, the use of public roadways for the movement of equipment necessary for transmission line construction could create unsafe conditions for motorists. This impact would be less than significant as construction activities and equipment movement would be done in accordance with applicable highway safety requirements. In addition, the following mitigation measure would serve to further reduce this potential impact.

Traffic and Transportation Impact 2 Mitigation: *Traffic controls would be implemented at locations of ingress and egress of construction vehicles on public roadways as necessary to ensure that safe driving conditions are maintained.*

Traffic controls could include ensuring that the locations of newly constructed access road intersections with public roadways are highly visible and placing signage and traffic control crews at select locations to ensure that motorists are aware of the presence of crossing or slow-moving construction vehicles.

Traffic and Transportation Impact 3: *Construction activities could result in damage to local roadways.*

Construction traffic, especially vehicles used for equipment and materials movement, could exceed the design weight capacities on local roadways, resulting in damage to these roadways during construction. Although such activities would not be expected to result in significant damage to area roadways, the following mitigation measure would ensure that this impact would be less than significant.

Traffic and Transportation Impact 3 Mitigation:

Following construction, or during construction as necessary to maintain safe driving conditions, any damage to existing roadways caused by construction vehicles would be repaired.

Traffic and Transportation Impact 4: *Construction activities and the presence of the Proposed Project transmission line in proximity to airports could disrupt operation of these facilities.*

Project design and construction would comply with all applicable regulations associated with aviation and railways in the Proposed Project area. The transmission line would be a sufficient distance from the flight paths of airports as not to affect flight patterns or fall under FAA regulations.

3.10.2.3 Alternative A Impacts and Mitigation Measures

Impacts of Alternative A would be similar to those described for the Proposed Project. The Alternative A transmission line would cross I-10 twice (as shown on Figure 3-10.1) and would be parallel and adjacent to I-10 from approximately Desert Center to the Cactus City Rest Area. Potential impacts associated with the Alternative A transmission line I-10 crossings would be similar to those discussed above for the Proposed Project. Although this alternative is closer to I-10 than those discussed above, additional traffic on I-10 is not anticipated, as access to the transmission line would primarily occur within the transmission line right-of-way or by use of adjacent existing gas pipeline access roads. Construction activities adjacent to I-10 would be at a sufficient distance so as not to create an increased risk to motorists. Specific roadways used for personnel and equipment transport and the total numbers of construction trips per day would be similar to those of the Proposed Project. Impacts would remain less than significant, and could be further reduced with the implementation of the same mitigation measures identified for the Proposed Project.

3.10.2.4 Alternative B Impacts and Mitigation Measures

Impacts associated with Alternative B would be similar to those discussed for the Proposed Project, except as noted below. Corresponding mitigation measures are expected to be sufficient to reduce potentially significant impacts to a less than significant level. The Alternative B transmission line would cross I-10 once, in the same location and manner as that described for the Proposed Project transmission line.

Traffic and Transportation Impact B1: *Construction activities in the proximity of SR-78 could create traffic delays and unsafe conditions for motorists.*

The Alternative B transmission line would cross SR-78 twice (as shown on Figure 3.1-10) and would be along the western side of the SR-78 right-of-way, a distance of about 7 miles. Ingress and egress of construction related traffic could result in an increase of collision hazards on portions of SR-78, especially where the transmission line parallels SR-78. Collision risks are higher for Alternative B than the Proposed Project, because SR-78 is not a freeway with controlled access. Additionally, temporary closure of one or more lanes of portions of SR-78 could occur to accommodate construction of the transmission line. Temporary closure of a lane or closure of SR-78 could result in traffic delays of greater than 15 minutes and could also result in delays of emergency vehicles.

The Alternative B transmission line would pass through mountainous regions away from SR-78, with the last 37 miles to the Midway Substation along poorly maintained or 4WD roads. Consequently, access routes along the transmission line will be more restricted than the Proposed Project. Additionally, heavy equipment for Alternative B must use the two-lane road of SR-78, rather than the four-lane road of I-10. This could result in possible delays in local traffic flow along SR-78, especially in hilly areas where passing is more difficult. Given the low traffic volumes in this area on SR-78, these delays would likely not be significant.

Traffic and Transportation Impact B1 Mitigation: *Traffic controls would be implemented at locations of ingress and egress of construction vehicles on SR-7,8 as necessary, to ensure that safe driving conditions are maintained.*

Traffic controls could include ensuring that the locations of newly constructed access road intersections with public roadways are highly visible and placing signage and traffic control crews at select locations to ensure that motorists are aware of the presence of crossing or slow-moving construction vehicles.

Traffic and Transportation Impact B2: *Construction activities could result in damage to SR-78 and other local roadways.*

Some damage could occur to SR-78 and other local roads used for construction access as a result of heavy haul vehicle trips. Although such activities would not be expected to result in significant damage to area roadways, the following mitigation measure would ensure that this impact would be less than significant.

Traffic and Transportation Impact B2 Mitigation: *Following construction, or during construction as necessary to maintain safe driving conditions, any damage to existing roadways caused by construction vehicles would be repaired.*

Option B-1 crosses SR-78 at four additional locations more than Alternative B. This option also parallels SR-78 an additional 5 miles. These conditions would have an increased potential for disrupting traffic flow and collision hazards on SR-78. Therefore, this option would have an increased potential for impacts than previously discussed for Alternative B. Given the speed of transmission line construction, these impacts would not occur over prolonged periods of time.

In addition to the impacts associated with construction discussed above, Alternative B would result in similar impacts on roadways north of the Midway Substation during construction activities associated with improvements to the Coachella, Mirage, and Devers Substations. The improvements to existing transmission lines along Alternative B transmission line improvement segments 1 and 2, as indicated on Figure 3-10.1, will also have similar impacts. Much of the access necessary for transmission line improvements would occur along the existing transmission line access roads. Construction traffic for these improvements would not be expected to result in substantial delays on area roadways. Impacts associated with construction traffic and potential damage to roadways from heavy construction vehicles could be mitigated through the implementation of the same mitigation measures identified for the Proposed Project, and would reduce the impacts of Alternative B to less than significant levels.

3.10.2.5 Alternative C Impacts and Mitigation Measures

Impacts of Alternative C would be similar to those described for the Proposed Project. The Alternative C transmission line would cross I-10 a total of four times (as shown on Figure 3-10.1) and would be parallel and adjacent to I-10. Potential impacts associated with the Alternative C transmission line I-10 crossings would be similar to those discussed above for the Proposed Project, but would exist at four locations instead of the two locations identified for the Proposed Project. Although this alternative is closer to I-10 than those discussed above, additional traffic on I-10 is not anticipated, as access to the transmission line would primarily occur within the transmission line right-of-way or by use of adjacent existing transmission line access roads. Construction activities adjacent to I-10 would be at a sufficient distance so as not to create an increased risk to motorists. Specific roadways used for personnel and equipment transport and the total numbers of construction trips per day would be similar to those of the Proposed Project. Impacts would remain less than significant, and could be further reduced with the implementation of the same mitigation measures identified for the Proposed Project.

3.10.2.6 No Project Alternative

Under the No Project Alternative, no facilities would be constructed, project related traffic would not be generated, and no traffic or transportation impacts would occur.

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