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6.9 TRAFFIC AND TRANSPORTATION

This section addresses potential impacts associated with traffic and transportation systems in the Project study area that may result from construction and operation of the Project. The analysis considers the regional and local roadways and railroads, current and Project-related traffic conditions, access to the Project Site and Temporary Construction Area (both on the existing ECGS Site), construction and operation-related parking requirements, and transportation of hazardous materials related to operation of the plant. Section 6.9.1, Affected Environment, describes the environmental setting of the Project study area and presents the existing conditions of the transportation system; Section 6.9.2, Environmental Consequences, assesses the potential environmental impacts of construction and subsequent operation of the Project on traffic and the existing transportation system; Section 6.9.3, Cumulative Impacts, addresses the cumulative impacts of the Project in relation to other cumulative projects identified in Section 6.2, Land Use. References are presented in Section 6.9.6.

This SPPE Application is for the construction and operation of the ECGS Unit 3 Repower Project. The Project will be owned and operated by IID ("the Applicant") and will utilize the existing staffing at the ECGS. IID is an irrigation district established under Division 11 of the California water code, Sections 20500 et seq., that provides electrical power, non-potable water, and farm drainage services to the lower southeastern portion of the California desert, primarily in Imperial County. ECGS Unit 3 will continue to serve the growing electrical load demands of the region.

The Project consists of replacing the existing CE boiler with a GE Frame 7EA dry low NO_x CTG and HRSG to supply steam to the existing Westinghouse STG. The generator output from the Unit 3 Repower Project will be stepped-up to transmission voltage and interconnected to the existing IID El Centro Switching Station also located within the ECGS Site.

Most of the existing ECGS systems will continue to be used with only minor modifications. Systems that will continue to be used include the STG, cooling system, water treatment system, water supply system, control room, fire system, ammonia system, site access during operations, and electrical El Centro Switching Station.

The Project consists of two major project areas:

- Project Site – new Unit 3 CTG/HRSG, minor modifications to the existing Unit 3 cooling tower, replacement of the Unit 3 condenser, minor modifications to Unit 3 STG, the 92 kV electrical interconnection and modifications to the existing gas interconnection.
- Temporary Construction Area – construction parking, construction trailers, and construction laydown area.

The total Project disturbance will be 12.5 acres, all of which is within the ECGS Site.

6.9.1 Affected Environment

6.9.1.1 Regional Setting

The affected environment relative to the Project is discussed in both a regional and local context. The regional setting includes the existing and planned public and private roads, rail lines, and

pipelines considered in the transportation impact analysis. Figure 6.9-1, Regional Transportation Setting, depicts the affected environment as discussed below and illustrates the relationship of the Project to local and major roads and highways in the Project study area. Figure 2-1, Project Location Map, depicts the location of the Project study areas.

The following plans and programs describe the framework for managing the transportation resources in the Project study area.

Southern California Association of Governments Regional Transportation Plan

SCAG is the designated Metropolitan Planning Organization (MPO) for the six-county SCAG Region comprising the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The Association of Governments is mandated by the federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. The adopted 2004 Regional Transportation Plan (RTP), also known as Destination 2030, is a multi-modal plan representing SCAG's vision for a better transportation system, integrated with the best possible growth pattern for the region. The 2004 RTP presents an assessment of the overall growth and economic trends in the SCAG region for the plan horizon 2030 and provides strategic direction for investments during this time period.

Imperial County General Plan

The Imperial County General Plan is the master "blueprint" for the way county residents, county officials, and planning staff would like to see Imperial County grow and develop. The Circulation and Scenic Highways Element outlines the goals and policies for the county's transportation and circulation system, as well as to provide a policy framework in the implementation of the scenic highways program by providing protection and enhancement of the county's scenic resources for both rural and urban scenic highway corridors.

City of El Centro General Plan Circulation Element

The Circulation Element addresses all facets of circulation within the City of El Centro including streets and highways, transportation corridors, public transportation services, rail system, bicycle and pedestrian facilities, and commercial and general airports. The Circulation Element is mandated to fulfill state requirements to provide effective circulation facilities to support desired community development and future land use decisions, goals, and objectives outlined in the Land Use Element of the City of El Centro General Plan.

Highways and Roadways

The transportation network within the Project study area is composed primarily of city arterials, collectors and local roadways, and state-maintained highways that have been the backbone of the circulation system for the City of El Centro and adjoining communities. Imperial County's highway system, including the City of El Centro's circulation system, play a major role in the movement of goods originating from both interstate and international sources and will continue to attract use as new developments occur within Imperial County as well as the surrounding communities.

As illustrated in Figure 6.9-1, Regional Transportation Setting, the Project study area is primarily served by Interstate 8 to the south which connects San Diego County from the west and Arizona to the east and beyond to continental United States. State Road 78 to the north of El Centro is an east-west highway that provides connection to San Diego County to the west. State Road 86 is a north-south highway connecting Interstate 8 and Interstate 10 in Imperial and Riverside counties and plays a major part in the movement of farm products from Imperial County and Coachella Valley to the Los Angeles distribution hubs. State Highway 111 is a north-south highway originating from the Mexican border to the south and connecting to Interstate 10 to the north. These state roads and highways are under the jurisdiction of the California Department of Transportation (Caltrans). Information regarding existing traffic volumes, truck traffic, capacity, and level of service (LOS) on these highways within the Project study area are discussed in detail in Section 6.9.2, Environmental Consequences.

In consultation with Caltrans District 11 staff, State Highway 111 is conceptually planned as a 6-lane access-controlled facility between State Road 98 near the Mexican border to Interstate 8 and a 4-lane facility from Interstate 8 to State Road 78.

On the local level, transportation and mobility and transportation infrastructure are one of the key goals considered in the development of the city's 2005-2010 Strategic Planning Program which provides prioritized objectives, tasks/action items, responsible parties, and target completion dates to accomplish these goals.

Railroads

The Union Pacific Railroad mainline traverses Imperial County in a northwesterly direction from the Arizona border near Winterhaven toward Riverside County to the north. The southerly branch of the Union Pacific line originates from the mainline in Niland and provides rail service to Calipatria, Brawley, Imperial, El Centro, Calexico, and Mexico.

An east-west at-grade train crossing of the San Diego and Arizona Eastern Railroad Line at Dogwood Road just north of Commercial Avenue connects to the north-south Union Pacific Railroad tracks just west of 3rd Street in downtown El Centro.

Pipelines

A network of pipelines within the study area is used primarily as conveyance for natural gas and petroleum products. A Kinder Morgan pipeline is used to deliver and transport liquid petroleum products within Imperial County. The SCGC uses two parallel lines to deliver natural gas to Niland, Calipatria, Brawley, Imperial, El Centro, Heber, and Calexico; and branch lines serve Holtville, Westmorland, Seeley, Naval Air Facility El Centro, and Plaster City.

Bicycle Routes and Pedestrian Circulation

The City of El Centro has adopted the Caltrans bicycle classification system shown below:

- Class I Bicycle "Paths" are completely separated from vehicular traffic and within an independent right-of-way (ROW) or the ROW of another facility.
- Class II Bicycle "Lanes" are part of the roadway or shoulder marked by pavement markings or barriers. Vehicle parking, crossing, or turning movements are permitted within the bikeway.

- Class III Bicycle "Routes" share the ROW with motor vehicles and are designated by signings only. There is minimal protection from shared vehicle traffic, but signage helps to make the motorist aware of the presence of the bicyclists.

The City of El Centro bicycle facilities are described in greater detail in the City of El Centro Bicycle Master Plan. The city has recently completed a Citywide Bikeway System Design Report.

According to the Circulation Element, the city's pedestrian network is mainly associated with existing roads that have sidewalks. In the absence of curbs, gutters, or sidewalks, pedestrian circulation and local foot traffic generally use the ROW easements along the edges of paved streets.

6.9.1.2 Project Location

The Project is located on the southwest quadrant of Dogwood Road and Villa Avenue within the City of El Centro in Imperial County, California (Figure 6.9-1, Regional Transportation Setting). The Project is situated in the urbanized portion of Imperial County that contains predominantly residential and commercial/industrial uses within downtown El Centro. The local transportation network directly accesses the Project Site via Villa Avenue, a 2-lane local road that connects to Dogwood Road to the east. Interstate 8 runs east to west to the south of the Project Site. The Project would generate short-term added traffic that includes both passenger vehicles and commercial equipment during the construction period. Since the Project will be operated with the existing ECGS staff, the traffic will stabilize to pre-construction levels after the completion of construction activities at the Project Site.

The transportation setting of the ECGS Site within the surrounding region is depicted in Figure 6.9-1, Regional Transportation Setting. Figure 6.9-2, Study Area, illustrates the major roads, local streets, and highways in the immediate vicinity of the Project. Figure 6.9-3, Roadway and Intersection Geometrics, depicts the existing geometric configuration of roadway segments and intersections that were evaluated in this section.

Table 6.9-1, Existing Traffic Characteristics of Highways in the Project Study Area, presents data pertaining to the existing traffic characteristics at a study segment along Interstate 8 that could be potentially affected by the Project.

TABLE 6.9-1
EXISTING TRAFFIC CHARACTERISTICS OF HIGHWAYS IN THE PROJECT STUDY AREA

Highway	Location	Average Daily Traffic[1]	Peak-Hour Traffic[1]	Annual Average Daily Truck Traffic[2]	Percentage of Truck Traffic[3]	LOS[4]
I-8	East of Dogwood Rd.	34,000	2,340	3,876	11.4	B
I-8	West of Dogwood Rd.	35,500	4,850	4,154	11.7	B

Notes:
[1]Source: 24-hour Traffic Data on the California State Highway System (Caltrans 2005).
[2]Source: 2004 Truck Volumes on the California State Highway System (Caltrans 2005).
[3]Percentages calculated using average daily truck traffic as a percentage of average daily traffic (ADT).
[4]LOS = level of service. Based on Table C-2 Circulation System Performance Criteria, City of El Centro Circulation Element
I-8 = Interstate 8 (Highway)

The information provided in Table 6.9-1, Existing Traffic Characteristics of Highways in the Project Study Area, includes the average daily traffic (ADT), peak-hour traffic, annual average daily truck traffic, and highway LOS. Figure 6.9-4, Existing Traffic Volume, depicts existing traffic volumes within the Project study area.

The roadway segment performance criteria used for evaluating traffic volume and capacity on the city street system are based on the ADT data and the roadway classification system. The City of El Centro considers LOS C as an acceptable operating condition.

The LOS criteria for highways are established by Caltrans, and take into account numerous variables such as ADT, capacity, grade, environment (urban or rural), and other considerations as appropriate. According to Caltrans policy, LOS D is acceptable for planning purposes, while LOS E and F are considered unacceptable.

The above service values are defined by the 2000 edition of the Highway Capacity Manual (HCM) (Transportation Research Board 2000) and summarized in Table 6.9-2, Levels of Service.

TABLE 6.9-2
LEVELS OF SERVICE[1]

LOS	Description	Average Vehicle/ Capacity Ratio
A	Free flow; insignificant delays	0.0 - 0.59
B	Stable operation; minimal delays	0.6 - 0.69
C	Stable operation; acceptable delays	0.7 - 0.79
D	Approaching unstable; queues develop rapidly but no excessive delays	0.8 - 0.89
E	Unstable operation; significant delays	0.9 - 0.99
F	Forced flow; jammed conditions	≥ 1.0

Notes:
[1]As defined by Caltrans for highways.
LOS = level of service
≥ = greater than or equal to

The two study segments along Interstate 8 that could be potentially affected by the Project are currently operating better than LOS C as summarized in Table 6.9-2, Levels of Service.

Truck traffic on highways serving the Project study area is high. As shown in Table 6.9-1, Existing Traffic Characteristics of Highways in the Project Study Area, truck traffic percentage along Interstate 8 is approximately 12%.

The primary east-west access to the Project Site, East Villa Avenue, intersects with Dogwood Road to the northeast of the Project Site. Dogwood Avenue is the primary north-south Project access route and connects with Interstate 8 via an interchange to the south. These roadways provide the most direct route to the Project Site.

ADT counts for the local roadway segment analyses were collected in the second week of December 2005. Table 6.9-3, Existing Traffic Characteristics of Local Roadways in the Project Study Area, summarizes the existing local roadway LOS analysis. The results of the LOS analysis indicate that Dogwood Road is currently operating in excess of the desired LOS C

conditions which is mainly attributable to Dogwood Road's current narrow 1- to 2-lane directional cross-section as compared to the recommended 4-Lane Arterial cross-section from the General Plan Circulation Element. East Villa Avenue is currently operating at acceptable LOS A.

TABLE 6.9-3
EXISTING TRAFFIC CHARACTERISTICS OF
LOCAL ROADWAYS IN THE PROJECT STUDY AREA

Roadway	Location	Classification	Average Daily Traffic	Level of Service C Capacity	LOS[1]
Dogwood Road	North of East Villa Avenue	2-Lane Arterial[2]	7,758	7,700	D
Dogwood Road	South of East Villa Avenue	2-Lane Arterial[2]	10,549	7,700	D
Dogwood Road	Between Main Street & Ross Avenue	2-Lane Arterial[2]	11,220	7,700	D
Dogwood Road	South of Ross Avenue	2-Lane Arterial[2]	13,136	7,700	E
West Villa Avenue	West of Dogwood Road	2-Lane Arterial	1,155	7,700	A

Source: 24-hour average daily traffic (ADT) Counts (Field Data Services 2005).
Notes:
[1] Based on Table C-2 Circulation System Performance Criteria, City of El Centro General Plan Circulation Element.
[2]Analyzed as a 2-Lane Arterial. Classified as a 4-Lane Arterial, City of El Centro General Plan Circulation Element.
LOS = level of service

In addition to the local roadway segments, five study intersections have been identified for intersection level analysis in consultation with Imperial County and City of El Centro Department of Public Works (DPW) staff. These study intersections were selected since they are the most likely intersections that could be impacted due to the Project. Table 6.9-4, Existing Traffic Characteristics of Intersections in the Project Study Area, displays the existing intersection LOS analysis. The results of the analysis indicate that the majority of the study intersections operate at LOS C or better conditions with the exception of one intersection, which is operating at LOS E during the PM peak hour.

TABLE 6.9-4
EXISTING TRAFFIC CHARACTERISTICS OF
INTERSECTIONS IN THE PROJECT STUDY AREA[1]

Intersection	Signal Control	AM Peak Hour			PM Peak Hour		
		LOS	Delay[2]	V/C	LOS	Delay[2]	V/C
Dogwood Street/East Villa Avenue	Unsignalized	B	12.8	***	C	16.8	***
Dogwood Street/Main Street	Signalized	C	30.5	0.412	C	31.2	0.487
Dogwood Street/Ross Road	Signalized	C	25.7	0.466	C	23.2	0.524
Dogwood Road/I-8 West Bound Ramps	Unsignalized	B	13.9	***	E	44.6	***
Dogwood Road/I-8 East Bound Ramps	Unsignalized	C	15.4	***	C	20.2	***

Notes:
[1]Unsignalized intersection level of service (LOS) calculated using 2000 HCM Unsignalized Intersection methodology.
*** No volume-to-capacity (V/C) ratio is calculated under 2000 HCM Unsignalized Intersection methodology.
[2]Time delay is expressed in seconds.
AM = ante meridiem PM = post meridiem I-8 = Interstate 8 (Highway)

6.9.1.3 Construction Laydown Area

The Temporary Construction Area will be located on the ECGS Site and will be accessed from Villa Avenue.

6.9.2 Environmental Consequences

6.9.2.1 Significance Criteria

According to the guidelines established in CEC Staff AFC Instructions and those set forth in CEQA, Appendix G (1), (Public Resource Code Section 21000 et seq.), a project would result in a significant effect when it will "cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system," or when it:

- Generates substantial additional vehicular movement
- Impacts existing parking facilities or promotes demand for new parking facilities
- Substantially impacts existing transportation systems
- Alters present patterns of circulation or the movement of people and/or goods
- Alters waterborne, rail, or air traffic
- Increases traffic hazards to motor vehicles, bicyclists, or pedestrians

Significant impacts would also include the failure to comply with federal and state regulations governing the transportation of hazardous materials, or the generation of traffic volumes violating local LOS standards.

6.9.2.2 Project Impacts

The Project may result in short-term impacts to the traffic and the transportation system during the construction phase only. No long-term impacts are anticipated during operations.

Construction of the Project will result in a temporary increase in traffic associated with the movement of construction vehicles, equipment, and personnel on the transportation network serving the Project study area. Where warranted, the Project will utilize proper signs and traffic control measures in accordance with Caltrans, Imperial County, and City of El Centro requirements during the construction period. The Project will also coordinate construction activities with appropriate Caltrans, California Highway Patrol (CHP), Imperial County, and City of El Centro departments, and other jurisdictions to maintain traffic flow and safety, including the transport of oversize and overweight loads on state, county, and city roadways.

Operation of the Project will not result in long-term increases in traffic associated with employees and movement of vehicles serving the Project, as there will not be an increase in ECGS personnel to operate the Unit 3 Repower Project. Both construction and operation phases are discussed in detail below as they relate to potential traffic and transportation impacts in the Project study area.

Construction-Related Impacts

To assess the magnitude and directional variation of vehicle trips associated with the construction of the Project, vehicle trip generations were analyzed using the workforce data presented here.

Workforce Vehicle Trips

Table 6.9-5, Plant Construction Workforce Distribution, summarizes the estimated origins and distribution of the construction workforce. Based on a worst-case scenario, it is assumed that each worker will drive a separate vehicle to the Project Site, making two trips per day (one round trip to the Project Site and back).

TABLE 6.9-5
PLANT CONSTRUCTION WORKFORCE DISTRIBUTION

Origin of Workforce Vehicle Travel to Project Construction Site	Distribution Workforce	Peak Workforce
Imperial County	95.0%	93
Outside of Imperial County	5.0%	5
TOTAL	100%	98

Notes:
% = percent

On average, there will be approximately 73 construction workers on the Project Site and peaking to approximately 98 workers during the peak construction period. Table 6.9-6, Workforce Vehicle Distribution and Trip Generation, summarizes the peak workforce distribution and resultant trip generation during the construction period. Parking for construction personnel and visitors will be provided in a designated area within the Temporary Construction Area on the ECGS Site.

TABLE 6.9-6
WORKFORCE VEHICLE DISTRIBUTION AND TRIP GENERATION

Origin of Trip Distribution To/From Project Site	Peak Workforce	Daily Vehicle Trips
Imperial County	93	186
Outside of Imperial County	5	10
TOTAL	98	196

Source: Based on workforce estimates provided in Table 6.12-10, Construction Employment.

Workforce Trip Distribution

It is assumed that workers will come from Imperial and adjoining counties. As shown in Table 6.9-5, Plant Construction Workforce Distribution, the availability of local and non-local construction workforce will be originating from the following geographical areas:

- Imperial County
- San Diego County

- Riverside County

Preferred Routes of Travel by Workers

It is assumed that the most logical traffic route preferred by construction workers commuting from within Imperial and San Diego counties will be primarily via Interstate 8 to Dogwood Road and finally to East Villa Avenue to the Project Site or Temporary Construction Area. Local workers would most likely use Main Street and Ross Avenue to access Dogwood Road. Trips originating from the north will primarily access the site via southbound Dogwood Road to East Villa Avenue.

Construction Equipment and Material Deliveries

Construction of the Project will require the use of heavy equipment for site preparation and erection of structures. In addition to deliveries of heavy equipment, construction materials such as concrete, wire, pipe, cable, fuels, reinforcing steel, and consumables will be delivered to the Project Site by truck. It is estimated that there will be an average of five light delivery trucks on a daily basis and approximately three heavy delivery vehicle and trucks on a weekly basis accessing the Project Site during the Project construction period. Some truck deliveries will include hazardous materials to be used during Project construction, as described in Section 6.14, Hazardous Materials. No acutely hazardous materials would be delivered to or used by the Project. Most deliveries will occur between 7:00 a.m. and 5:00 p.m. on weekdays. It is assumed that the majority of these materials will be transported from within Imperial County.

In some cases, large, heavy equipment may be shipped by rail or by specialized vehicles. Transportation permits will be obtained where shipments are in excess of size thresholds set forth in the California Vehicle Code, Section 35780. Vehicles used during Project construction that are over-sized, over-weight, over-width, or over-length will require a transportation permit from Caltrans.

Distribution of Truck Traffic and Routes of Travel

It is anticipated that the truck deliveries would be routed via Interstate 8 to Dogwood Road. Truck traffic will be advised not to use local streets.

Trip Generation Analysis

Construction of the Project will occur over an estimated 20-month period with varying levels of manpower, construction delivery, and equipment use. The majority of Project construction activities are anticipated to occur during normal daytime work hours. Possible exceptions may include limited night construction activities which are considered time critical or continuous in nature (such as concrete pours), and that may require extension of work hours based on inherent process requirements or material driven characteristics. These nighttime construction activities are considered nonrecurring events that would generate a minimal number of trips, retain a small number of workers on-site, and would likely have minimal impact on PM peak hour traffic. Therefore, nighttime work is anticipated to be a non-critical trip generation factor in the Project construction phase, with no significant impacts.

Concrete Pour Deliveries

During project construction, major foundation pours could require up to 50 concrete mix truck deliveries per day. Each major foundation pour would be limited to one day. Since these activities are non-recurring events occurring only during a few days throughout the construction period, concrete truck deliveries are considered a non-critical project trip generation factor.

The two critical Project trip generation factors involve daytime worker trips and construction truck deliveries. A trip generation analysis was conducted to determine the worst-case combination of these two factors based on their peak month trip generation.

Construction Truck Delivery Peak

Construction activities are anticipated to generate an average of 10 light delivery trucks and approximately 10 heavy delivery vehicle and trucks per day to the Project Site during the peak Project construction period. Based on this information, it was determined that truck deliveries are not considered critical trip-generating activities.

Workforce Vehicle Peak

It is anticipated that construction workers would range from 73 workers on average and peaking to approximately 98 workers on-site during months 10 and 11 of the Project construction. Approximately 98 workers on-site represent the peak trip-generating activity for the Project.

Combined Construction Truck and Workforce Trips

Based on the worst-case scenario, the peak 98-construction workforce with associated 20 (10 light truck and 10 heavy vehicle) peak construction truck deliveries would generate the most number of vehicle trips. Adjusting the truck trips to passenger car equivalents (PCE) would result in 50 PCE trips (10 light trucks times 2 PCE plus 10 heavy vehicles times 3 PCE), resulting in a combined total of 148 one-way daily trips. This peak construction traffic combination is the worst possible case scenario that could possibly occur at the Project Site and will be used as the basis for the traffic analysis. Table 6.9-7, Vehicle Types and Daily Trips, depicts vehicle types and average and peak daily trip volumes. Figure 6.9-5, Existing Plus Project Construction Volume, depicts the existing plus peak Project construction daily and peak hourly traffic volumes used in the traffic impact analysis.

TABLE 6.9-7
VEHICLE TYPES AND DAILY TRIPS

Vehicle Type	Average Daily Trips[1]	Peak Daily Trips[1]
Construction Personnel	73	98
Light Delivery Trucks[2]	5 (10 PCE)	10 (20 PCE)
Heavy Vehicles & Trucks[3]	0.5 (2.5 per week) (2 PCE)	5 to 10 (30 PCE)
TOTAL	85	148

Notes:
[1]One-way trip.
[2]Light delivery trucks times 2 passenger car equivalents (PCE).
[3]Heavy vehicles & trucks times 3 passenger car equivalents (PCE)

Impacts of Construction Traffic on Highways

Using the travel pattern assumptions for construction workforce and construction truck deliveries described above, Table 6.9-8, Distribution of Plant Construction-Related Traffic on Highways, presents the traffic increase on SH-111 and LOS as a result of the construction workforce and truck delivery commuting to and from the Project Site.

TABLE 6.9-8
DISTRIBUTION OF PLANT CONSTRUCTION-RELATED TRAFFIC ON HIGHWAYS

Highway	Existing AADT	Existing LOS	Projected Added Vehicle Trips/Day	Added Vehicle Increase (%)	Projected Vehicle Trips/Day	Projected LOS
I-8 East of Dogwood Road	34,000	B	44	<1	34,044	B
I-8 West of Dogwood Road	35,500	B	74	<1	35,574	B

Notes:
AADT = average annual daily traffic.
LOS = level of service (Based on Table C-2 Circulation Element Performance Criteria, City of El Centro General Plan Circulation Element)
% = percent
I-8 = Interstate 8 (Highway)
< = less than

Based on the result of the highway segment analysis during the Project construction, the Project would not significantly affect the study highway segment at Interstate 8 to the east and west of Dogwood Road which is forecast to operate at LOS B.

Impacts of Construction Traffic on Local Roads

The local roadways that will be most likely impacted by construction worker and truck deliveries will be Dogwood Road and East Villa Avenue. The projected added trips and resultant LOS along these roadways are presented in Table 6.9-9, Distribution of Plant Construction-Related Traffic on Local Roads. During the Project construction period, traffic on East Villa Avenue will increase by 296 vehicle trips per day, resulting in a traffic increase of 26% over existing traffic volume.

TABLE 6.9-9
DISTRIBUTION OF PLANT CONSTRUCTION-RELATED TRAFFIC ON LOCAL ROADS

Highway/Roadway	Existing ADT	Existing LOS	Projected Added Vehicle Trips/Day	Added Vehicle Increase (%)	Projected Vehicle Trips/Day	Projected LOS
Dogwood Road (North of East Villa Avenue)	7,758	D	15	<1	7,773	D
Dogwood Road (South of East Villa Avenue)	10,549	D	281	3	10,830	D
Dogwood Road (Between Main Street & Ross Avenue)	11,220	E	192	2	11,412	E
Dogwood Road (South of Ross Avenue)	13,136	E	133	1	13,269	E
East Villa Avenue (West of Dogwood Road)	1,155	A	296	26	1,451	A

Notes:
% = percent
ADT = average daily traffic
LOS = level of service

As shown in Table 6.9-3, Existing Traffic Characteristics of Local Roadways in the Project Study Area, Dogwood Road has an LOS C capacity of 7,700 vehicles per day (vpd). Because the current cross-section of this road is mostly 1 lane in each direction (some southbound segments have 2 lanes) and narrower than the 4-Lane Arterial General Plan configuration, this roadway is currently experiencing under capacity conditions at some roadway segments. Thus, the peak construction period traffic increases estimated above will contribute to temporary increases in traffic, but will not result in long-term significant adverse traffic impact (see Table 6.9-9, Distribution of Plant Construction-Related Traffic on Local Roads). Similar to existing conditions, East Villa Avenue will continue to experience acceptable LOS A conditions.

Impacts of Construction Traffic on Local Intersections

The results of the intersection LOS analysis shown in Table 6.9-10, Intersection LOS with Combined Construction Workforce and Truck Deliveries, indicate that the majority of the study intersections would continue to operate at LOS C or better during both AM and PM peak-hour analysis periods with the exception of one intersection which will continue to operate at LOS E during the PM peak hour. These good intersection operating conditions are attributed to the low Project construction-related added traffic resulting in less than significant traffic impacts.

Operation-Related Impacts

There are no anticipated potential long-term traffic impacts associated with Project operations. The Project will not require any increase of current ECGS staffing during operation since the Project will be monitored and operated by current staff. During Project operations, maintenance work by IID staff and vendors would not contribute to significant impacts to traffic and transportation.

In summary, operation of the Project will not result in any foreseeable added traffic that cannot be easily accommodated by the existing roadway system. Operation of the Project will not generate substantial vehicular movement; alter present patterns of circulation; alter waterborne, rail, or air traffic; substantially increase traffic hazards to motor vehicles, bicyclists, or pedestrians; violate adopted LOS standards; or create demand for new parking that cannot be accommodated by the Project design. Therefore, the Project is not expected to result in significant operational impacts on the local transportation system.

Air Navigation

Title 14, CFR, determines if a project encroaches on air space. It requires an Applicant to notify the FAA of construction of structures with a height greater than an imaginary surface extending outward and upward at a slope of 10:1 from the nearest point of the nearest runway of an airport with at least one runway more than 3,200 feet in length. The nearest airport facility is Imperial County Airport, located 3 miles northwest of the Project Site. The other neighboring airports include; Naval Air Facility El Centro (7 miles), Brawley Municipal Airport (14 miles), and Calipatria Municipal Airport (23 miles). It is anticipated that there will be no significant air navigation impacts to the Imperial County Airport due to the low structure heights of the Project, as well as the distance from the Project Site to the airport. Since existing facility structures currently operating on-site have historically posed no constraint to normal airport operations and have been in compliance with the Airport Land Use Commission policies, it can be concluded that the Project is compatible with the Airport Land Use Compatibility Plan.

TABLE 6.9-10
INTERSECTION LOS WITH COMBINED CONSTRUCTION WORKFORCE AND TRUCK DELIVERIES

Intersection	Existing AM Peak Hour			Existing PM Peak Hour			AM Peak Hour with Construction			PM Peak Hour with Construction			Impact Yes/No
	LOS	Delay[1]	V/C	LOS	Delay[1]	V/C	LOS	Delay[1]	V/C	LOS	Delay[1]	V/C	
Dogwood Street/East Villa Avenue	B	12.8	***	C	16.8	***	C	15.7	***	C	19.9	***	No
Dogwood Street/Main Street	C	30.5	0.413	C	31.2	0.487	C	30.9	0.465	C	31.6	0.534	No
Dogwood Street/Ross Road	C	25.7	0.466	C	23.2	0.524	C	25.6	0.475	C	23.2	0.555	No
Dogwood Road/I-8 West Bound Ramps	B	13.9	***	E	44.6	***	B	14.3	***	E	49.4	***	No
Dogwood Road/I-8 East Bound Ramps	C	15.4	***	C	20.2	***	C	17.1	***	C	21.5	***	No

Notes:
[1]Time delay expressed in seconds
*** No volume-to-capacity (V/C) ratio is calculated under 2000 HCM Unsignalized Intersection methodology.
AM = ante meridiem
LOS = level of service
PM = post meridiem
V/C = average vehicle/capacity ratio
I-8 = Interstate 8 (Highway)

6.9.2.3 Project Site and Temporary Construction Area

No traffic impacts associated with the Project Site and Temporary Construction Area are anticipated during the construction phase of the Project. The minimal number of construction-related truck traffic and worker vehicles around the Project Site and Temporary Construction Area will not disrupt the traffic operations along East Villa Avenue. Occasional and non-recurring traffic ingress/egress-related delays and conflicts could occur at or near the entry gates along East Villa Avenue.

6.9.3 Cumulative Impacts

Analysis of the available capacity of the regional highways described in this section shows that the regional transportation system serving Imperial County, the Salton Sea area, and specifically the Project Site, have sufficient capacity to accommodate the Project's construction- and operation-generated traffic. Cumulative impacts could potentially occur, however, if construction of the Project were to overlap with other proposed projects not previously identified in Section 6.2, Land Use. In consultation with Mr. Oliver Alvarado, City of El Centro Planning Manager, no further cumulative traffic analysis is needed due to the short-term duration of Project construction and the non-recurring nature of this activity.

Based on the above recommendation it is anticipated that the Project will not result in cumulative Project impacts due to the following factors or combination of factors, such as distance to the ECGS Site, scheduling timeline for construction and operation, and growth-inducing trip generation potential.

6.9.4 Mitigation Measures

Project construction would add minimal traffic to local highways and roadways during the construction period. Due to the adequacy of existing highway and roadway capacities, Project-related traffic increases are not expected to result in significantly adverse short-term construction impacts. No further mitigation measures are proposed beyond those provided to facilitate pedestrian and vehicular movements such as signage and work area traffic control devices.

The Project does not require any new operational staff and will be operated by existing ECGS staff. In summary, operation of the Project will not adversely affect the roadways, highways, or transportation network in the Project study area in any significant manner; therefore, no mitigation measures are required.

6.9.5 Laws, Ordinances, Regulations, and Standards

Based on the information provided in this documentation, the Project would comply with the applicable traffic and transportation LORS discussed below. Table 6.9-11, Summary of LORS, summarizes the applicable LORS and Table 6.9-12, Agency Contact List for LORS, list the agency contacts.

TABLE 6.9-11
SUMMARY OF LORS

Jurisdiction	LORS	Requirements	Conformance Section	Administering Agency	Agency Contact
6.9 Traffic and Transportation					
Federal					
	Title 49, Code of Federal Regulations, Section 171-177	Governs the transportation of hazardous materials, including the marking of transportation vehicles.	Section 6.9.5.1, Federal Authorities and Administering Agencies	California Highway Patrol	2
	Title 14, Code of Federal Regulations, Section 77.13(2)(i)	Requires Applicant to notify FAA of any construction greater than height limits defined by the FAA.	Section 6.9.5.1, Federal Authorities and Administering Agencies	Federal Aviation Administration	1
State					
	California Vehicle Code, Section 353	Defines the hazardous materials.	Section 6.9.5.2, State Authorities and Administering Agencies	California Highway Patrol	2
	California Vehicle Code, Sections 13369, 15275, 15278	Addresses the licensing of drivers and the classification of license required for the operation of particular types of vehicles. In addition, these sections require the possession of certificates for permitting the operation of vehicles transporting hazardous materials.	Section 6.9.5.2, State Authorities and Administering Agencies	California Department of Motor Vehicles	4
	California Vehicle Code, Section 31303-31309	Requires transporters of hazardous materials to use the shortest route possible.	Section 6.9.5.2, State Authorities and Administering Agencies	California Highway Patrol	2
	California Vehicle Code, Section 32000-32053	Regulates the licensing of carriers of hazardous materials and noticing requirements.	Section 6.9.5.2, State Authorities and Administering Agencies	California Highway Patrol	2
	California Vehicle Code, Section 32100-32109	Transporters of inhalation hazardous materials or explosive materials must obtain a hazardous materials transportation license.	Section 6.9.5.2, State Authorities and Administering Agencies	California Highway Patrol	2
	California Vehicle Code, Section 34000-34100	Establish special requirements for flammable and combustible liquids over public roads and highways.	Section 6.9.5.2, State Authorities and Administering Agencies	California Highway Patrol	2
	California Vehicle Code, Section 34500	Regulate the safe operation of vehicles, including those that are used for the transportation of hazardous materials.	Section 6.9.5.2, State Authorities and Administering Agencies	California Highway Patrol	2
	California Vehicle Code, Section 35550	Imposes weight guidelines and restrictions upon vehicles traveling upon freeways and highways.	Section 6.9.5.2, State Authorities and Administering Agencies	California Department of Transportation	3

TABLE 6.9-11
SUMMARY OF LORS

Jurisdiction	LORS	Requirements	Conformance Section	Administering Agency	Agency Contact
	California Vehicle Code, Section 35780	Requires approval for a permit to transport oversized or excessive load over state highways.	Section 6.9.5.2, State Authorities and Administering Agencies	California Department of Transportation	3
	California Streets and Highways Code, Sections 117	Permits for the location in the ROW of any structures or fixtures necessary to telegraph, telephone, or electric power lines or of any ditches, pipes, drains, sewers, or underground structures.	Section 6.9.5.2, State Authorities and Administering Agencies	California Department of Transportation	3
	California Streets and Highways Code, Sections 660, 670, 672, 1450,1460,1470, 1480 et seq.	Defines highways and encroachment. Regulate ROW encroachment and the granting of permits with conditions for encroachment in state and county roads.	Section 6.9.5.2, State Authorities and Administering Agencies	California Department of Transportation and Imperial County	3,5,6
	California Health and Safety Code, Section 25160 et seq.	Addresses the safe transport of hazardous materials.	Section 6.9.5.2, State Authorities and Administering Agencies	California Highway Patrol	2
	California Department of Transportation Traffic Manual, Section 5-1.1	Requires traffic control plans to ensure continuity of traffic during roadway construction.	Section 6.9.5.2, State Authorities and Administering Agencies	Imperial County	5,6
Local					
	Imperial County General Plan, Circulation and Scenic Highway Element, Programs and Policies, 1.0 Circulation and Scenic Highways Plan, c. New Local Roads	c. (New Local Roads). Requires new development to provide local roads to serve the direct needs of the abutting property.	Section 6.9.5.3, Local Authorities and Administering Agencies	Imperial County	5,6,8
	Imperial County General Plan, Circulation and Scenic Highway Element, Programs and Policies, 1. Circulation and Scenic Highways Plan, f. private streets	f. (Private Streets). The County may permit construction of private streets within individual developments with conditions.	Section 6.9.5.3, Local Authorities and Administering Agencies	Imperial County	5,6,8

TABLE 6.9-11
SUMMARY OF LORS

Jurisdiction	LORS	Requirements	Conformance Section	Administering Agency	Agency Contact
	Imperial County General Plan, Circulation and Scenic Highway Element, Programs and Policies, 2. Ordinance Review	Zoning regulation and the setback portions. Ensures that future construction will not interfere with present and potential highway needs. Analyzes the adequacy of existing ROWs and secures ROWs if needed. Requires the dedication of ROW and street improvement as a condition for the issuance of building permits for designated land uses.	Section 6.9.5.3, Local Authorities and Administering Agencies	Imperial County	5,6,8
	Imperial County General Plan, Circulation and Scenic Highway Element, Programs and Policies, 6. Transportation Demand Management, b. Policies	b. (Policies) The County shall prohibit the use of public streets for freight loading and unloading.	Section 6.9.5.3, Local Authorities and Administering Agencies	Imperial County	5,6,8
	Airport Land Use Compatibility Plan	Requires that ECGS Project facility be in compliance with the plan.	Section 6.9.5.3, Local Authorities and Administering Agencies	Imperial County Airport Land Use Commission	7,8
	El Centro General Plan, Circulation Element	Provide roadway and intersection Level of Service significance thresholds.	Section 6.9.5.3, Local Authorities and Administering Agencies	City of El Centro Planning Department, City of El Centro Public Works Department	9,10

Notes:
FAA = Federal Aviation Administration
LORS = laws, ordinances, regulations, and standards
ROW = right-of-way

Table 6.9-12
AGENCY CONTACT LIST FOR LORS

Federal					
1	Karen McDonald 310.725.6557 Federal Aviation Administration Western Pacific Region AWP5202 15000 Aviation Boulevard Lawndale, CA 90261-1002				
State					
2	Officer Richard Bird 760.482.2500 California Highway Patrol 2331 Highway 86 Imperial, CA 92251	3	Siong Yap 909.383.4637 Caltrans South Region Permits Office MS# 618 655 West 2nd Street San Bernardino, CA 92404-1400	4	Public Inquiry 916.657.8698 Department of Motor Vehicles, Licensing Operations Division 2415 1st Avenue Mail Station F101 Sacramento, CA 95818
Local					
5	Frank Fiorenza 760.482.4462 Acting Public Works Director Imperial County Public Works Department 155 S. 11th Street El Centro, CA 92243	6	Neil Jorgenson 760.482.4462 Traffic Engineer Imperial County Public Works Department 155 S. 11th Street El Centro, CA 92243	7	Airport Land Use Commission through Cathy McDonald 760.482.4236 Trans. Planning Analyst Imperial County Planning and Development Services Department 801 Main Street El Centro, CA 92243
8	Richard Cabanilla 760.482.4236 Planner IV Imperial County Planning and Development Services Department 801 Main Street El Centro, CA 92243	9	Terry Hagen 760.337.4505 Public Works Director & City Engineer City of El Centro Public Works Department 307 W. Brighton El Centro, CA 92243	10	Oliver Alvarado 760.337.4545 Planning Director City of El Centro Planning Department 1275 Main Street El Centro, CA 92243

Notes:
LORS = laws, ordinances, regulations, and standards

6.9.5.1 Federal Authorities and Administering Agencies

Title 49, CFR, Section 171-177. Governs the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of the transportation vehicles.

The administering agency for the above regulation is the CHP.

IID would conform to this law by requiring that shippers of hazardous materials use the required markings on their transportation vehicles.

Title 14, CFR, Section 77.13(2)(i). Requires an Applicant to notify FAA of construction of structures with a height greater than 200 feet from grade or greater than an imaginary surface extending outward and upward at a slope of 10-to-1 from the nearest point of the nearest runway of an airport with at least one runway more than 3,200 feet in length.

The administering agency for the above regulation is the FAA.

The facility heights would not exceed 200 feet. Therefore, notification to the FAA would not be required.

6.9.5.2 State Authorities and Administering Agencies

California Vehicle Code, Section 353. Defines hazardous materials as any substance, material, or device posing an unreasonable risk to health, safety, or property during transportation, as defined by regulations adopted pursuant to Section 2402.7.

The administering agency for the above regulation is the CHP.

California Vehicle Code, Section 13369, 15275, 15278. Addresses the licensing of drivers and the classification of license required for the operation of particular types of vehicles. Requires a commercial driver's license to operate commercial vehicles. Requires an endorsement issued by the Department of Motor Vehicles (DMV) to drive any commercial vehicle identified in Section 15278.

The administering agency for the above regulation is the DMV.

The Project would comply with these codes by requiring that contractors and employees are properly licensed and endorsed when operating such vehicles.

California Vehicle Code, Section 31303-31309. Requires that the transportation of hazardous materials be on the state or interstate highway that offers the shortest overall transit time possible.

The administering agency for the above regulation is the CHP.

The Project would comply with this law by requiring that shippers of hazardous materials use the shortest route possible to and from the Project Site.

California Vehicle Code, Section 32000-32053. Authorizes the CHP to inspect and license motor carriers transporting hazardous materials.

The administering agency for the above regulation is the CHP.

The Project would comply with this law by requiring that shippers of hazardous materials are properly license by the CHP.

California Vehicle Code, Section 32100-32109. Requires that shippers of inhalation hazard or explosive materials must contact the CHP and apply for a hazardous material transportation license.

The administering agency for the above regulation is the CHP.

If applicable, the Project would comply with this law by requiring shippers of these types of material to obtain the hazardous material transportation license.

California Vehicle Code, Section 34000-34100. Establishes special requirements for vehicles having a cargo tank and to hazardous waste transport vehicles and containers, as defined in

Section 25167.4 of the Health and Safety Code. The commissioner shall provide for the establishment, operation, and enforcement of random on- and off-highway inspections of cargo tanks and hazardous waste transport vehicles and containers and ensure that they are designed, constructed, and maintained in accordance with the regulations adopted by the commissioner pursuant to this code and Chapter 6.5 (commencing with Section 25100) of Division 20 of the Health and Safety Code.

The administering agency for the above regulation is the CHP.

The Project would comply with this law by requiring that shippers of hazardous materials are properly licensed by the CHP and hazardous material transport vehicles are in compliance CHP inspection procedures.

California Vehicle Code, Section 3500. Regulates the safe operation of vehicles, including those vehicles that are used for the transportation of hazardous materials.

The administering agency for the above regulation is the CHP.

The Project would comply with this law by requiring shippers of hazardous materials to have the necessary permits, inspections, and licenses issued by the CHP for the safe operation of the hazardous materials transport vehicles.

California Vehicle Code Section 35550. Imposes weight guidelines and restrictions upon vehicles traveling upon freeways and highways. The section holds that "a single axle load shall not exceed 20,000 lbs. The load on any one wheel or wheels supporting one end of an axle is limited to 10,500 lbs. The front steering axle load is limited to 12,500 lbs." Furthermore, California Vehicle Code 35551 defines the maximum overall gross weight as 80,000 lbs and adds that "the gross weight of each set of tandem axles shall not exceed 34,000 lbs."

The administering agency for the above regulation is Caltrans.

The Project would comply with this code by requiring heavy haulers to obtain permits, if required, prior to delivery of any heavy haul load.

California Vehicle Code, Section 35780. Requires a single-trip transportation permit to transport oversized or excessive loads over state highways. The permit can be acquired through Caltrans.

The administering agency for the above regulation is Caltrans.

The Project would comply with this code by requiring that heavy haulers obtain a single-trip transportation permit for oversized loads for each vehicle, prior to delivery of any oversized load.

California Streets and Highways Code, Sections 117. Unless otherwise specifically provided in the instrument conveying title, the acquisition by the department of any ROW over any real property for state highway purposes, includes the right of the department to issue, under Chapter 3 (commencing with Section 660), permits for the location in the ROW of any structures or fixtures necessary to telegraph, telephone, or electric power lines or of any ditches, pipes, drains, sewers, or underground structures.

The administering agency for the above regulation is Caltrans.

If applicable, the Project would comply with this code by acquiring the necessary permits and approval from Caltrans with regard to use of public ROWs.

The California Streets and Highways Code, Sections 660, 670, 672, 1450, 1460, 1470, 1480 et seq. Defines highways and encroachment, requires encroachment permits for projects involving excavation in state highways and county/city streets. This law is generally enforced at the local level.

The administering agency for the above regulation is Caltrans and Imperial County.

The Applicant would apply for encroachment permits for any excavation in state and county roadways prior to construction.

California Health and Safety Code, Section 25160 et seq. Addresses the safe transport of materials, requires a manifest of hazardous cargo, and requires a person who transports hazardous waste in a vehicle shall have a valid registration issued by the department in his or her possession while transporting the hazardous waste.

The administering agency for the above regulation is CHP.

The Project would comply with this law by requiring that shippers of hazardous materials are properly licensed by the CHP and hazardous material transport vehicles are in compliance with CHP inspection procedures.

Caltrans Traffic Manual, Section 5-1.1. Requires a temporary traffic control plan be provided for "continuity of function (movement of traffic, pedestrians, bicyclists, transit operations), and access to property/utilities" during any time the normal function of a roadway is suspended.

The administering agency for the above regulation is Imperial County. The Applicant would file a traffic control plan prior to the start of construction.

6.9.5.3 Local Authorities and Administering Agencies

Imperial County and the City of El Centro have LORS that specifically address the traffic and circulation associated with the Project and the community at large. The County and City Land Use Ordinance and the General Plan Circulation Element, were the main sources of the following paragraphs summarizing the applicable LORS and programs and policies that address traffic and circulation that could be affected by construction of the Project.

Imperial County

Imperial County General Plan, Circulation and Scenic Highway Element, Programs and Policies, 1.0 Circulation and Scenic Highways Plan, c. New Local Roads. The goal of the Circulation and Scenic Highways Plan is to provide a network of roadway systems for the county. The county requires new development to provide for local roads to serve the direct access needs of the abutting property.

The administering agency for the above policy is the Imperial County DPW.

If applicable, the Project would comply with this policy to provide a local road in conjunction with the construction of the Project.

Imperial County General Plan, Circulation and Scenic Highway Element, Programs and Policies, 1.0 Circulation and Scenic Highways Plan, f. Private Streets. The county may

permit construction of private streets within individual development projects with specific conditions outlined in the policy.

The administering agency for the above policy is the Imperial County DPW.

If applicable, the Project would comply with this policy to provide a private road in conjunction with the construction of the Project.

Imperial County General Plan, Circulation and Scenic Highway Element, Programs and Policies, 2.0 Ordinance Review. Zoning regulation and the setback portions must be reviewed and made to conform to the needs of this element. Ensures that future construction will not interfere with present and potential highway needs. Analyzes the adequacy of existing ROWs and secures ROWs if needed. Requires the dedication of ROW and street improvement as a condition for the issuance of building permits for designated land uses such as multiple family, commercial, and industrial zones.

The administering agency for the above policy is the Imperial County DPW.

Construction of permanent structures for the Project, including perimeter fencing, shall take into consideration future roadway ROW needs.

Imperial County General Plan, Circulation and Scenic Highway Element, Programs and Policies, 6.0 Transportation Demand Management, b. Policies. The county prohibits the use of public streets for freight loading and unloading.

The administering agency for the above policy is the Imperial County DPW.

The Project would include adequate construction laydown and staging area to avoid the use of public roadway facilities for freight loading and unloading activities.

Airport Land Use Compatibility Plan. Requires compatibility with the goals and objectives of the plan.

The administering entity for the above plan is the Imperial County Airport Land Use Commission.

The Project would ensure that all structures and transmission line facilities for the Project are compatible with the goals and objectives of the Airport Land Use Compatibility Plan.

City of El Centro

Imperial County General Plan, Circulation and Scenic Highway Element, Programs and Policies, 1.0 Circulation and Scenic Highways Plan, c. New Local Roads. The goal of the Circulation and Scenic Highways Plan is to provide a network of roadway systems for the city.

6.9.6 References

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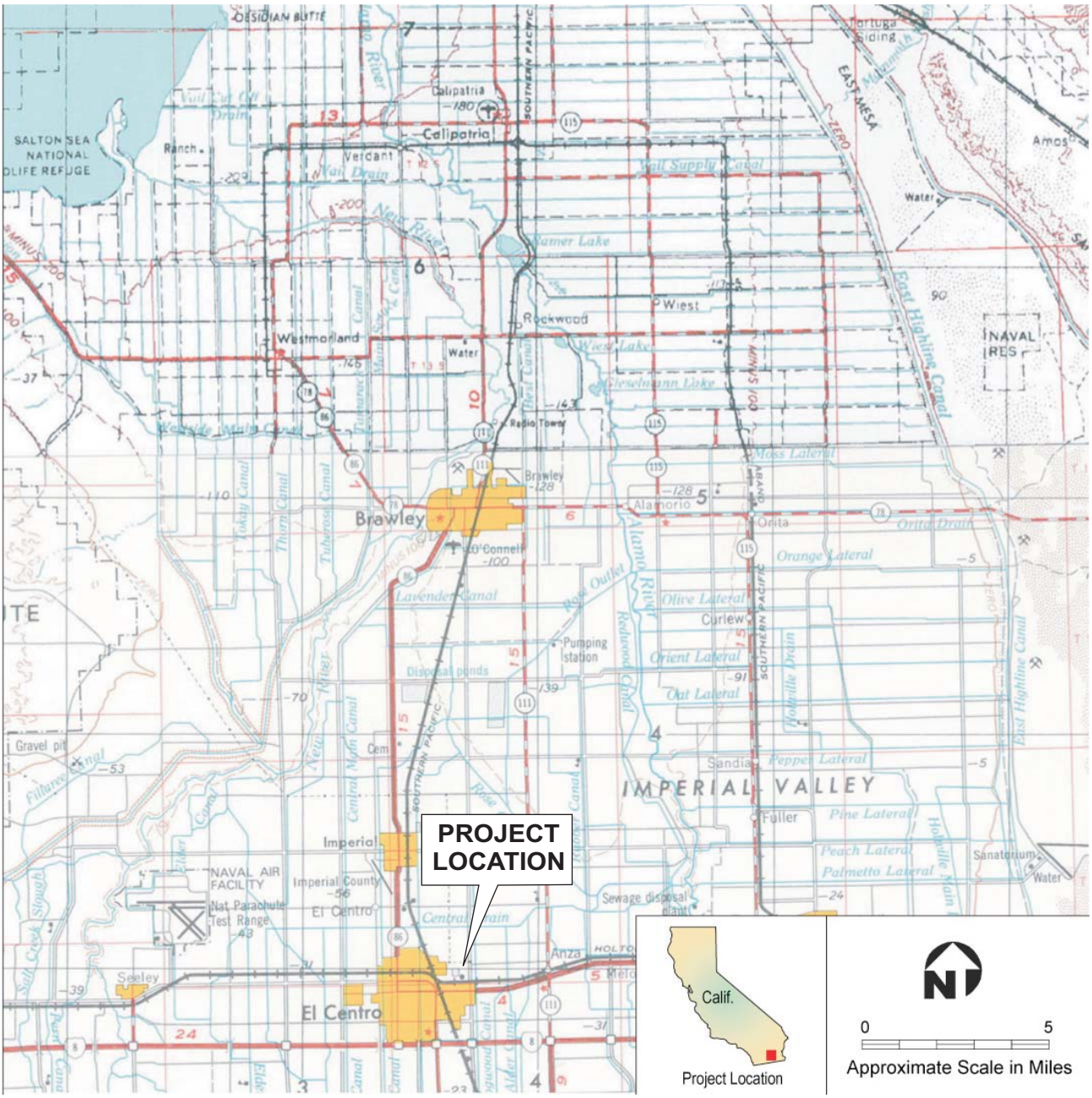


N

0 5 Miles

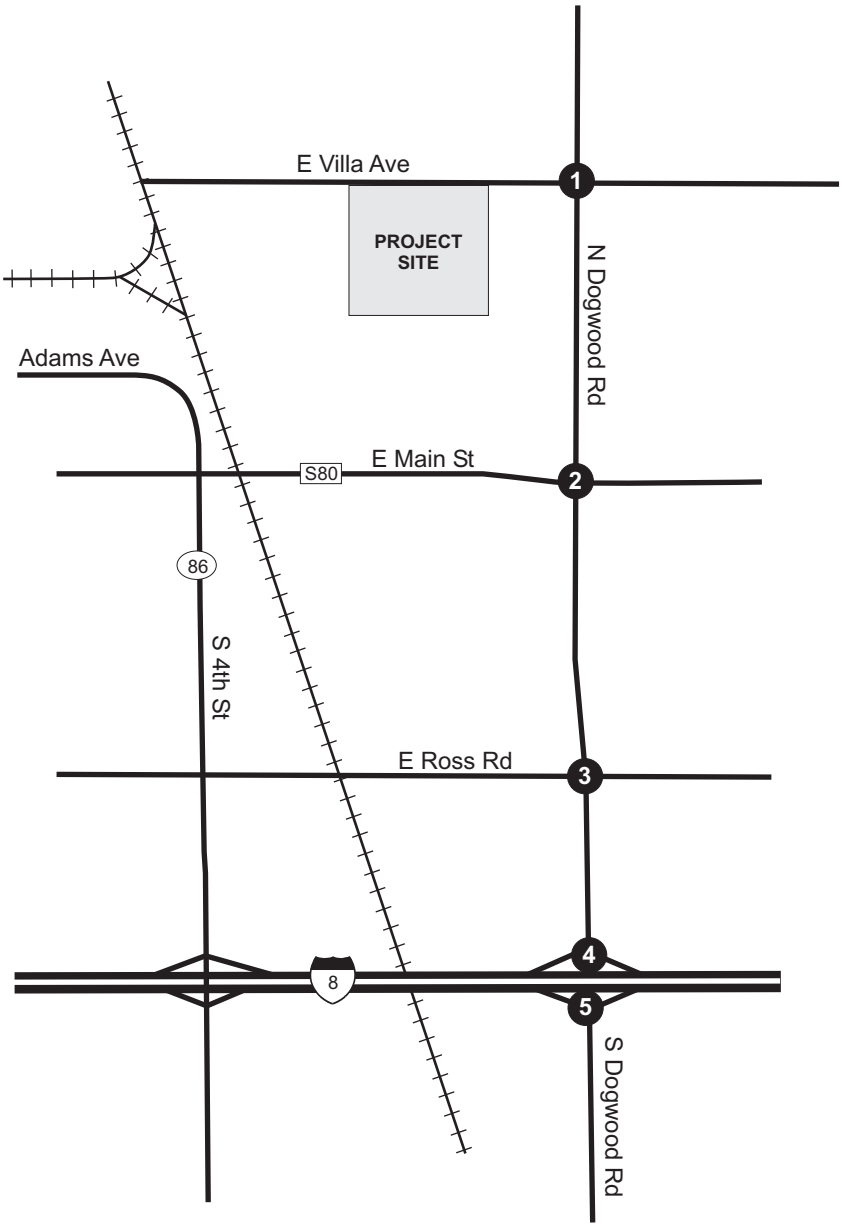
Regional Transportation Setting

El Centro Unit 3 Repower Project
Imperial Irrigation District

URS

FIGURE 6.9-1

L/el centro/regional trans setting.cdr



Study Area

El Centro Unit 3 Repower Project
Imperial Irrigation District

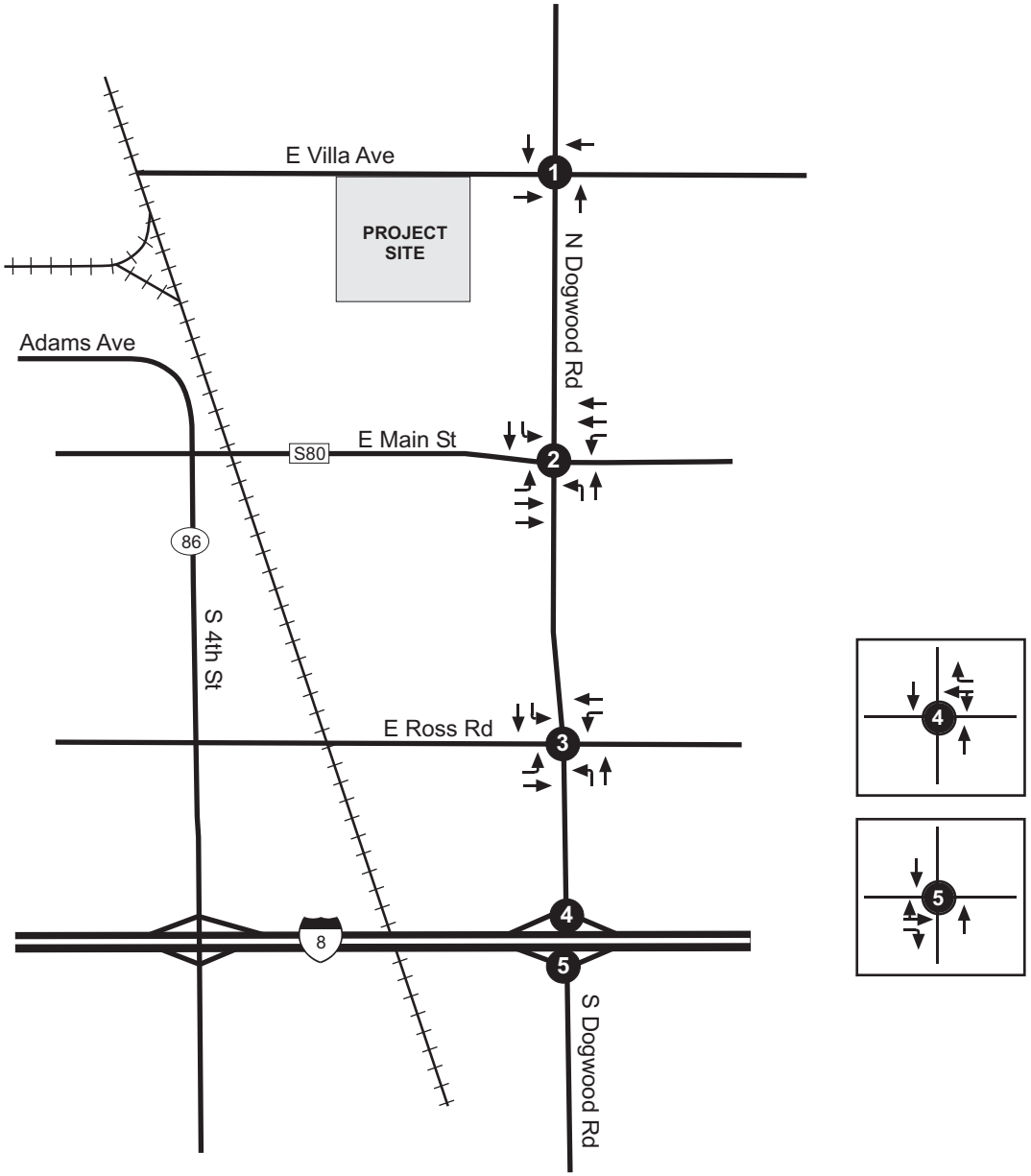
URS

FIGURE 6.9-2

N

0 0.5 Miles

L/el centro/study area.cdr



Roadway and Intersection Geometrics

El Centro Unit 3 Repower Project
Imperial Irrigation District

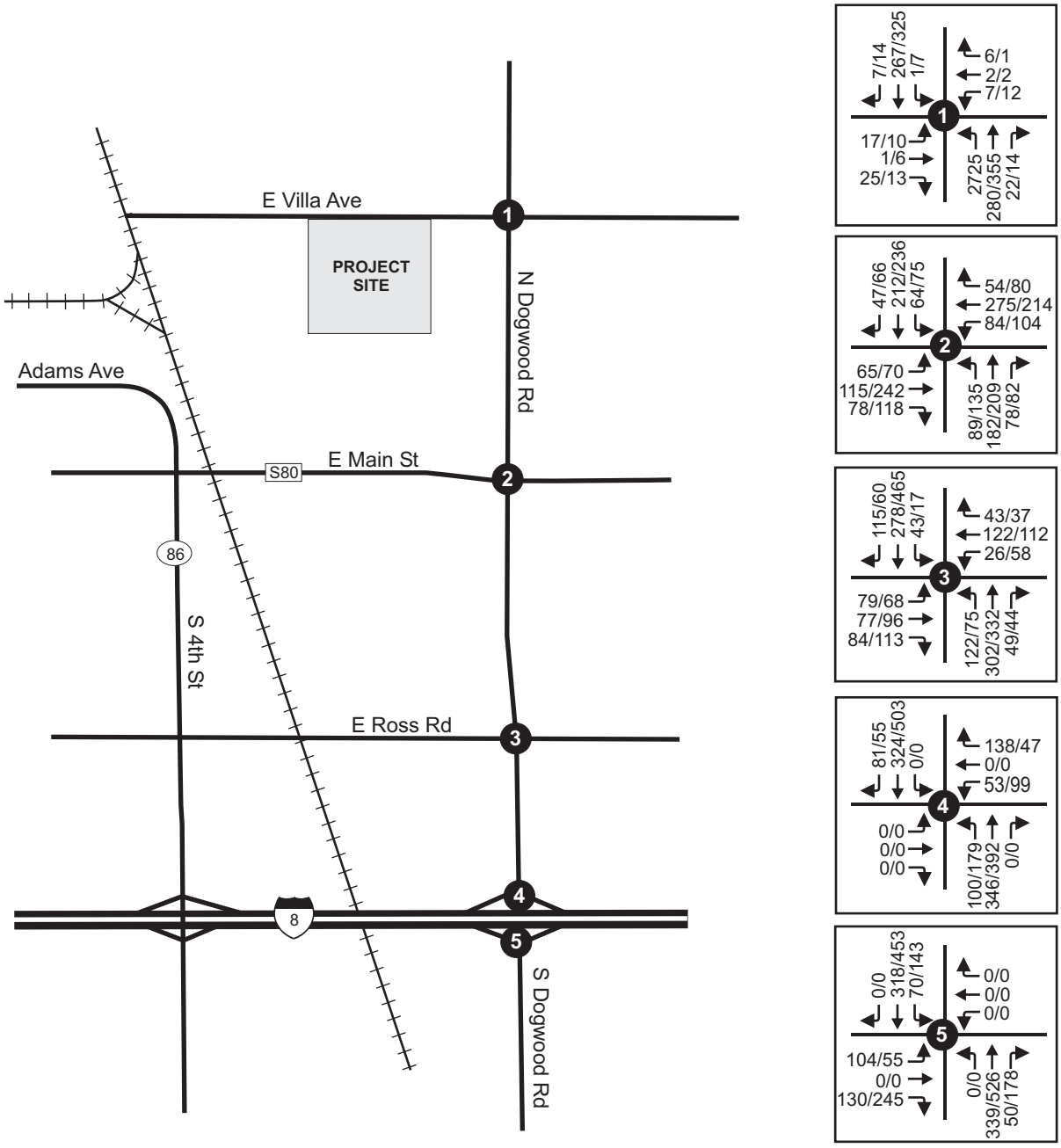
URS

FIGURE 6.9-3

N

0 Miles 0.5

L/el centro/geometrics.cdr



xxx/xxx - AM/PM Peak Hour Volume

Existing Traffic Volume

El Centro Unit 3 Repower Project
Imperial Irrigation District

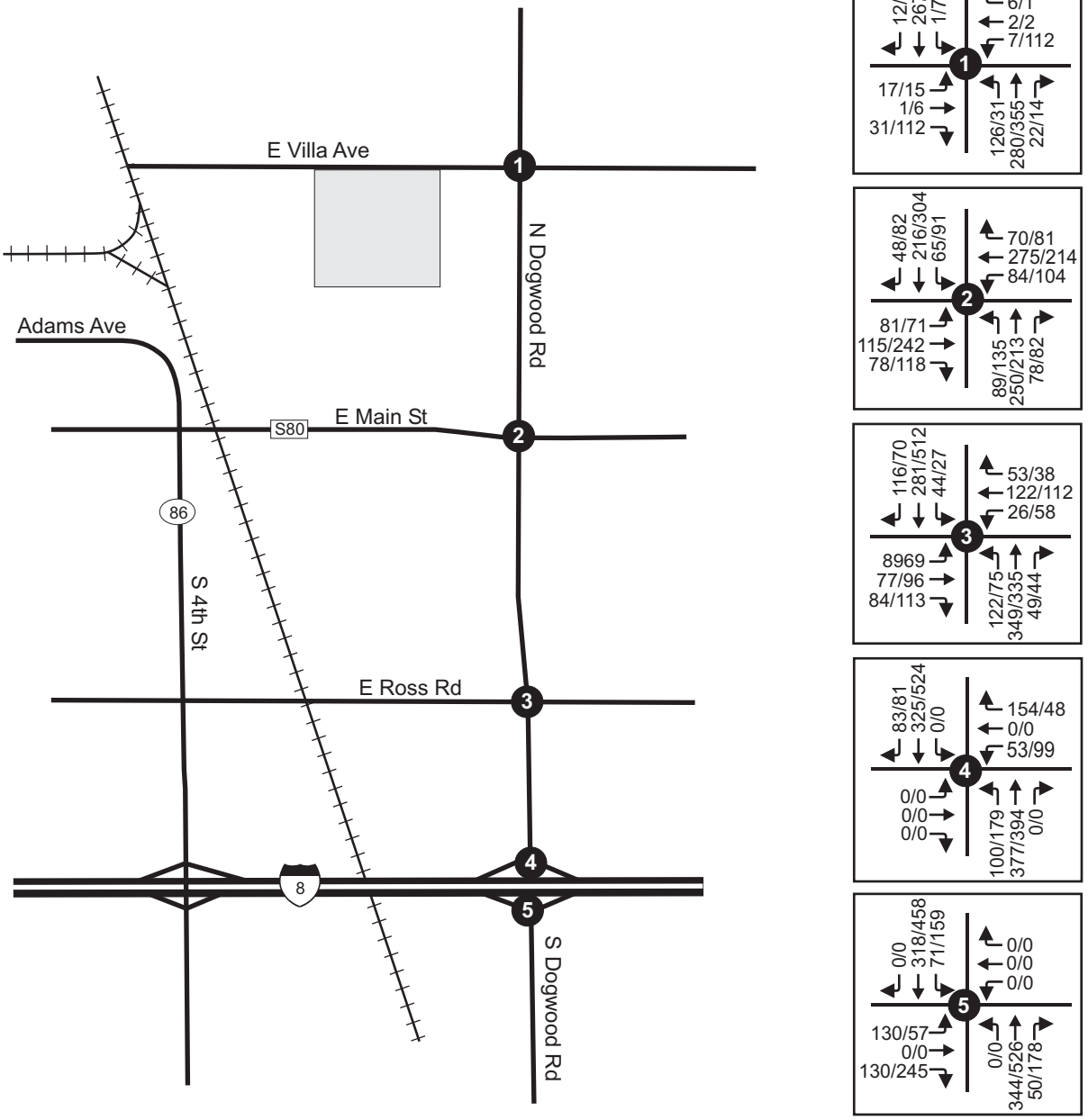
URS

FIGURE 6.9-4

N

0 0.5 Miles

L/el centro/exist traffic vol.cdr



xxx/xxx - AM/PM Peak Hour Volume

N

0 0.5 Miles

Existing Plus Project Construction Volume

El Centro Unit 3 Repower Project
Imperial Irrigation District

URS

FIGURE 6.9-5

L:\el centro\exist plus proj construc vol.cdr