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## 6.9 TRAFFIC AND TRANSPORTATION

This section addresses potential impacts associated with traffic and transportation systems in the Project 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, 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 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.

### 6.9.1 Affected Environment

#### 6.9.1.1 *Regional Setting*

The affected environment relative to the generating 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 major roads, potential access roads, and highways in the Project area. Figure 2.2-1, Project Features and Locations, depicts the location of the Project components.

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

#### *Southern California Association of Governments (SCAG) Regional Transportation Plan*

SCAG is the designated Metropolitan Planning Organization (MPO) for the 6-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.

### *Imperial County Colonia Master Plan Town of Niland*

The Imperial County Colonia Master Plan was developed to address the current deficiencies that exist in the nine unincorporated colonias in Imperial County. The Master Plan identified the community needs and action plans needed.

### *Highways and Roadways*

The transportation network of Imperial County, and, specifically the Project study area, is composed primarily of local roads and state-maintained highways that have provided access to the farming communities and the incorporated cities for decades. Currently, Imperial County's highway system plays 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 area is primarily served by State Highway (SH) 111. SR-78 is an east-west highway that provides connection to San Diego County to the west. SR-86 is a north-south highway connecting I-8 and I-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. SH-111 is a north-south highway originating from the Mexican border to the south and connecting to I-10 to the north. These 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 is discussed in detail in Section 6.9.2, Environmental Consequences.

In consultation with Caltrans District 11 staff, SH-111 is conceptually planned as a 6-lane access-controlled facility between SR-98 near the Mexican border to I-8 and a 4-lane facility from I-8 to SR-78. Information from Caltrans, District 11 indicates that there are no planned improvements on the segment of SH-111 in Niland. On the local level, roadway and circulation improvements are minimal, focusing mainly on pothole and depression resurfacing maintenance. There are no planned major local transportation improvements presented in the Imperial County Colonia Master Plan for the Town of Niland.

### *Railroads*

The Union Pacific Railroad mainline traverses Imperial County in a northwesterly direction from the Arizona border near Winterhaven toward Riverside County to 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.

The Union Pacific Railroad line crosses Beal Road, the primary access road to the Project Site. The at-grade rail crossing operations are currently controlled by crossing gates for both the eastbound and westbound approaches of Beal Road.

### *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 Southern California Gas Company uses two parallel lines to deliver natural gas to Niland, Calipatria, Brawley, Imperial, El Centro, Heber, and Calexico; and branch lines serve Holtville, Westmoreland, Seeley, El Centro Naval Air Facility (NAF), and Plaster City. Rural residents are served by laterals from the branch lines.

### *Bicycle Routes and Pedestrian Circulation*

The Imperial County Bicycle Master Plan proposes a network a countywide bicycle routes and are classified as follows:

- Class I Bicycle Routes – completely separated from vehicular traffic and within an independent ROW or the ROW of another facility.
- Class II Bicycle Routes – part of the roadway or shoulder is marked by pavement markings or barriers. Vehicle parking, crossing, or turning movements are permitted within the bikeway.
- Class III Bicycle Routes – shares 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 Town of Niland currently does not have a bicycle plan that classifies and designates bicycle routes within the community. Existing bicycle traffic shares the road with regular vehicular traffic flow on local streets.

The absence of curbs, gutters, or sidewalks on the majority of the local streets within Niland had relegated pedestrian circulation and local foot traffic to the right-of-way easements along the edges of paved streets.

#### **6.9.1.2 Niland Project**

The Project is located northeast of the Town of Niland in Imperial County, California (Figure 6.9-1, Regional Transportation Setting). The Project area is situated in a low-density portion of Imperial County that contains predominantly farming uses and open space. The local transportation network directly accesses the Project Site via Beal Road, a two-lane rural road that connects to Main Street to the west. SH-111 runs north-south on the western edge of the community. The current low traffic volume within the traffic study area is consistent with the minimal presence of traffic control devices within the immediate vicinity of the Project Site. The Project would generate short-term added traffic that includes both passenger vehicles and commercial equipment during the construction period. It is anticipated that traffic will stabilize to normal pre-construction levels after the completion of construction activities at the Project Site.

The transportation setting of the plant 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 highway in the immediate vicinity of the proposed plant site. Figure 6.9-3, Roadway and Intersection Geometrics, depicts the existing geometric configuration of right-of-way segments and intersections that were evaluated in this section.

Table 6.9-1, Existing Traffic Characteristics of Highways in the Project Area, presents data pertaining to the existing traffic characteristics at a study segment along SH-111 that could be potentially affected by the Project.

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

<b>Highway</b>	<b>Location</b>	<b>Average Daily Traffic<sup>1</sup></b>	<b>Peak-Hour Traffic<sup>1</sup></b>	<b>Annual Average Daily Truck Traffic<sup>2</sup></b>	<b>Percentage of Truck Traffic<sup>3</sup></b>	<b>LOS<sup>4</sup></b>
SH-111	South of Niland Avenue	4,290	255	938	21.8%	A

Notes:

<sup>1</sup>Source: 24-hour ADT Counts (Field Data Services 2005).

<sup>2</sup>Source: 2004 Truck Volumes on the California State Highway System (Caltrans 2005).

<sup>3</sup>Percentages calculated using average daily truck traffic as a percentage of average daily traffic (ADT).

<sup>4</sup>LOS = level of service. LOS from Highway Capacity Software (HCS): Two-Lane Highways Release 4.1d (see Table 6.9-2, Levels of Service).

% = percent

SH = State Highway

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

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 LOS criteria for the local roadway system are defined by the County of Imperial General Plan Circulation and Scenic Highway Element and have set a standard of LOS “C.” Consequently, levels of service “A,” “B,” and “C” are considered acceptable, while “D,” “E,” and “F” are 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. It must be noted that the circulation element policy acknowledges that the aforementioned level of service standards may not be obtainable on some existing facilities where abutting development precludes the acquisition of additional ROW needed for changes in facility classification.

**TABLE 6.9-2  
LEVELS OF SERVICE<sup>1</sup>**

<b>LOS</b>	<b>Description</b>	<b>Average Vehicle/Capacity Ratio</b>
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:

<sup>1</sup>As defined by Caltrans for highways.

LOS = level of service.

≥ = greater than

The study segment along SH-111 that could be potentially affected by the Project is currently operating better than LOS D as summarized in Table 6.9-2, Levels of Service.

Truck traffic on highways serving the Project area is high. As shown in Table 6.9-1, Existing Traffic Characteristics of Highways in the Project Area, truck traffic percentage along SH-111 is 21.8 percent.

The primary east-west access to the Project Site is Main Street which turns into Beal Road just east of the community. Niland Avenue is the primary north-south Project access route and diagonally bisects the greater part of the community on a northeasterly direction from SH-111 to Main Street. These roadways provide the most direct route to the Project Site.

ADT counts for SH-111, and 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 Area, summarizes the existing local roadway LOS analysis. The results of the LOS analysis indicate that all roadway analysis segments are currently operating at acceptable LOS A.

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

<b>Roadway</b>	<b>Location</b>	<b>Classification</b>	<b>Average Daily Traffic</b>	<b>Level of Service C Capacity</b>	<b>LOS<sup>1</sup></b>
Niland Avenue <sup>2</sup>	Between SH-111 and Main Street	Local, 2-lane	1,100	7,100	A
Beal Road <sup>2</sup>	East of Wilkins Road	Local, 2-lane	1,042	7,100	A
Main Street <sup>2</sup>	Between Luxor Avenue and International Avenue	Local, 2-lane	910	7,100	A

Notes:

<sup>1</sup>Level of Service (LOS) from Imperial County Standard Street Classification (Table 4 Circulation/Open Space Element)

<sup>2</sup>Source: 24-hour average daily traffic (ADT) Counts (Field Data Services 2005).

SH = State Highway

In addition to the local roadway segments, three study intersections have been identified for intersection level analysis in consultation with Imperial County Department of Public Works (DPW). 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 Area, displays the existing intersection level of service analysis. The results of the analysis indicate that all study intersections operate at excellent LOS A conditions as manifested by low traffic demand.

**Table 6.9-4  
EXISTING TRAFFIC CHARACTERISTICS OF  
INTERSECTIONS IN THE PROJECT AREA<sup>1</sup>**

Intersection	Signal Control	AM Peak Hour			PM Peak Hour		
		LOS	Delay <sup>2</sup>	V/C	LOS	Delay <sup>2</sup>	V/C
SH-111 / Main Street	Unsignalized	A	9.2	***	A	9.1	***
SH-111 / Niland Avenue	Unsignalized	A	9.3	***	A	10.0	***
Niland Avenue-Memphis Avenue/Main Street	Unsignalized	A	9.3	***	A	9.3	***

Notes:

<sup>1</sup>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.

<sup>2</sup>Time delay is expressed in seconds.

AM = ante meridiem

PM = post meridiem

SH = State Highway

### *6.9.1.3 Construction Laydown Area*

A proposed construction laydown area will be located on the north side of the Project Site. The proposed laydown area will be accessed from Beal Road.

## **6.9.2 Environmental Consequences**

### *6.9.2.1 Significance Criteria*

According to the guidelines established in CEC Staff Application for Certification Instructions and those set forth in CEQA, Appendix G (1), (PRC 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 Niland Project*

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 area. Where warranted, the Project will utilize proper signs and traffic control measures in accordance with Caltrans and Imperial County requirements during the construction period. The Project will also coordinate construction activities with appropriate Caltrans, California Highway Patrol, Imperial County departments, and other jurisdictions to maintain traffic flow and safety, including the transport of oversize and overweight loads on state and county roadways.

Operation of the plant will not result in long-term increases in traffic associated with employees and movement of vehicles serving the Project Site. Both construction and operation phases are discussed in detail below as they relate to potential traffic and transportation impacts in the Project 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 from Table 6.9-6, Workforce Vehicle Distribution and Trip Generation, and Table 6.12-10, Construction Employment.

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 site and back).

**TABLE 6.9-5  
PLANT CONSTRUCTION WORKFORCE DISTRIBUTION**

<b>Origin of Workforce Vehicle Travel to Project Construction Site</b>	<b>Distribution Workforce</b>	<b>Peak Workforce</b>
Niland	23.0%	15
Calipatria	23.0%	15
Brawley	23.0%	14
El Centro	26.0%	13
Outside of Imperial County	5.0%	3
<b>TOTAL</b>	<b>100%</b>	<b>60</b>

Notes:  
% = percent

On average, there are approximately 40 workers on site and peaking to approximately 60 workers during the 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 an area on or adjacent to the Project Site.

**TABLE 6.9-6  
WORKFORCE VEHICLE DISTRIBUTION AND TRIP GENERATION**

<b>Origin of Trip Distribution To/From Plant Site</b>	<b>Peak Workforce</b>	<b>Peak Vehicle Trips</b>
Niland	15	30
Calipatria	15	30
Brawley	14	28
El Centro	13	26
Outside of Imperial County	3	6
<b>TOTAL</b>	<b>60</b>	<b>120</b>

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 temporarily housed in hotels/rentals 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 SH-111 to Niland Avenue and finally to Beal Road. Trips originating from the north will primarily access the site via SH-111 to Main Street to Beal Road.

**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 site by truck. It is estimated that there will be an average of five truck deliveries to the Project Site on a daily basis 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, vehicles used to transport heavy machinery and construction materials and equipment will require transportation permits where they 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 SH-111 via Niland Avenue or Main Street.

**Trip Generation Analysis**

Construction of the Project will occur over an estimated 9-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 (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. The two critical Project trip generation factors involve daytime manpower 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**

According to the Project description, there is no distinct peak for truck delivery activities but rather an average of five truck deliveries per day was provided as typical truck counts for constructing similar projects of the same capacity. Based on this information, it was determined that truck deliveries are not considered critical trip-generating activities.

**Workforce Vehicle Peak**

According to the Project description, it is anticipated that construction workers would range from 40 workers on average and approximately 60 workers on site during the course of the Project construction. Based on this information, it was determined that the approximately 60 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 60 construction workforce with associated five construction truck deliveries would generate the most number of vehicle trips. Adjusting the truck trips to passenger car equivalents (PCE) would result in 15 PCE trips, resulting in a combined total of 75 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**

<b>Vehicle Type</b>	<b>Average Daily Trips<sup>1</sup></b>	<b>Peak Daily Trips<sup>1</sup></b>
Construction Personnel	40	60
Delivery Trucks <sup>2</sup>	15	15
<b>Total</b>	<b>55</b>	<b>75</b>

Notes:

<sup>1</sup>One-way trip.

<sup>2</sup>Five delivery trucks X 3 passenger car equivalents (PCE) = 15 trips.

**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**

<b>Highway/Roadway</b>	<b>Existing AADT</b>	<b>Existing LOS</b>	<b>Projected Added Vehicle Trips/Day</b>	<b>Added Vehicle Increase (%)</b>	<b>Projected Vehicle Trips/Day</b>	<b>Projected LOS</b>
SH-111 south of Niland Avenue	4,290	A	142	3%	4,432	A

Notes:

AADT = average annual daily traffic.

LOS = level of service from HCS: Two-Lane Highways Release 4.1d.

% = percent

SH = State Highway

Based on the result of the highway segment analysis during the Project construction, the Project would not significantly affect the study highway segment at SH-111 to the south of Niland Avenue which is forecast to operate at LOS A.

**Impacts of Construction Traffic on Local Roads**

The local roadways that will be most likely impacted by construction worker and truck deliveries will be Niland Avenue, Main Street, and Beal Road. 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 Beal Road will increase by 150 vehicle trips per day, resulting in a traffic increase of 14 percent over existing traffic volume.

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

<b>Highway/Roadway</b>	<b>Existing ADT</b>	<b>Existing LOS</b>	<b>Projected Added Vehicle Trips/Day</b>	<b>Added Vehicle Increase (%)</b>	<b>Projected Vehicle Trips/Day</b>	<b>Projected LOS</b>
Niland Avenue	1,100	A	106	10%	1,206	A
Beal Road	1,042	A	150	14%	1,192	A
Main Street	910	A	44	5%	954	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 Area, Beal Road has an LOS C capacity of 7,100 vehicles per day. Because the existing average daily traffic on this road is relatively low (1,042 ADT), the roadway is able to accommodate short-term increases in traffic without reducing its LOS to a significantly adverse level (e.g., LOS E or F). Thus, the peak construction period traffic increases estimated above will still be far below the capacity of Beal Road, and will not result in a significant adverse traffic impact (see Table 6.9-9, Distribution of Plant Construction-Related Traffic on Local Roads). Similarly, the remaining study roadway segments would continue to experience acceptable LOS A conditions.

**Impacts of Construction Traffic on Local Intersections**

The results of the intersection level of service analysis shown in Table 6.9-10, Intersection LOS with Combined Construction Workforce and Truck Deliveries, indicate that all study intersections would continue to operate at LOS A during both a.m. and p.m. peak-hour analysis periods. These good intersection operating conditions are attributed to the very low existing background traffic and surplus intersection capacity, and adding project construction-related traffic in terms of workforce and delivery trips would still result in acceptable levels of service.

***Operation-Related Impacts***

There are no anticipated potential long-term traffic impacts associated with Project operations. The Project does not require full-time onsite staff during operation since the Project was designed to be monitored remotely and operated by IID off site. During Project operations, occasional site inspection and maintenance visits by IID staff would not contribute to significant impacts to traffic and transportation.

In summary, operation of the Project will generate minimal added traffic that can be easily accommodated by the existing roadway system. Operation of the proposed generating plant 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.

**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 <sup>1</sup>	V/C	LOS	Delay <sup>1</sup>	V/C	LOS	Delay <sup>1</sup>	V/C	LOS	Delay <sup>1</sup>	V/C	
SH-111 / Main Street	A	9.2	***	A	9.1	***	A	9.3	0	A	9.4	0	No
SH-111 / Niland Avenue	A	9.3	***	A	10.0	***	A	9.6	0	A	9.7	0	No
Niland Avenue-Memphis Avenue/Main Street	A	9.3	***	A	9.3	***	A	9.4	0	A	9.5	0	No

Notes:

<sup>1</sup>Time delay expressed in seconds

AM = ante meridiem

LOS = level of service

PM = post meridiem

SH = State Highway

V/C = average vehicle/capacity ratio

### Air Navigation

Title 14, Code of Federal Regulations, 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-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 nearest airport facility is Calipatria Municipal Airport, located 7.86 miles southwest of the Project Site. The other neighboring airports include Brawley Municipal Airport, Imperial County Airport, and NAF El Centro. It is anticipated that there will be no significant air navigation impacts to the Calipatria Municipal Airport due to the low structure heights of the Project, as well as the distance from the Project Site to the airport. Since existing facilities such as the Niland Substation, a communication tower and transmission corridors currently operating within the vicinity of the Project 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 Niland Power Project is compatible with the Airport Land Use Compatibility Plan.

#### *6.9.2.3 Project Site and Construction Laydown Area*

No traffic impacts associated with the Project Site and construction laydown area are anticipated during the construction phase of the Project. The minimal number of construction-related truck traffic and worker vehicles around the construction site and laydown area will not disrupt the traffic operations along Beal Road. Occasional and non-recurring traffic ingress/egress related delays and conflicts could occur at or near the service road connecting the Project Site to Beal Road.

### **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. The following projects have been identified in the Cumulative Impact Analysis.

- (Proposed) 244 single-family residential units – 50 West 4th Street in Niland. This project is still under the early stages of the environmental review process. Information provided by Mr. Richard Cabanilla, Planner IV, Imperial County Planning and Development Services Department.

It is anticipated that the Project, in conjunction with the above cumulative project, would not result in cumulative Project impacts due to the following factors or combination of factors, such as distance to the Niland Power Project 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 full-time onsite staff during operation since the Project was designed to be monitored remotely and operated by IID off site. During Project operations, occasional site inspection and maintenance visits by IID staff would not contribute to significant impacts to traffic and transportation.

In summary, operation of the Project will not adversely affect the roadways, highways, or transportation network in the Project 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, Summaries of LORS, summarizes the applicable LORS and Table 6.9-12, Agency Contact List for LORS, list the agency contacts.

**TABLE 6.9-11  
SUMMARIES OF LORS**

<b>Jurisdiction</b>	<b>LORS</b>	<b>Requirements</b>	<b>Conformance Section</b>	<b>Administering Agency</b>	<b>Agency Contact</b>
<b>6.9 Traffic and Transportation</b>					
<b>Federal</b>					
	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
<b>State</b>					
	California Vehicle Code, Section 353	Defines the hazardous materials.	Section 6.9.5.2, State Authorities and Administering Agencies	California Highway Patrol	2

**TABLE 6.9-11  
SUMMARIES OF LORS**

<b>Jurisdiction</b>	<b>LORS</b>	<b>Requirements</b>	<b>Conformance Section</b>	<b>Administering Agency</b>	<b>Agency Contact</b>
	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 of 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 the 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
	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

**TABLE 6.9-11  
SUMMARIES OF LORS**

<b>Jurisdiction</b>	<b>LORS</b>	<b>Requirements</b>	<b>Conformance Section</b>	<b>Administering Agency</b>	<b>Agency Contact</b>
	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 the 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
<b>Local</b>					
	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
	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

**TABLE 6.9-11  
SUMMARIES OF LORS**

<b>Jurisdiction</b>	<b>LORS</b>	<b>Requirements</b>	<b>Conformance Section</b>	<b>Administering Agency</b>	<b>Agency Contact</b>
	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 IID Niland Power 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

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

**Table 6.9-12  
AGENCY CONTACT LIST FOR LORS**

<b>Federal</b>					
1	Karen McDonald 310.725.6557 Federal Aviation Administration Western Pacific Region AWP5202 15000 Aviation Boulevard, Lawndale, CA 90261-1002				
<b>State</b>					
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

**Table 6.9-12  
AGENCY CONTACT LIST FOR LORS**

<b>Local</b>			
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		

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

**6.9.5.1 Federal Authorities and Administering Agencies**

**Title 49, Code of Federal Regulations, 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 California Highway Patrol (CHP).

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

**Title 14, Code of Federal Regulations, 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 proposed 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 IID Niland Power 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 IID Niland Power 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 IID Niland Power 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 IID Niland Power 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 IID Niland Power 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 IID Niland Power 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, CVC 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 IID Niland Power 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 IID Niland Power 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 IID Niland Power 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, 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, 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 IID Niland Power 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 Department of Transportation 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 has LORS that specifically address the traffic and circulation associated with the IID Niland Power Project and the community at large. The 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 of the General Plan that address traffic and circulation that could be affected by construction of the IID Niland Power 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 Department of Public Works (Imperial County DPW).

If applicable, the IID Niland Power 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 IID Niland Power 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 IID Niland Power 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 IID Niland Power 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 IID Niland Power Project would ensure that all proposed structures and transmission line facilities for the Project are compatible with the goals and objectives of the Airport Land Use Compatibility Plan.

#### 6.9.6 References

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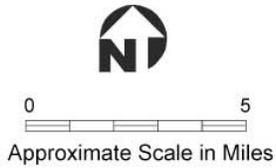
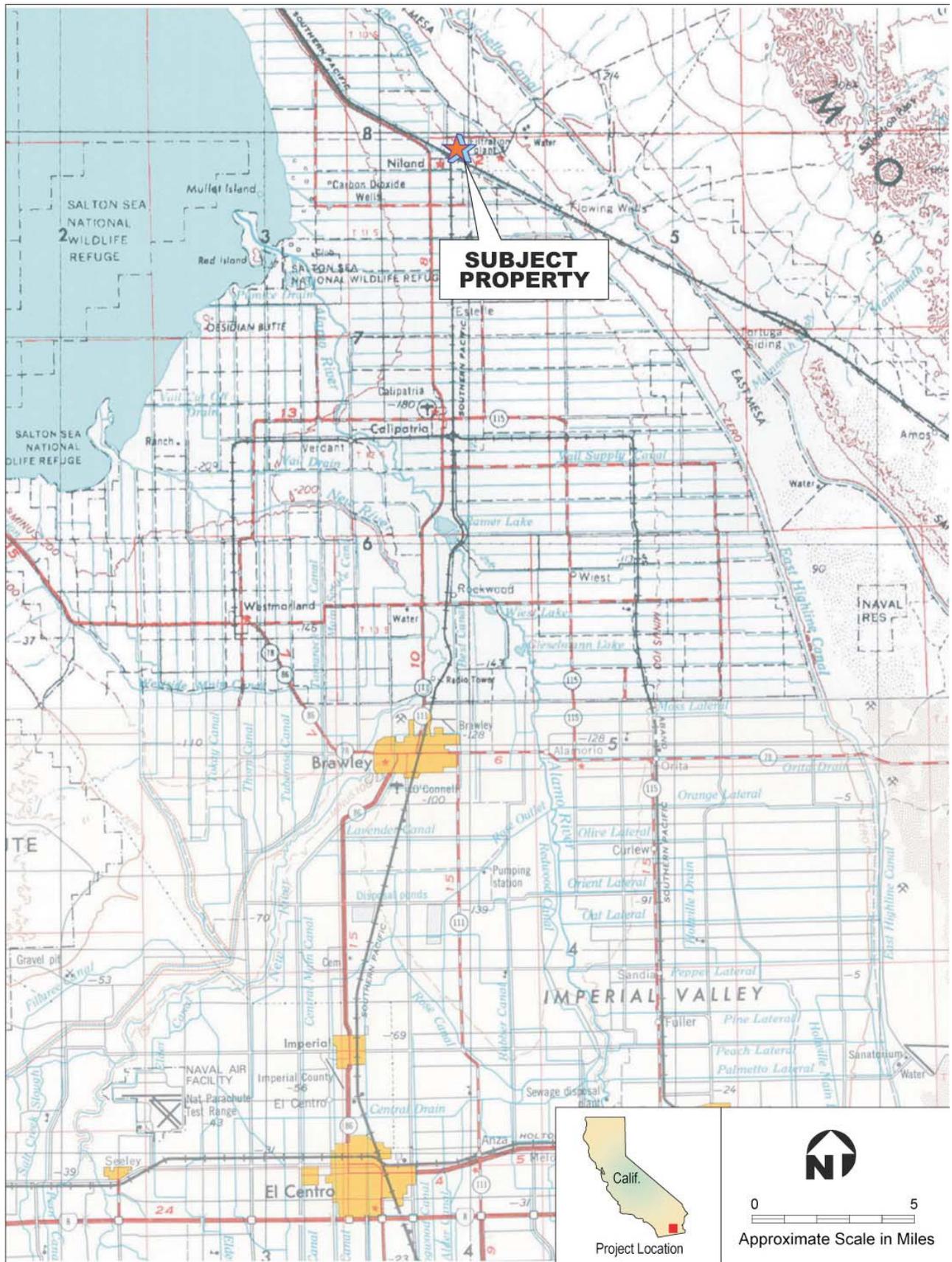
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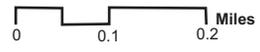




Project Location

Approximate Scale in Miles

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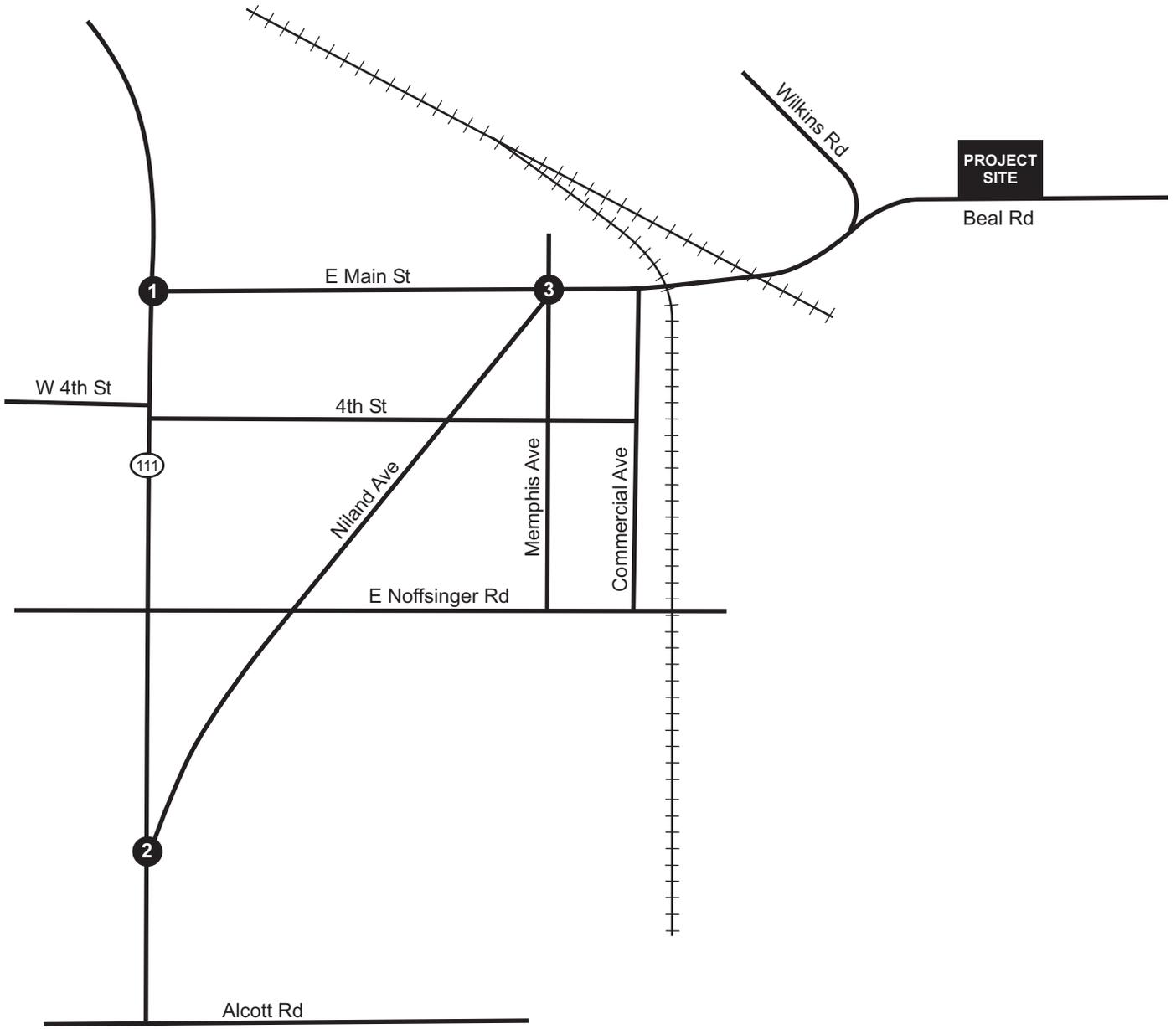
**Regional Transportation Setting**

Niland Gas Turbine Plant  
Imperial Irrigation District



FIGURE 6.9-1





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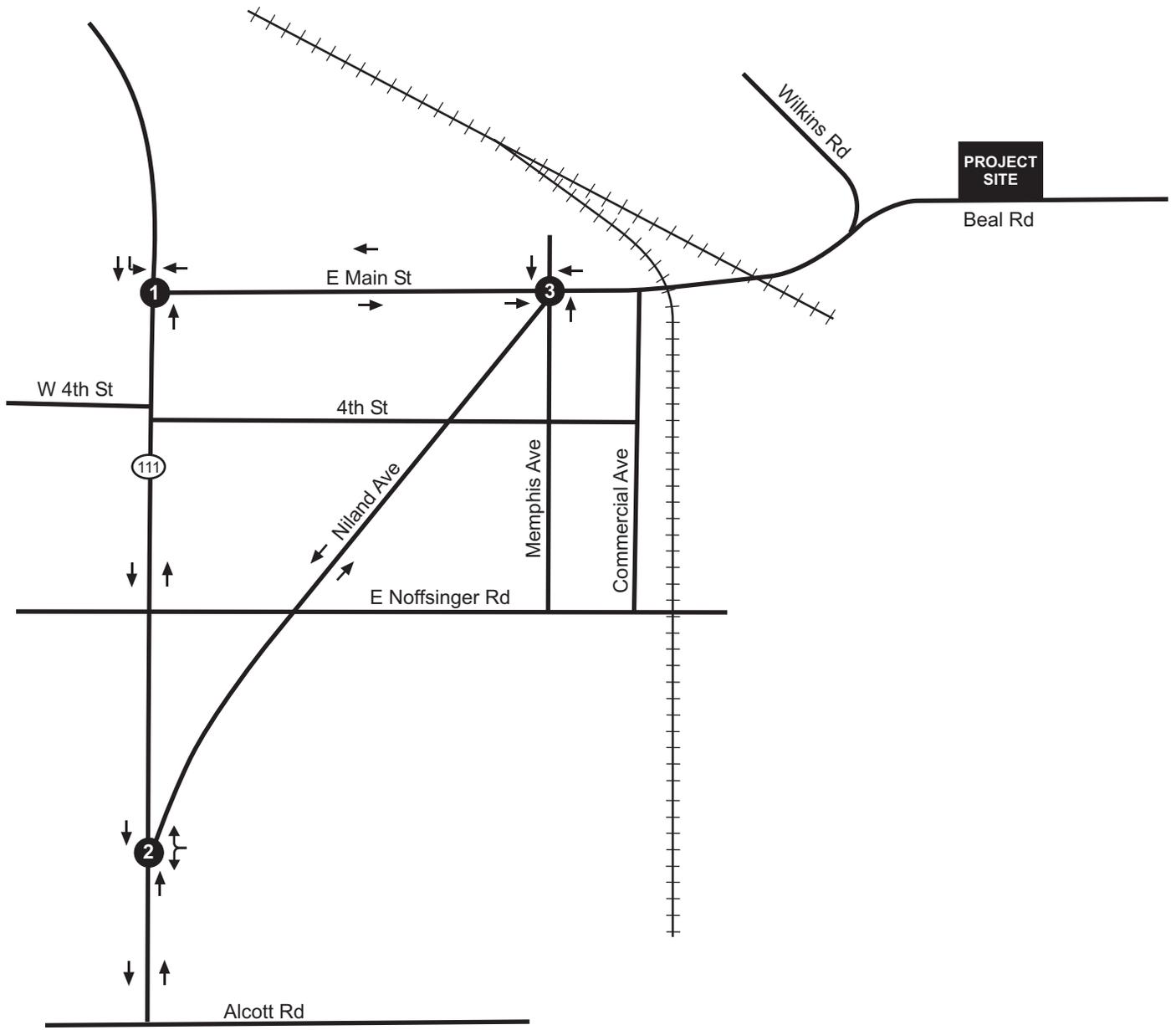
**Study Area**

Niland Gas Turbine Plant  
Imperial Irrigation District



FIGURE 6.9-2



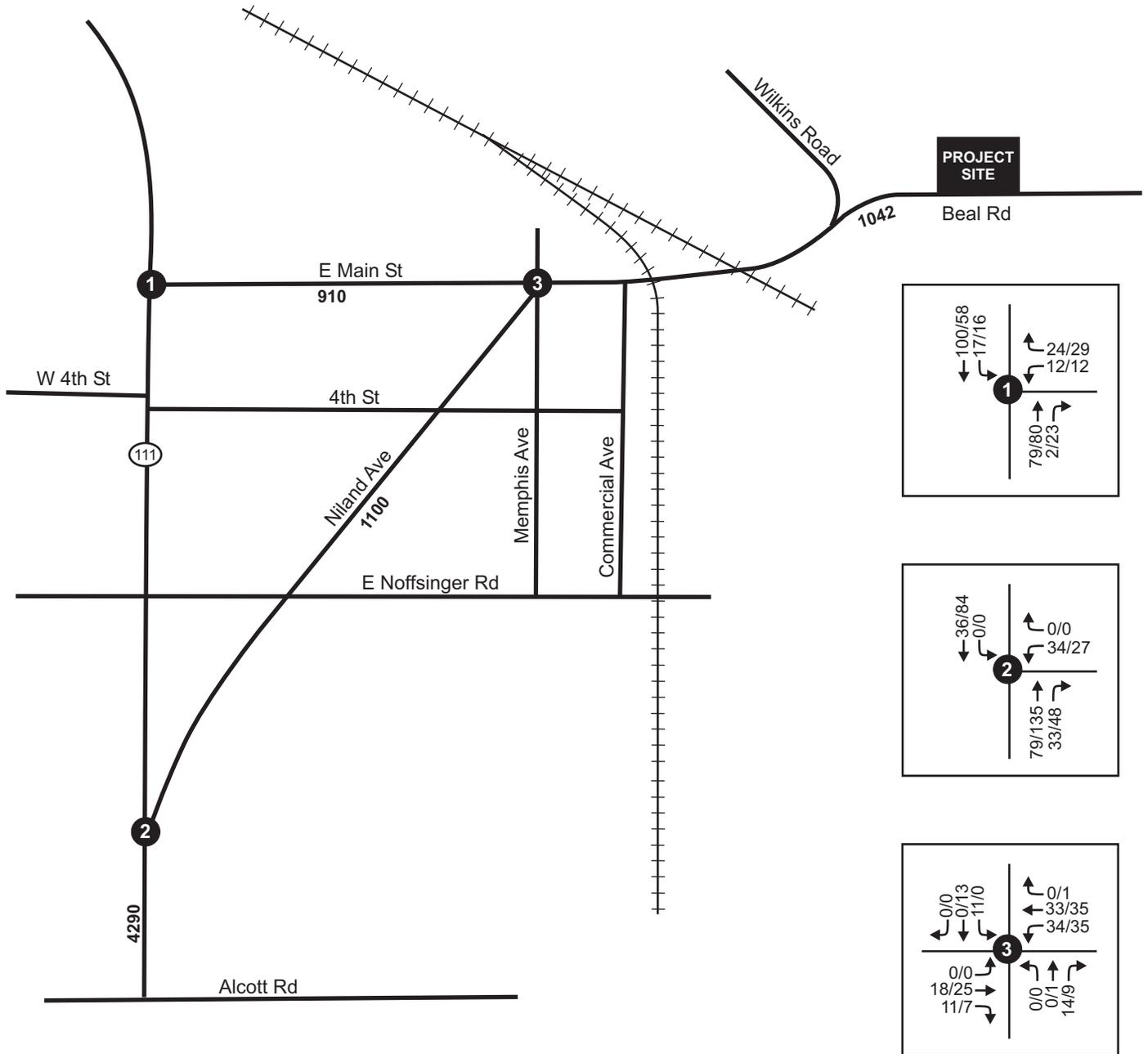


**Roadway and Intersection Geometrics**

Niland Gas Turbine Plant  
Imperial Irrigation District







xxx - Average Daily Traffic (ADT)  
 xxx/xxx - AM/PM Peak Hour Volume

**Existing Traffic Volume**

Niland Gas Turbine Plant  
 Imperial Irrigation District

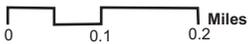
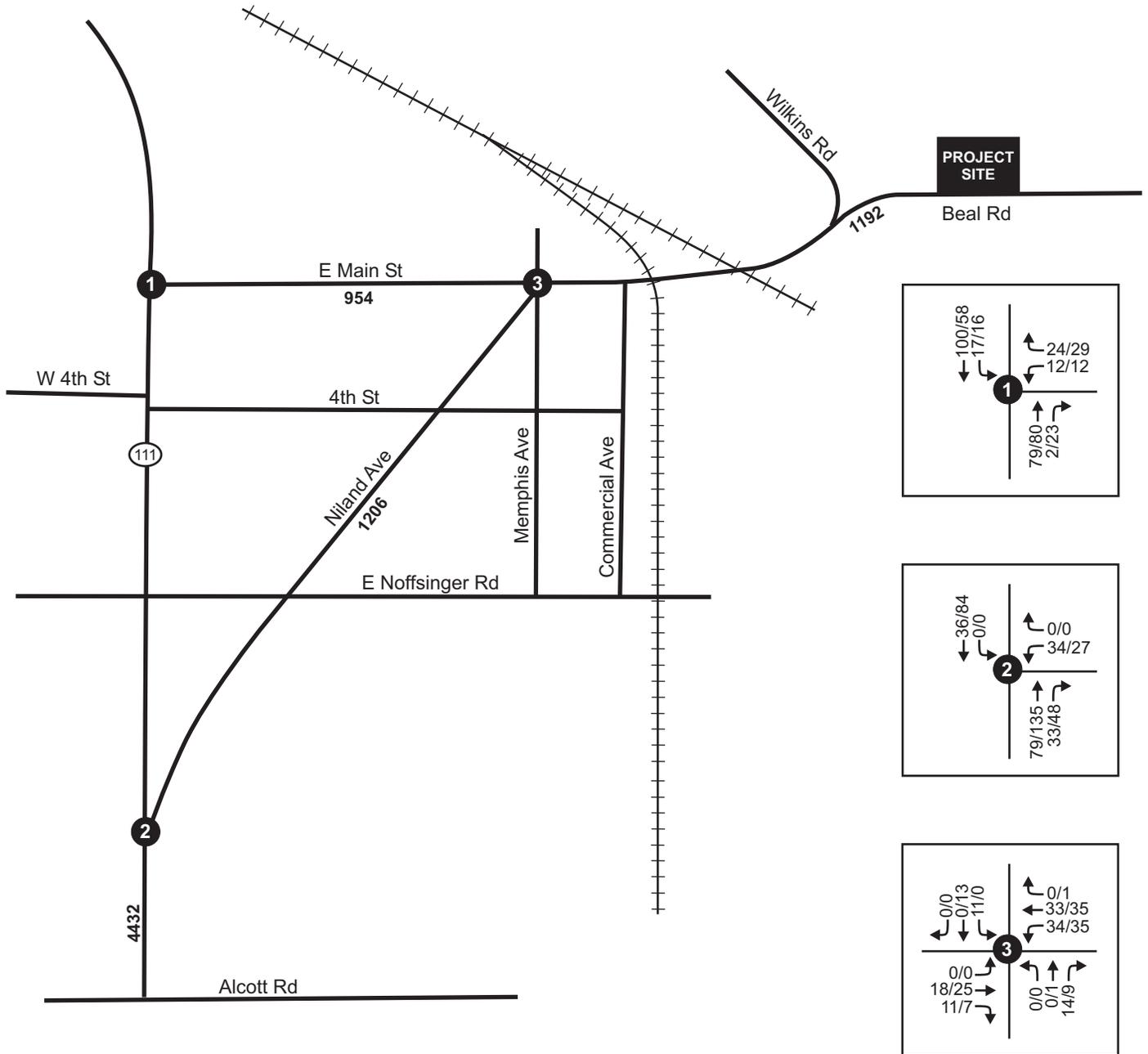


FIGURE 6.9-4





xxx - Average Daily Traffic (ADT)  
 xxx/xxx - AM/PM Peak Hour Volume

**Existing Plus Project Construction Volume**

Niland Gas Turbine Plant  
 Imperial Irrigation District



FIGURE 6.9-5

