

E.4 Modified Route D Alternative – Contents

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E.4 Modified Route D Alternative

E.4.1 Description of the Modified Route D Alternative

This alternative was suggested by the Cleveland National Forest in an April 6, 2007 letter to the CPUC and BLM. It was identified as a route to be evaluated because the alternative transmission line route would be consistent with the Forest Land Management Plan's Land Use Zones and it would diverge from the existing SWPL at a point east of the area of greatest fire risk. This 39-mile alternative would replace the Interstate 8 Alternative between MP I8-47 and I8-71 (a 24-mile segment). Section 4.8.4 of Appendix 1 (Alternatives Screening Report; page Ap.1-234) describes the process used to refine the route of this alternative. Appendix 11C includes detailed maps of this alternative, including the location of each tower and other areas of direct impact.

The Modified Route D Alternative would also be within a potential utility corridor identified in the West-wide Energy Corridor Draft Programmatic Environmental Impact Statement (PEIS; published by the Department of Energy on November 9, 2007). Figure E.4.1-1a shows the Modified Route D Alternative and the corridor defined in the Draft Programmatic EIS.

The Modified Route D Alternative route is described in the following paragraphs.

MP MRD-0 to MRD-10 (see Figure E.4.1-1b). The Modified Route D Alternative route would start by diverging from the Interstate 8 Alternative near the I-8 Crestwood exit, east of the eastern boundary of the CNF. The route would head southwest for two miles, crossing the 69 kV transmission line that connects the Boulevard and Cameron Substations. It would turn west for 2.5 miles, following the southern boundary of the Forest, then turning south-southwest passing east of residences on Cameron Truck Trail, for 3.5 miles across private and BLM land, turning west at a point north of the Cameron Substation. After passing north of the substation, this point, the route would continue to the west, crossing Lake Morena Drive and Big Potrero Truck Trail, then joining SDG&E's "C-D Route" just south of the southern border of the CNF, primarily on BLM land.

MP MRD-10 to MRD-22 (see Figure E.4.1-1c). As shown on Figures E.4.1-1b and -1c, this east-west segment of the alternative would pass through the Potrero area between BLM's Hauser Mountain Wilderness area and the CNF's Hauser Wilderness. Portions of this route segment burned in the October 2007 Harris Fire. Most of this route segment follows the existing 69 kV line to the west, in remote and rugged terrain just south of the CNF's southern boundary.

MP MRD-22 to MRD-36.3 (see Figure E.4.1-1d). At MP MRD-22, the route would pass the Barrett Substation heading north and enter the CNF. This route would diverge from the SDG&E Route D (the existing Barrett-Descanso 69 kV corridor) five miles north of the substation, passing east of residences through the Japatul Valley. This segment would include the Modified Route D Substation at MP MRD-34.

The Modified Route D Alternative would add 14 miles to the length of the Interstate 8 Alternative. However, even with this additional length, the Interstate 8 Alternative with the Modified Route D segment would be 25 miles shorter than the portion of the Proposed Project it would replace.

The Modified Route D Alternative could also be used to connect with the Proposed Project route by remaining at 500 kV (no substation would be constructed), crossing Interstate 8 to the north and connecting

with the Route D Alternative. The route would then continue north through the Boulder Creek area to the Central South Substation Alternative.

Modified Route D Substation

As shown in Figure E.4.1-2, the Modified Route D Alternative Substation would be located on private land west of Japatul Valley Road. Overall, it would be the same size (about 40 acres) as the proposed Central East Substation, and it would accommodate four potential future 230 kV circuits exiting the substation when demand growth justifies the need for additional lines. It would also accommodate a future 500 kV circuit.

At the Modified Route D Alternative Substation, the 500 kV line would convert to 230 kV. The 230 kV line would exit the substation overhead, then continue north into the CNF, joining the Interstate 8 Alternative where it transitions to underground at the east end of Alpine Boulevard.

Star Valley Option

As an option to reduce the length of underground construction in Alpine Boulevard and to avoid cultural resources of concern, the Star Valley Option would exit the Modified Route D Alternative Substation to the west-northwest. This option would be an overhead double-circuit 230 kV transmission line, heading west and northwest for 2.2 miles, then north for approximately 0.3 miles to meet Star Valley Road, 0.7 miles east of I-8 Exit 33 for Willows Road. On the southwest side of the bend in Star Valley Road, the route would transition underground and continue north to Alpine Boulevard. This option would join the Interstate 8 Alternative at Alpine Boulevard. This option is illustrated in Figure E.4.1-3.

Future Transmission System Expansion

For the Proposed Project and route alternatives along the Proposed Project route, Section B.2.7 identifies Future Transmission System Expansion routes for both 230 kV and 500 kV future transmission lines. These routes are identified, and impacts are analyzed in Section D of this EIR/EIS, because SDG&E has indicated that transmission system expansion is foreseeable, possibly within the next 10 years. For the SWPL alternatives, 500 kV and 230 kV expansions would also be possible. The potential expansion routes for the Route D Alternative are described in the following paragraphs.

230 and 500 kV Future Transmission System Expansion

The Modified Route D Alternative would begin at approximately Interstate 8 MP-47 and would head southwest then northward until it reached the Interstate 8 Alternative at approximately MP I8-71. A substation could be built to convert the 500 kV line to 230 kV at approximately MD-34, the Modified Route D Substation Alternative. The double-circuit 230 kV line would exit the substation overhead, then continue north into the CNF, joining the Interstate 8 Alternative at approximately MP I8-71 where it transitions to underground at the east end of Alpine Boulevard. The Modified Route D Substation would accommodate up to six 230 kV circuits and a 500 kV circuit. Only two 230 kV circuits are proposed at this time, but construction of additional 230 kV circuits and a 500 kV circuit out of the Modified Route D Substation may be required in the future. There are three routes that are most likely for these future lines; each is addressed below. Figure E.1.1-6 illustrates the potential routes of the future transmission lines.

- Two additional 230 kV circuits could be installed underground within Alpine Boulevard, with appropriate compact duct banks and engineering to avoid, or possibly relocate, existing utilities. This route would follow the Interstate 8 Alternative route from the Interstate 8 Alternative Substation until MP I8-70.8 where it would transition underground until MP I8-79 where it would transition overhead again. The future transmission line route would continue to follow the Interstate 8 Alternative's overhead 230 kV route to the point where it meets the Proposed Project at MP 131. The future transmission route would then join the proposed route corridor to the west, continuing past the Sycamore Canyon Substation to the Chicarita Substation. It could then follow the Proposed Project's 230 kV Future Transmission Expansion route (see description in Section B.2.7) from Chicarita to the Escondido Substation shown in Figure B-12a.
- Additional 230 and/or 500 kV circuits could follow the Route D Alternative corridor (see description in Section E.3.1) to the north of Descanso, after following the Interstate 8 Alternative 230 kV route from the Interstate 8 Substation to MP I8-70.3. The Route D corridor would connect with the Proposed Project corridor at MP 114.5, and could then follow either: (1) the Proposed Project southwest to the Chicarita Substation and then follow the Proposed Project's 230 kV Future Transmission Expansion route (see description in Section B.2.7) from Chicarita to the Escondido Substation; or (2) the Proposed Project northeast to the Proposed Central East Substation and then follow the Proposed Project's 500 kV Future Transmission Expansion route shown in Figure B-12b (see description in Section B.2.7).
- The future 230 and/or 500 kV lines could follow the Modified Route D Alternative corridor (within the 368 Corridor identified by the Department of Energy's Draft West-wide Corridor Programmatic EIS) south for 8 miles to MP MD-26 (See Section E.4.1 for a description of this route). At MP MD-26, new 230 and/or 500 kV circuits would turn west and connect with the northernmost segment of the West of Forest Alternative route as described in Section E.1.1. This route would meet up with the Interstate 8 Alternative at approximately MP I8-79 and would follow the Interstate 8 Alternative's overhead 230 kV route to the point where it meets the Proposed Project at MP 131 (for a description of the Interstate 8 transmission corridor see Section E.1.1). The future transmission route would then join the proposed route corridor to the west, continuing past the Sycamore Canyon Substation to the Chicarita Substation. It could then follow the Proposed Project's 230 kV Future Transmission Expansion System (see description in Section B.2.7) from Chicarita to the Escondido Substation

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Figure E.4.1-1a. Modified Route D Alternative – Overview and Draft 368 Corridor
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Figure E.4.1-1b. Modified Route D Alternative (MPs 0-15)

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Figure E.4.1-1c. Modified Route D Alternative (MPs 15-22)
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Figure E.4.1-1d. Modified Route D Alternative (MPs 22-36.3)

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Figure E.4.1-2. Modified Route D Alternative Substation
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Figure E.4.1-3. Star Valley Route Option

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