

# **Construction Transportation Management Plan**

**Sycamore to Peñasquitos 230kV Transmission Line Project**

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## **1.0 INTRODUCTION**

The Sycamore to Peñasquitos 230kV Transmission Line Project (Project) proposes the construction and operation of a 230 kV transmission line between the existing Sycamore Canyon and Peñasquitos Substations. The project route consists of approximately 14-miles traversing through developed residential and commercial areas as well as undeveloped areas and includes the following components:

- Segment A - Construction of approximately 0.74 mile of new 230 kV transmission line and relocated 138kV power line on new tubular steel poles (mono-pole structures) and steel H-frame structures all within existing SDG&E Right-of-Way (ROW) located between the existing Sycamore Canyon Substation and a trail originating at Stonebridge Parkway. Construction of a new cable pole at the transition point from overhead to underground.
- Segment B - Construction of approximately 11.45 miles of 230 kV underground transmission line in existing roads and bridges.
- Segment C – Construction of approximately 2.2 miles of new 230 kV transmission line and all-dielectric self-supporting (ADSS) communication cable on existing 230 kV tubular steel poles within existing SDG&E ROW from Scranton Road to Peñasquitos Substation. Construction of a new cable pole at the transition point from underground to overhead.
- Minor modifications of the existing Sycamore Canyon and Peñasquitos Substations to allow for connection of the new 230 kV transmission line.

## **2.0 OBJECTIVES**

The purpose of this Construction Transportation Management Plan (CTMP or Plan) is to provide the San Diego Gas & Electric (SDG&E) construction management team with a description of measures and practices that will be implemented to minimize traffic and transportation-related adverse effects associated with construction of the Project. This Plan also identifies considerations that will be incorporated into Traffic Control Plans that will be approved by state and local jurisdictional agencies.

This Plan provides specific information for complying with Mitigation Measure Traffic-1: Construction Transportation Management Plan, as well as other related mitigation measures identified in Section 3.0 of this Plan and as described in the Project's Final Environmental Impact Report (CPUC, 2016).

## **3.0 APPLICABLE MITIGATION AND APPLICANT PROPOSED MEASURES**

### **Mitigation Measure Traffic-1: Construction Transportation Management Plan**

SDG&E shall develop and implement a project-specific Construction Transportation Management Plan (CTMP). SDG&E shall submit the plan to CPUC for review and approval at least 30 days prior to construction. The CTMP shall conform to the California Joint Utility Traffic Control Committee's Work Area Protection and Traffic Control Manual. The CTMP shall include provisions for the following:

- Implementation of standard safety practices, including installation of appropriate barriers between work zones and transportation facilities, placement of appropriate signage, and use of traffic control devices.
- Use of flaggers and/or signage to guide vehicles through or around construction zones using proper techniques for construction activities including staging yard entrance and exit.
- Alternate traffic routes and the use of construction personnel carpools or shuttles to avoid roads that are operating at LOS D or lower.
- Traffic detours for any road or land closures with appropriate signage marking the detours.
- Timing of worker commutes and material deliveries to avoid peak commuting hours.
- Timing of land and road closures.
- Locations that would be accessed and receive material deliveries via helicopter.
- Plans for construction worker parking and transportation to work sites
- Methods for keeping roadways clean.
- Storage of all equipment and materials in designated work areas in a manner that minimizes traffic obstructions and maximizes sign visibility.
- Limiting of vehicles to safe speed levels according to posted speed limits, road conditions, and weather conditions.
- Coordination with public transit providers.
- Routing of trucks to avoid minor roads, where possible, to reduce congestion and potential asphalt damage.
- Repair of asphalt and other road damage (e.g., curb and gutter damage, rutting in unpaved roads) caused by construction vehicles.
- Detours for cyclists and pedestrians when bike lanes or sidewalks must be closed.
- Abiding by encroachment permit conditions, which shall supersede conflicting provisions in the CTMP.
- The CTMP must at a minimum comply with the requirements of the appropriate City and must be submitted to the respective cities for review and approval at least 60 days prior to commencing construction activities.

#### **Mitigation Measure Traffic-6: Restrict Road Closures and Maintain Access**

SDG&E shall restrict all necessary lane closures or obstructions associated with overhead or underground construction activities to off-peak periods to reduce traffic delays. Lane closures must not occur between 6:00 and 9:30 AM and between 3:30 and 6:30 PM, unless otherwise directed in writing by the responsible public agency issuing an encroachment permit. SDG&E shall coordinate with schools prior to construction within 1,000 feet of school property to ensure entryways to schools are not blocked during peak drop-off and pick-up hours. Underground work areas within intersections or traffic lanes shall be adequately covered with steel plating prior to 3:30 PM to allow uninterrupted traffic flow during peak traffic periods. All residents

*within 300 feet of proposed temporary lane or road closures shall be notified within at least 7 days of prior to a temporary lane or road closure. SDG&E shall maintain travel through intersections at all times during construction. Access to driveways including entrances to residential communities shall be maintained at all times during construction. SDG&E or its construction contractors shall provide the ability to quickly lay a temporary steel plate trench bridge upon request in order to ensure driveway access to schools, businesses, and residences and shall provide continuous access to properties when not actively constructing the underground cable alignment. In the event of a nearby fire or other emergency, steel plating shall be placed over underground work areas and construction equipment shall be removed from the partially or fully closed roadways, as needed, to permit uninterrupted traffic flow.*

#### **Mitigation Measure Traffic-7: Closure Notification and Detours**

*Where construction results in temporary closures of sidewalks and other pedestrian facilities, SDG&E shall provide temporary pedestrian access, through detours or safe areas along the construction zone. Where construction activity results in bike route or bike path closures, appropriate detours shall be defined. Signs shall be placed along the closed bike path a minimum of 7 days prior to bike path closure notifying bicyclists of the proposed construction activities and duration of bike path closure. Notifications posted along the bike path shall include the locations of detours and alternate routes to avoid conflicts with the construction area.*

#### **Mitigation Measure Traffic-8: Notify Emergency Personnel of Road Closures**

*SDG&E shall notify local emergency personnel (i.e., fire departments, police departments, ambulance, and paramedic services) at least 1 week prior to lane or road closures. The notice shall include location(s), date(s), time(s), and duration of closure(s), and a contact number for SDG&E project personnel.*

#### **Mitigation Measure Traffic-11: Close Roadside Parking During Vault Installation**

*Roadside parking shall be prohibited within 100 feet of vault installation areas at least 8 hours prior to vault installation activities. SDG&E shall post notices of the parking closure at least 72 hours prior to vault installation. The notices shall define the location of the parking closure and the dates that no parking will be allowed in the area.*

#### **Mitigation Measure Traffic-12: Consult with Bus and transit Services**

*SDG&E shall consult with the San Diego Metropolitan Transit System and City of San Diego School District at least one month prior to construction to coordinate construction activities adjacent to bus stops. If necessary, bus stops will be temporarily relocated or buses will be rerouted until construction in the vicinity is complete. SDG&E shall post notices of any temporary bus stop closure at least 14 days prior to temporary closure. The notices shall provide information on the nearest available bus stop on the bus route and the scheduled duration of closure.*

#### **Mitigation Measure Fire-2: Maintain Emergency Access**

*SDG&E and/or its contractors shall have fire suppression equipment on all construction vehicles. Construction personnel shall be required to park vehicles away from dry vegetation. SDG&E and/or its contractors shall contact and coordinate with the MCAS Miramar Fire Department and applicable local fire departments (i.e., City of San Diego and City of Poway) prior to construction to determine the appropriate amounts of fire equipment to be carried on construction vehicles and to coordinate fire suppression activities. SDG&E shall submit verification of its consultation with MCAS Miramar and local fire departments to CPUC at least 30 days prior to construction.*

*SDG&E shall ensure that construction personnel, construction equipment, and aerial operations do not create obstructions to firefighting equipment or crews. Emergency ingress and egress to access roads shall be maintained per the Construction Transportation Management Plan (required by Mitigation Measure Traffic-1), and SDG&E shall notify residents and emergency personnel of road or lane closures as required by Mitigation Measures Traffic-6 and Traffic-8. Construction in the work area shall cease in the event of a fire within 1,000 feet of the work area. The work area includes the transmission line right-of-way (ROW), construction laydown and staging areas, pull sites, access roads, parking pads, and any other sites adjacent to the ROW where construction personnel are active or where equipment is in use or stored. Should a wildfire occur within 1 mile of a work area, helicopters in use by SDG&E shall immediately cease construction activities and not restart aerial operations until authorized by the appropriate fire agency.*

#### **Mitigation Measure Noise-2: Noise-suppression Techniques (supersedes APM NOISE-2).**

*SDG&E shall implement the following noise-suppression techniques*

- *Night and Sunday construction activities shall be limited to activities that will not produce noise greater than 40 dBA at the nearest receptor (school, residence, hospital, or place of worship). Construction activities permitted to occur during nights and Sundays include:
  - *Arrival and departure of workers at staging yards*
  - *Construction management tailboard meetings*
  - *Staging yard operations including maintenance of equipment and material deliveries*
  - *Security operations in yards and at locations where equipment/material is stored on the ROW overnight**
- *SDG&E shall apply for and obtain a construction noise permit from the City of San Diego and the City of Poway for construction activities that must occur outside of the daytime hours allowed by local ordinances in each jurisdiction. SDG&E shall submit a copy of approved construction noise permit to the CPUC at least two weeks prior to construction activities requiring the variance. The CPUC will not authorize any work outside of locally permitted construction hours that would exceed local standards without an approved-construction noise permit.*
- *Sound walls or acoustic blankets shall be temporarily installed to shield adjacent residences from stationary equipment (e.g., generators) where residences are located within 200 feet and schools are located within 300 feet of the equipment and where*

*adequate room for sound walls or acoustic blankets exists. The sound walls or acoustic blankets shall have a height of no less than 3 feet greater than noise-generating piece(s) or parts of equipment, a Sound Transmission Class (STC) of 19 or greater, and a surface with a solid face from top to bottom without any openings or cutouts along the face or at the base of the barrier. If sound walls or acoustic blankets would not reduce noise levels to below acceptable limits or if an oversight agency (i.e., City of San Diego or Caltrans) does not approve of the installation of sound walls within encroachment permits and/or traffic control plans, SDG&E shall offer to relocate affected residents depending on the location of the residences and the level of construction noise for the duration of the noise generating activity.*

- *Construction traffic shall be routed away from residences and schools, where feasible.*
- *Unnecessary construction vehicle use and idling time shall be minimized. The ability to limit construction vehicle idling time is dependent upon the sequence of construction activities and when and where vehicles are needed or staged. If a vehicle is not required for use immediately or continuously for construction activities, its engine shall be shut off.*

#### **4.0 PLAN IMPLEMENTATION**

SDG&E will control and manage the safety and accessibility of Project personnel and road users (motorists, bicyclists and pedestrians) through the development and implementation of Traffic Control Plans (TCPs) unique to temporary traffic control (TTC) zones. It is anticipated that for the underground transmission line work, approximately 150ft of trench will be open in each work area with 400-500-ft TTC zones. For planning purposes, the Project has been divided into four general planning areas listed in Table 1, Traffic Control Planning Areas. These areas are depicted in Figure 1 – Project Vicinity Map and Figure 2 - Project Overview Maps). The planning areas have been configured to cover areas of similar conditions and under single or dual jurisdiction to facilitate the agency coordination process.

**Table 1: Traffic Control Planning Areas**

<b>TCP Designation</b>	<b>Line Type</b>	<b>Land Use/Jurisdiction</b>
East of I-15 (Stoneridge Parkway and Pomerado Road)	Underground	Residential, college and open space/ City of San Diego
Caltrans ROW: I-15 Crossing	Underground	Freeway Interchange/ Caltrans and City of San Diego
West of I-15 (Miramar to Carroll Canyon)	Underground	Industrial, office area/ City of San Diego
Caltrans ROW near Carroll Canyon and I-805	Underground	Industrial, office area/ Caltrans and City of San Diego

TCPs are not anticipated to be required for the Project construction yards or along the overhead portion of the transmission line within and adjacent to the jurisdiction of Marine Corps Air Station (MCAS) Miramar (Segment A). If traffic control is needed at construction yards or

along Segment A, flaggers and/or signage would be used to alert motorists of the need to slow down or temporarily stop to allow for construction activities (e.g. large equipment to exit the roadway) to be completed and normal traffic flow to resume.

For the overhead portion of Segment C (refer to Figure 1 and Figure 2), TCPs would not be necessary except as needed for guard structures and to support stringing operations (i.e. at road crossings). TCPs may also be needed to support specific activities, such as installation of induction mitigation (i.e., deep well anodes), to accommodate oversized deliveries, or for construction of recycled water distribution taps. Final TCPs required for construction and issued by the appropriate jurisdictional agency for these locations/activities will be provided to the CPUC prior to performance of that work. The TCP development process is further explained in Section 4.1 below.

#### **4.1 TRAFFIC CONTROL PLANS (TCPS)**

SDG&E is developing draft versions of the TCPs for the areas identified in Table 1. Draft TCPs have been developed for the Caltrans right-of-way (ROW) areas and along the underground alignment on both the east and west sides of the I-15. TCPs are currently under review with the City of San Diego. As stated above, TCPs are not anticipated to be required for the Project construction yards or along the overhead portion of the transmission line within the jurisdiction of Marine Corps Air Station (MCAS) Miramar. Provisions for the management of construction traffic ingress and egress at construction yards are provided in Section 4.4 below.

Along Stonebridge Parkway, SDG&E anticipates that individual TTC zones will be similar to each other with work occurring during daytime hours, although limited work hours may be required. Final working hours will be determined by the appropriate agency and noted on all applicable TCPs. Where possible, SDG&E would maintain two-way traffic with temporary lane closures. If staggered one-way traffic control is required (i.e. flagging set-up), the final design and limitations will be approved by the appropriate agency (City of San Diego or Caltrans).

Pomerado Road presents more complex traffic control requirements, where TTC zones will have various configurations to accommodate narrowing of the road from four to two lanes, higher volumes of traffic, and multiple signaled intersections. SDG&E would continue to maintain two-way traffic with temporary lane closures as needed to install vaults along Pomerado Road. There will likely be construction crews working in TTC zones along Stonebridge Parkway and Pomerado Road simultaneously. Shorter work hours may also be required on the roads east of the I-15.

At the I-15 crossing, unlike along other roadways where traffic control devices would likely be removed at the conclusion of work for the day, traffic control devices will remain in place 24-hours during construction.

West of the I-15 crossing, SDG&E anticipates work will occur primarily at night, so there will be lower traffic volumes. However, crews will likely be spread approximately 2-miles apart to reduce delays to motorists traveling in this area during construction hours.

As previously stated, TTC zones will likely be approximately 400-500 feet in length with approximately 150-ft of open trench/excavation at any one time within that TTC zone. All TCPs

will be finalized by SDG&E's construction contractor in coordination with the agencies that have jurisdiction over the affected public roadways and transportation facilities. SDG&E is also coordinating, and will continue to coordinate during construction with local emergency responders, such as the Sheriff's Office, the City of San Diego Fire Department, and MCAS Miramar Fire Department, on traffic control and access for emergency vehicles during construction.

The final TCPs will identify locations and other specifications for the use of flaggers, warning signs, lights, barricades, delineators, cones, and arrow boards. In addition, the TCPs will provide methods to reduce traffic delays and to facilitate the safe movement of vehicles, pedestrians, and bicycles through Project construction areas. These methods will provide, as applicable, detours and/or temporary access for pedestrian, bicycle, and ADA access. Specific acceptable maximum delays at flagging setups (i.e. segments of one-way traffic), if applicable, will be prescribed within the applicable encroachment permit and noted on the agency-approved TCPs

The site-specific TCPs are being developed based on the California Joint Utility Traffic Control Committee's Work Area Protection and Traffic Control Manual<sup>1</sup> (California Joint Utility Traffic Control Committee, 2014) and the California Manual on Uniform Traffic Control Devices<sup>2</sup> (Caltrans, 2015) as described in City of San Diego Informational Bulletin 177 published October 2016<sup>3</sup>. Final TCPs will also incorporate the following considerations, as applicable:

- Drivers will only reduce their speeds if they clearly perceive a need to do so.
- Frequent and abrupt changes in geometrics such as lane narrowing, dropped lanes or main roadway transitions that require rapid maneuvers, should be avoided.
- Work should be scheduled in a manner that minimizes the need for lane closures or alternate routes, while still getting the work completed quickly and the lanes or roadway open to traffic as soon as possible.
- Attempts should be made to reduce the volume of traffic using the roadway or freeway to match the restricted capacity conditions. Road users should be encouraged to use alternative routes.
- For high-volume roadways and freeways, the closure of selected entrance ramps or other access points and the use of signed diversion routes should be evaluated.
- Turning radius requirements for large delivery vehicles should be considered when developing specific TCPs.
- Bicyclists and pedestrians, including those with disabilities, should be provided with reasonable access and safe passage through/past/around the TTC zone. Specific provisions shall be site specific and would be incorporated into the individual Final TCPs. Additional provision relating to pedestrian and bike traffic include:

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<sup>1</sup> See California Joint Utility Traffic Control Manual, <https://www.sce.com/nrc/aboutsce/regulatory/distributionmanuals/tcm.pdf>

<sup>2</sup> See California Manual on Uniform Traffic Control Devices, [http://www.dot.ca.gov/trafficops/camutcd/docs/CAMUTCD2014\\_rev1.pdf](http://www.dot.ca.gov/trafficops/camutcd/docs/CAMUTCD2014_rev1.pdf)

<sup>3</sup> City of San Diego Informational Bulletin #177, <https://www.sandiego.gov/sites/default/files/dsdib177.pdf>

- Where construction results in temporary closures of sidewalks and other pedestrian facilities, SDG&E shall provide temporary pedestrian access, through detours or safe areas along the construction zone.
- Where construction activity results in bike route or bike path closures, appropriate detours shall be defined.
- If work operations permit, lane closures on high-volume streets and highways should be scheduled during off-peak hours. Night work should be considered if the work can be accomplished with a series of short-term operations.
- For nighttime work, lighting the work zone and approaches allow motorists better comprehension of imposed requirements. Any required nighttime lighting would be shielded, pointed down, and directed away from surrounding properties and adjacent natural habitats in compliance with MM Aesthetics-5.
- Early coordination with officials having jurisdiction over the affected cross streets and providing emergency services should occur if significant impacts to roadway operations are anticipated.
- Adequate warning, delineation and channelization (tapers) should be provided to assist in guiding road users in advance of and through (i.e., past or around) the TTC zone by using proper pavement marking, signing, or other devices that are effective under varying conditions.
- Final TCPs will incorporate flashing boards in “Caution” mode in advance of traffic control setups where decreased sight distance may be a factor.
- Per the California Joint Utility Traffic Control Committee’s Work Area Protection and Traffic Control Manual, appropriate barricades (i.e. Type II or Type III) will be utilized to protect open trenches.
- Flagging procedures, when used, should provide positive guidance to road users traversing the TTC zone.
- Longitudinal buffer space or flagger station spacing will be developed based on specifications within Table D of the California Joint Utility Traffic Control Committee’s Work Area Protection and Traffic Control Manual.
- Flaggers must have received the State of California Title 8, Construction Safety Orders, Section 1599 (f) “Training of Construction Site Flaggers” prior to performing flagger duties.
- TCPs will include sign height specifications consistent with location and land use type, including the following:
  - Minimum sign height of 5 feet in rural areas.
  - Minimum sign height of 7 feet in business, commercial, and residential areas.
  - Where signs are mounted on top of a sidewalk, the minimum sign height (7 feet) shall be measured from the sidewalk elevation

- To provide acceptable levels of operations, routine day and night inspections of TTC elements should be performed as follows:
  - Check that all TTC devices are consistent with the TCP and are effective for motorists, bicyclists, pedestrians, and workers.
  - As the work progresses, temporary traffic controls and/or working conditions should be modified, if appropriate, in order to provide mobility and positive guidance to the road user and to provide worker safety.
  - The individual responsible for TTC should have the authority to halt work until applicable or remedial safety measures are taken.
  - TTC zones should be carefully monitored under varying conditions of road user volumes, light, and weather to check that applicable TTC devices are effective, clearly visible, clean, and in compliance with the TCP.
  - When warranted, a study should be made (in cooperation with law enforcement officials) of reported crashes occurring within the TTC zone and the need for changes in the TCP would be identified.
- Attention should be given to the maintenance of roadside safety by applying the following principles:
  - To accommodate run-off-the-road incidents, disabled vehicles, or emergency situations, unencumbered roadside recovery areas or clear zones should be provided where practical.
  - Work equipment, workers' private vehicles, materials, and debris should be stored in such a manner to reduce the probability of being impacted by runoff-the-road vehicles.
- Good public relations should be maintained by applying the following principles (also see Section 4.2, Coordination with Agencies):
  - The needs of the road user should be assessed such that appropriate advance road notice is given and clearly defined alternative paths are provided.
  - The cooperation of the various news media should be sought in publicizing the existence and reasons for TTC zones because news releases can assist by keeping the road user well informed.
  - The needs of abutting property owners, residents, and businesses should be assessed and appropriate accommodations made.
  - The needs of railroads and transit should be assessed and appropriate coordination and accommodations made.
- In compliance with Mitigation Measure Traffic-6, site specific TCPs would include the following unless otherwise directed to do so by the appropriate jurisdictional agency (i.e. City of San Diego or Caltrans):
  - Lane closures must not occur between 6:00 and 9:30 AM and between 3:30 and 6:30 PM, unless otherwise directed in writing by the responsible public agency issuing an encroachment permit.

- Underground work areas within intersections or traffic lanes shall be adequately covered with steel plating prior to 3:30 PM to allow uninterrupted traffic flow during peak traffic periods.
- SDG&E shall maintain travel through intersections at all times during construction.
- Access to driveways, including entrances to residential communities, shall be maintained at all times during construction. SDG&E or its construction contractors shall provide the ability to quickly lay a temporary steel plate trench bridge upon request in order to ensure driveway access to schools, businesses, and residences and shall provide continuous access to properties when not actively constructing the underground cable alignment. If needed, a Traffic Control Technician shall be present during work hours to assist with driveway ingress/egress and/or truck access. If any required work area(s) dictate a sub-standard turning radius resulting in restricted truck access (i.e. where trucks cannot be accommodated using a flagger), then work hours at that specific location may be modified to minimize impact to businesses who may be affected.
- In the event of a nearby fire or other emergency, steel plating shall be placed over underground work areas and construction equipment shall be removed from the partially or fully closed roadways, as needed, to permit uninterrupted traffic flow.

The Project is also required to obtain the appropriate encroachment and traffic control permits from local and state agencies related to construction activities and traffic control (e.g., I-15 crossing). The specific conditions of any encroachment permit or agency-approved TCP will take precedence over the general strategies described in this Plan. The encroachment permits that are applicable will be associated to the particular segment TCP.

The final TCPs and encroachment permit conditions will address the construction operations as they pertain to safe traffic flows including roadway cleanliness and visibility at construction sites. Each TCP shall include emergency phone numbers and contact information for that location.

## **4.2 COORDINATION WITH AGENCIES**

SDG&E is in the process of coordinating with the appropriate agencies and transit authorities in the development this Plan, obtaining encroachment permits, with development of specific TCPs, and for coordination associated with implementation of the TCPs. The CTMP has been developed by SDG&E with support from their contractors as well as technical input and review from key stakeholder agencies. Draft TCPs were prepared by SDG&E's engineering contractor, AirX, under the direction of the SDG&E engineering team. Final TCPs will be developed and implemented by SDG&E's construction contractor. All specific TCPs will be approved by the appropriate jurisdictional agency (City of San Diego, Caltrans, or both) and this CTMP will be reviewed and approved by the City of San Diego and the California Public Utilities Commission. Copies of the final TCPs and any updates to the TCPs will be provided to the California Public Utilities Commission prior to performing construction work in the affected TTC zone.

Notification and coordination with the following jurisdictional agencies have been completed, will be completed, or are currently in progress, as outlined in Table 2, Agency Consultation Summary.

**Table 2: Agency Coordination Summary**

Agency	Department and Contact	Reason for Coordination
CPUC	Energy Division - Billie Blanchard, Project Manager	<ul style="list-style-type: none"> <li>Review and approval of the CTMP</li> <li>Monitoring implementation of the CTMP and specific TCPs</li> </ul>
	Panorama Environmental (Consultant) – Jeff Thomas, Project Manager	
City of San Diego	Development Services Department, Engineering Division – Edd Alberto and Ali Sabouri, Berric Doringo, Tony Khalil, Mehdi Rastakhiz	<ul style="list-style-type: none"> <li>Review and approval of the CTMP</li> <li>Review and approval of TCPs</li> <li>Issue Encroachment Permits</li> </ul>
	Transportation Engineering Division - TBD	<ul style="list-style-type: none"> <li>TCP field inspections</li> </ul>
	City Fire Department	<ul style="list-style-type: none"> <li>Fire prevention equipment specifications in compliance with MM Fire-2.</li> </ul>
Caltrans	District 11 Encroachment Permit Office	<ul style="list-style-type: none"> <li>Review and approval of TCPs</li> <li>Issue Encroachment Permit</li> </ul>
MCAS Miramar	Base Fire Department	<ul style="list-style-type: none"> <li>Fire prevention equipment specifications in compliance with MM Fire-2.</li> </ul>

In conjunction with the planning and permit process and preparation of the TCPs, SDG&E is and will continue to coordinate with key roadway users including public transit and emergency responders to obtain their input and establish lines of communication to address issues during construction. This will include development of remedial actions related to unanticipated damage to public facilities, as appropriate. As outlined in Mitigation Measure Traffic-3, SDG&E must document pre- and post-construction road conditions along the underground transmission line route and at staging yard entrances/exits. Repairs to damaged road elements must be completed by SDG&E within 60 days of the completion of construction activities.

As required by Mitigation Measure Traffic-12, SDG&E will consult with the San Diego Metropolitan Transit System and City of San Diego School District at least one month prior to construction to coordinate construction activities adjacent to bus stops. If necessary, SDG&E will work with the appropriate bus service provider to establish temporary bus stops or re-route affected bus routes until construction in the vicinity is complete. SDG&E shall post notices of any temporary bus stop closure at least 14 days prior to the closure. The notices will provide information on the nearest available bus stop on the bus route and the scheduled duration of closure.

SDG&E does not anticipate that construction activities will result in access restrictions to emergency service providers. However, SDG&E will coordinate directly with the City of San Diego to provide the locations, nature, timing, and duration of any construction activities that could restrict access or movement of emergency service providers, including local police, fire, ambulance services, or paramedic services.

As required by Mitigation Measure Traffic-8, SDG&E shall notify local emergency personnel (i.e., fire departments, police departments, ambulance, and paramedic services) at least 1 week prior to lane or road closures. The notice shall include location(s), date(s), time(s), and duration of closure(s), and a contact number for SDG&E project personnel. Should it be necessary to block access to any nearby property, SDG&E will have materials available to provide access for emergency vehicles by plating over excavations, providing short detours or alternate routes, or implementing other methods established in conjunction with local agencies. The City of San Diego will review and approve all detailed TCPs within the City's jurisdiction, including approval of any required provisions for maintaining emergency service access.

As required by Mitigation Measure Fire-2, SDG&E shall ensure that construction personnel, construction equipment, and aerial operations do not create obstructions to for the transportation of firefighting equipment or crews. Emergency ingress and egress to access roads shall be maintained. In the event of a fire, all construction will cease within 1,000 feet of the work area, unless otherwise allowed by the appropriate fire agency. The work area includes the transmission line right-of-way (ROW), construction laydown and staging areas, pull sites, access roads, parking pads, and any other sites adjacent to the ROW where construction personnel are active or where equipment is in use or stored. Should a wildfire occur within 1 mile of a work area, helicopters in use by SDG&E will cease and helicopter operations will not restart until authorized by the appropriate fire agency.

### **4.3 PUBLIC RELATIONS**

SDG&E's overall public relations goals are to:

- a. Proactively engage residents, business owners and stakeholders on construction schedules/progress/activities and potential impacts;
- b. Minimize impacts to surrounding residents and business owners.

SDG&E will leverage social media platforms (e.g., Facebook and Twitter) to disseminate information related to construction-related traffic impacts. Prior to starting construction on the underground alignment, SDG&E will develop a web site (i.e., map) that can easily be updated on a regular basis to show current Project activities and information related to potential traffic delays.

Regular electronic letters will be distributed to elected officials, business owners and interested parties (e.g., media) regarding construction milestones and Project information, including information related to traffic and transportation.

The Project's Regional Public Affairs Manager, Todd Voorhees, will regularly brief stakeholders on construction progress and potential impacts to the community related to traffic and transportation matters. These stakeholders may include:

- Business organizations.
- Community groups – Many of these organizations (e.g., City of San Diego community planning groups, the Planning Commission and City Council) hold regular meetings and disseminate newsletters that could be used to provide information to the public.
- Residents – Residents who live near the route are likely to have questions and potential concerns about the Project. SDG&E will keep the lines of communication open by maintaining the Project information telephone line.
- Schools, churches and childcare facilities – Schools, churches and childcare facilities will need to be kept informed of activities that could affect their facility during construction.
- Government entities and agencies – In addition to communications with the CPUC and City of San Diego, SDG&E will communicate with transportation agencies, such as SANDAG and MTS during construction.
- Elected officials – SDG&E will update local, state and federal elected officials who represent communities along the route to better equip them to answer questions and respond to concerns from constituents. Elected officials will also help disseminate information to a wider audience. These officials<sup>4</sup> may include:
  - Local
    - Mayor Kevin Faulconer, City of San Diego
    - Council President Pro Tem Sherri Lightner, City of San Diego, District 1
    - Councilmember Chris Cate, City of San Diego, District 6
    - Councilmember Mark Kersey, City of San Diego, District 5
    - Supervisor Dave Roberts, County of San Diego, District 3
  - State
    - Assemblymember Brian Maienschein, California State Assembly, 77th District
    - Senator Joel Anderson, California State Senate, 36th District
    - Senator Marty Block, California State Senate, 39th District
  - Federal
    - Congressman Scott Peters, United States House of Representatives, 52nd District
    - Senator Barbara Boxer, United States Senate
    - Senator Dianne Feinstein, United States Senate
- Media – Local and regional media outlets provide a convenient way for SDG&E to communicate with a wide range of stakeholders.

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<sup>4</sup> Officials are subject to change based on election results.

- Newspapers
  - Union Tribune
- Television stations
  - ABC 10 News San Diego
  - Fox 5 San Diego
  - CBS 8 San Diego
  - KUSI San Diego
  - NBC 7 San Diego
  - San Diego 6 The CW

In addition to the general public outreach described above, the Project will comply with numerous mitigation measure requirements concerning advance notice of, and coordination with, various public and institutional groups.

- As required by Mitigation Measure Traffic-6, SDG&E or its contractor will:
  - Coordinate with schools prior to construction within 1,000 feet of school property to ensure entryways to schools are not blocked during peak drop-off and pick-up hours.
  - Notify all residents within 300 feet of proposed temporary lane or road closures within at least 7 days prior to a temporary lane or road closure.
- As required by Mitigation Measure Traffic-7, SDG&E or its contractor will:
  - Place signs along any closed bike paths a minimum of 7 days prior to bike path closure. The signs will notify bicyclists of the proposed construction activities and duration of bike path closure. Notifications posted along the bike path shall include the locations of detours and alternate routes to avoid conflicts with the construction area.
- As required by Mitigation Measure Traffic-11, SDG&E or its contractor will:
  - Post notices of any parking closure at least 72 hours prior to the activity requiring the parking closure (i.e.; vault installation).
  - The notices shall define the location of the parking closure and the dates that no parking will be allowed in the area.

#### **4.4 PROJECT VEHICLES AND EQUIPMENT**

The Project's Safety and Environmental Awareness Program, or SEAP, will describe the general traffic and transportation concerns associated with the Project and will encourage carpooling of construction personnel to worker parking, meet-up locations and work sites, as well as avoidance of roads that are operating at LOS D or lower, where possible. Construction support personnel will typically congregate at the staging yards each morning, and will then disperse to specific work sites. Worker travel from the staging yards to the work sites will conform to noise-related considerations (see below) as well as traffic congestion considerations as described previously. Where parking is required along the underground construction alignment, designated parking areas will be included within the site-specific TCPs. Where allowed by the applicable

encroachment permit and associated TCP, construction equipment and/or support vehicles may be temporarily staged (i.e.; parked) along the underground construction alignment.

When feasible, the construction contractor will time worker commutes and material deliveries to avoid peak commuting hours. Consideration will also be given to using helicopter transport in areas to reduce impacts to roadways with restricted operations. However, based on the design and nature of the approved Project (i.e.; underground installation within public roadways); SDG&E does not anticipate reliance on helicopters for material delivery. If helicopters would be used, their operation would be staged from one of the larger Project construction yards approved for helicopter use, such as Stonebridge.

While site-specific TCPs are not anticipated to be required by the local agency (City of San Diego), some construction yard activities may require traffic control considerations. For example, some delivery operations (e.g. delivery of larger construction equipment such as a crane, or delivery of large Project materials such as steel poles) may warrant active traffic control for public and Project safety. Such deliveries will be schedule ahead of time to allow for temporary traffic control for ingress and egress from construction yards or, alternatively, SDG&E or its contractor may staff construction yard(s) with trained traffic control support staff (i.e. flaggers) to allow for the as-needed safe ingress and egress of oversized traffic. The temporary traffic control will serve to safely direct the oversized Project traffic on and off the staging yard sites as well as direct all public traffic, including motorized vehicles, pedestrian, and bicycle traffic, around the construction vehicles. If ultimately required by the City of San Diego, SDG&E or its contractor will prepare site-specific TCPs for staging yard(s).

As outlined in the Dust Control Management Plan (Section 4.1), streets will be swept at the conclusion of each workday when active operations cease if visible soil material is carried onto adjacent public streets. In accordance with SDAPCD Regulation IV, Rule 55(d)(2)(ii), only street sweepers with inhalable particulate matter (PM<sub>10</sub>) efficiency and certified to meet the most current SCAQMD Rule 1186 requirements will be used. Blowers will not be used to remove track-out/carry-out. Manual sweeping will also be employed as an acceptable method for removing soil and debris from pavement. In addition, the applicable agency (e.g. City of San Diego) may provide additional street cleaning requirements as part of the issuance of encroachment permits.

The Project also must address several noise mitigation measures that are related to traffic and construction operations. Variances to local noise ordinance will be issued, as needed, with the Final TCPs from the City of San Diego. In compliance with the CTMP, construction traffic will adhere to the stipulations listed below. These may also be added as notes within in the individual Final TCPs, as applicable, for each segment since the noise measures are directly related to the adjacent land use. Considerations for traffic related noise include:

- Limited work hours during the daytime may be required by local agencies,
- Night and Sunday construction activities shall be limited to activities that will not produce noise greater than 40 dBA at the nearest sensitive receptor, unless otherwise directed by the appropriate agency with jurisdiction over the specific work (i.e.; City of San Diego or Caltrans).

- Where applicable construction activities are required, SDG&E shall apply for and obtain a construction noise permit from the appropriate agency with jurisdiction over a particular segment and attach that to the applicable TCP.
- Construction traffic shall be routed away from residences and schools, where feasible.

## **5.0 REFERENCES**

California Department of Transportation. 2015. 2014 California Manual on Uniform Traffic Control Devices, Rev.1. September 2015.

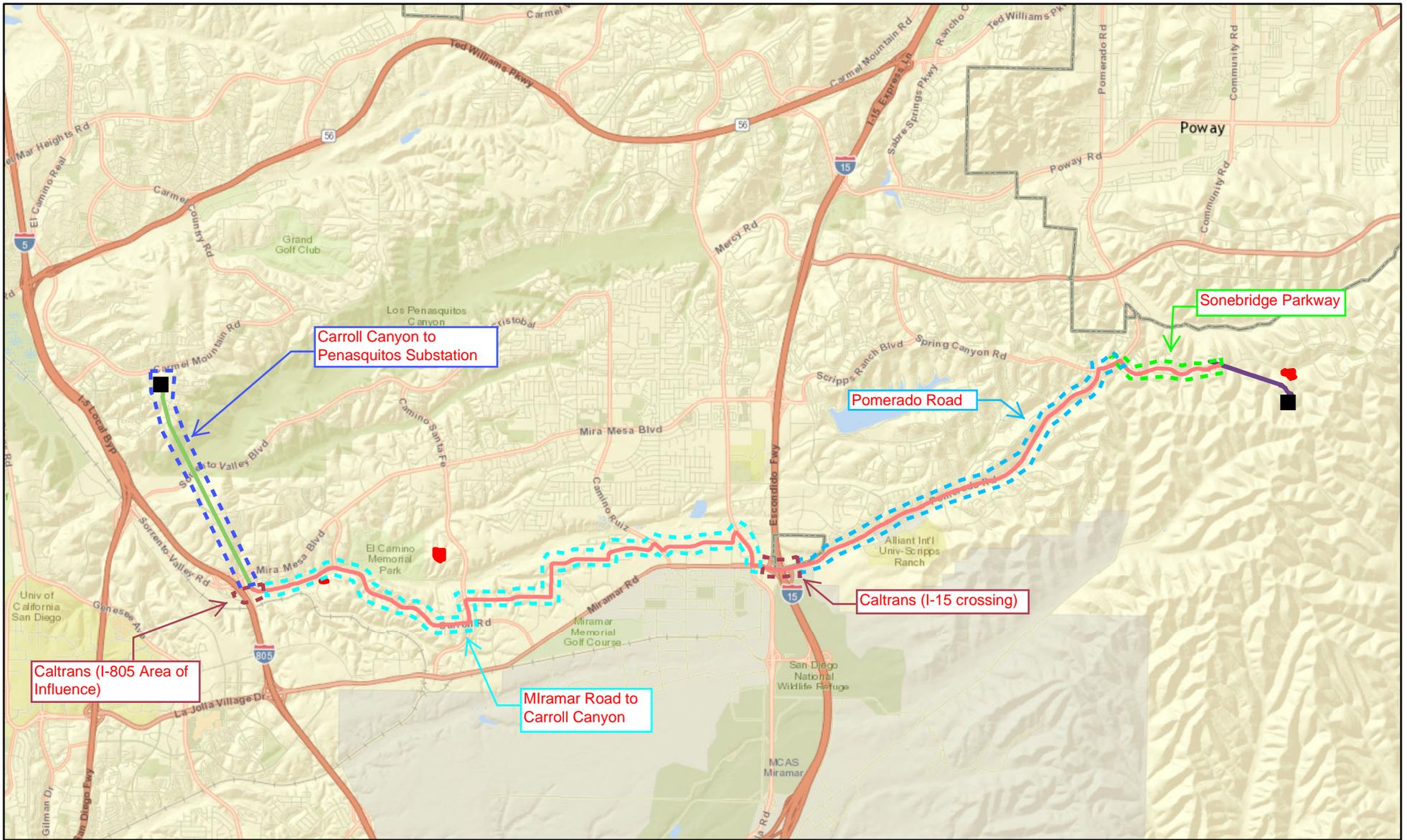
California Joint Utility Traffic Control Committee. 2014. California Joint Utility Traffic Control Manual, 6<sup>th</sup> Edition. February, 2014.

California Public Utilities Commission. 2016. Sycamore to Peñasquitos 230-KV Transmission Line Project Final Environmental Impact Report. March 2016.

City of San Diego Informational Bulletin 177. October 2016.

SDG&E. 2016. Draft Safety and Environmental Awareness Program for the Sycamore to Peñasquitos 230kV Transmission Line Project. November 2016.

**Figure 1: Project Vicinity Map**



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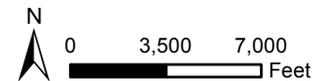
**Sycamore to Peñasquitos 230kV Transmission Line Project**  
 Alternative 5 Alignment  
 Figure 1

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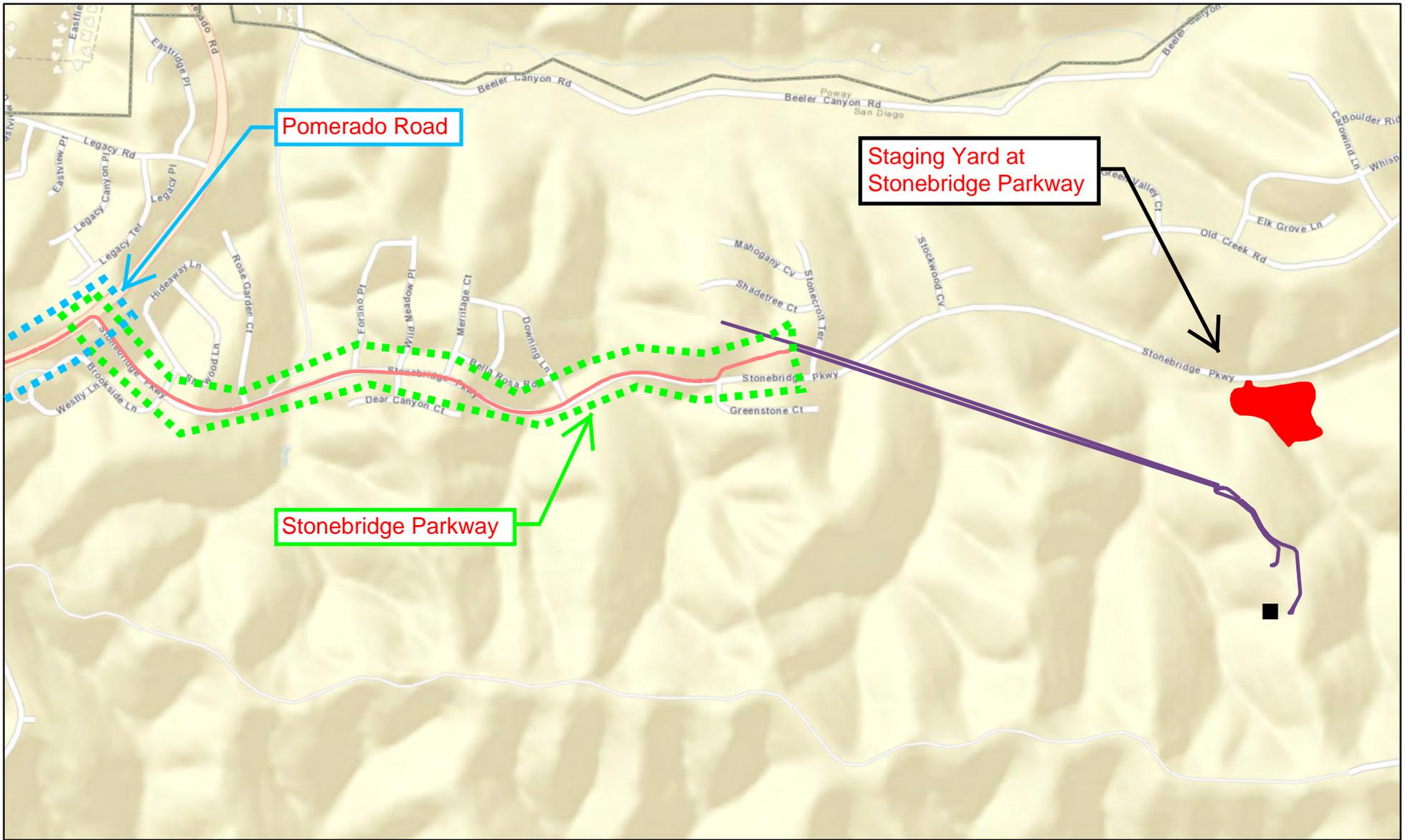
**Project Features**

- Substation
- Segment A - New 230kV Overhead - 0.98 mile
- Segment B - New 230kV Underground - 11.64 miles
- Segment C - New 230kV Overhead - 2.08 miles
- Staging yard

**TCP Overview**



**Figure 2: Project Overview Maps**



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**Sycamore to Peñasquitos 230kV Transmission Line Project**  
 Alternative 5 Alignment  
**Figure 2**

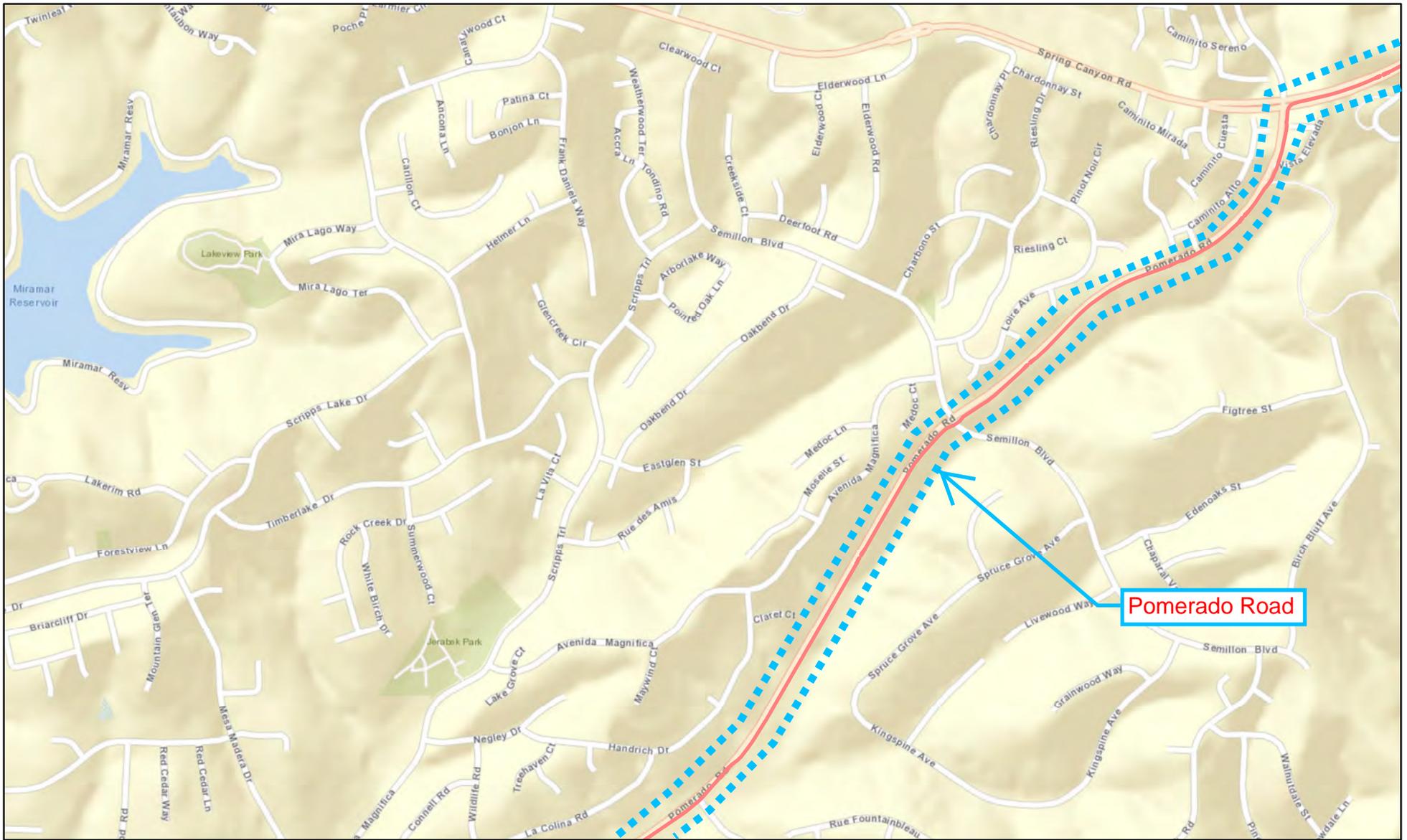
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**Project Features**

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- Staging yard

TCP Exhibit  
 Page 1 of 8





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**Sycamore to Peñasquitos 230kV Transmission Line Project**  
 Alternative 5 Alignment  
**Figure 2**

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TCP Exhibit  
 Page 2 of 8





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**Sycamore to Peñasquitos 230kV Transmission Line Project**  
 Alternative 5 Alignment  
**Figure 2**

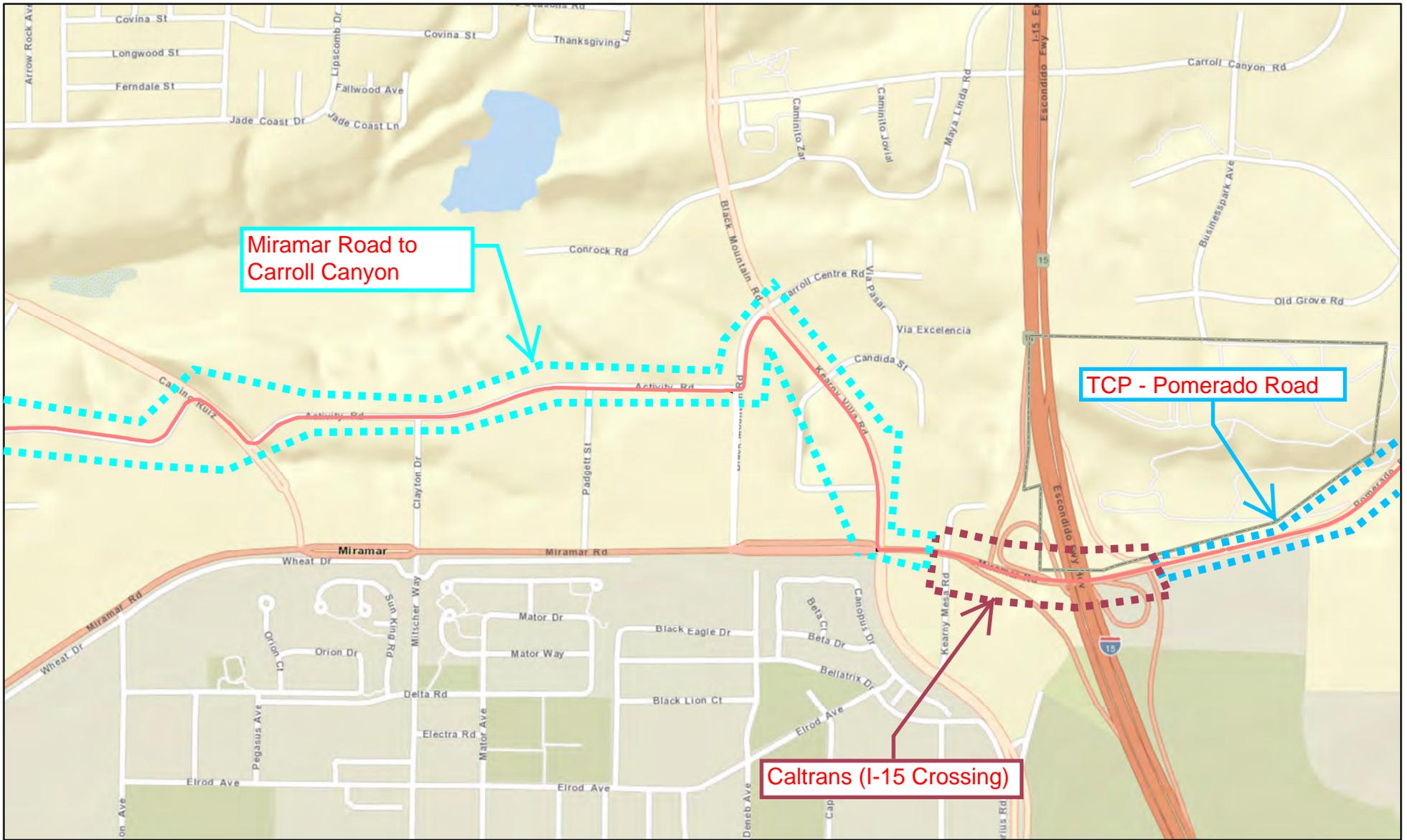
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**TCP Exhibit**  
**Page 3 of 8**





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**Sycamore to Peñasquitos 230kV Transmission Line Project**  
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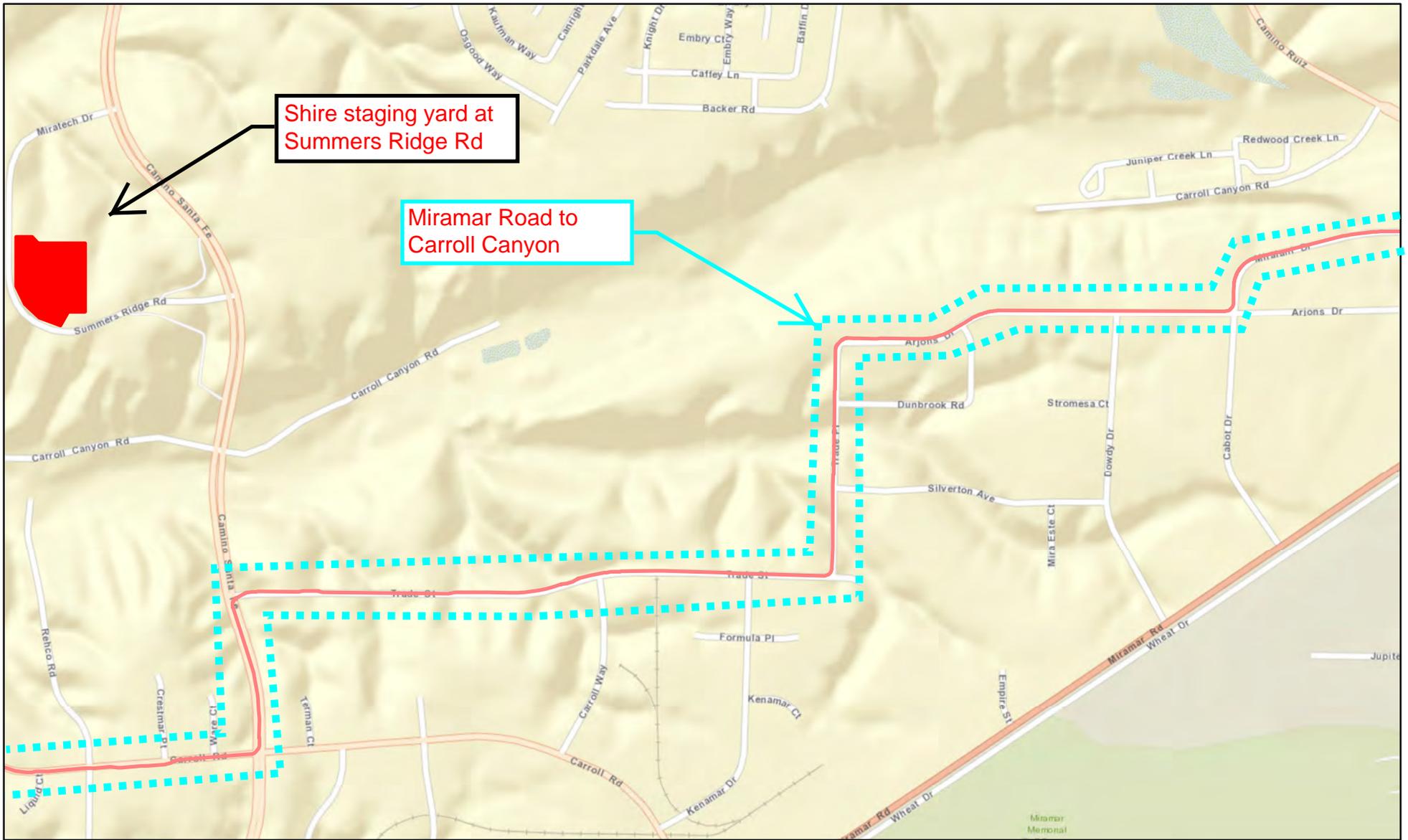
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TCP Exhibit  
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**Sycamore to Peñasquitos 230kV Transmission Line Project**  
 Alternative 5 Alignment  
**Figure 2**

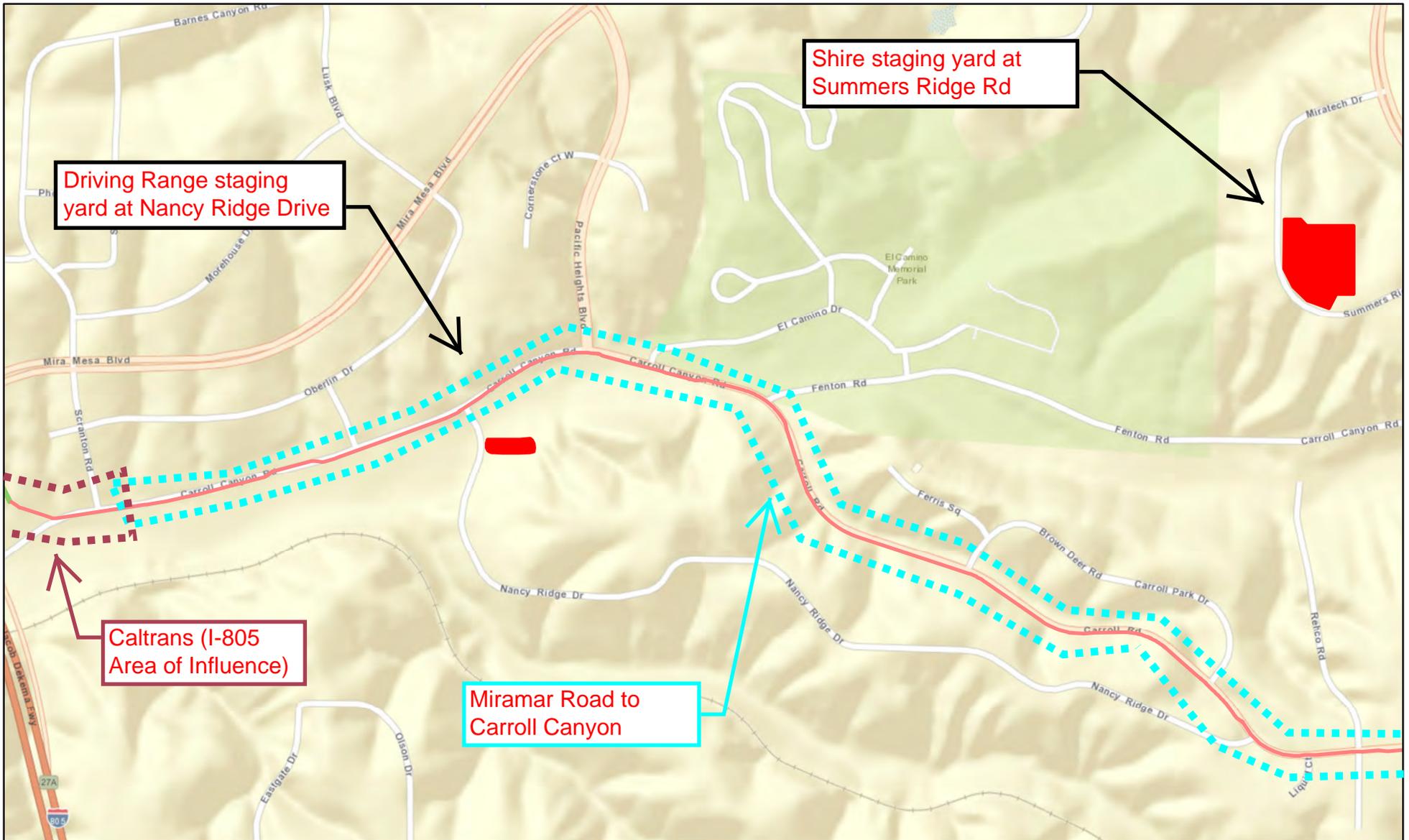
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**TCP Exhibit**  
**Page 5 of 8**





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**Sycamore to Peñasquitos 230kV Transmission Line Project**  
 Alternative 5 Alignment  
**Figure 2**

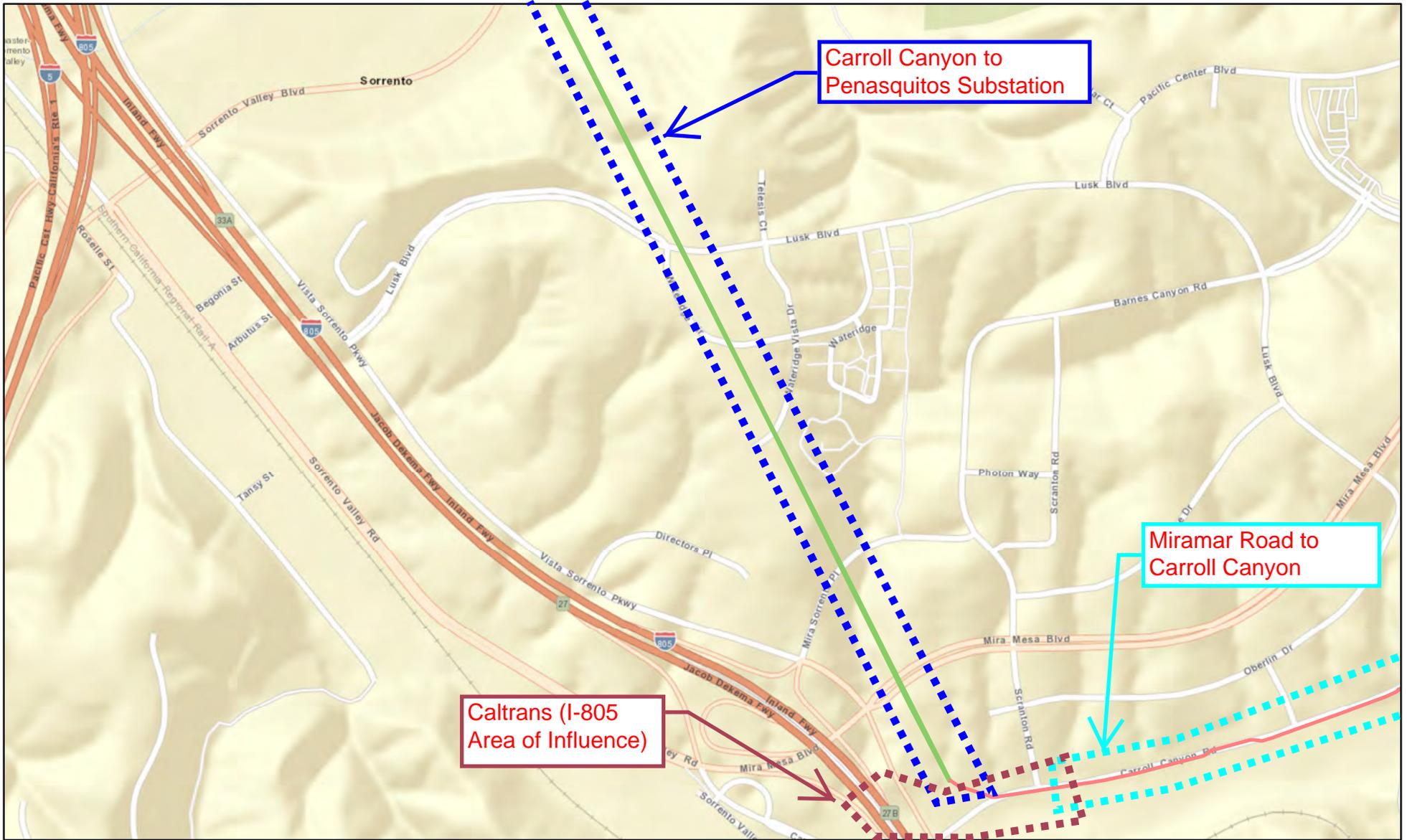
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**TCP Exhibit**  
**Page 6 of 8**





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**Sycamore to Peñasquitos 230kV Transmission Line Project**  
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**Figure 2**

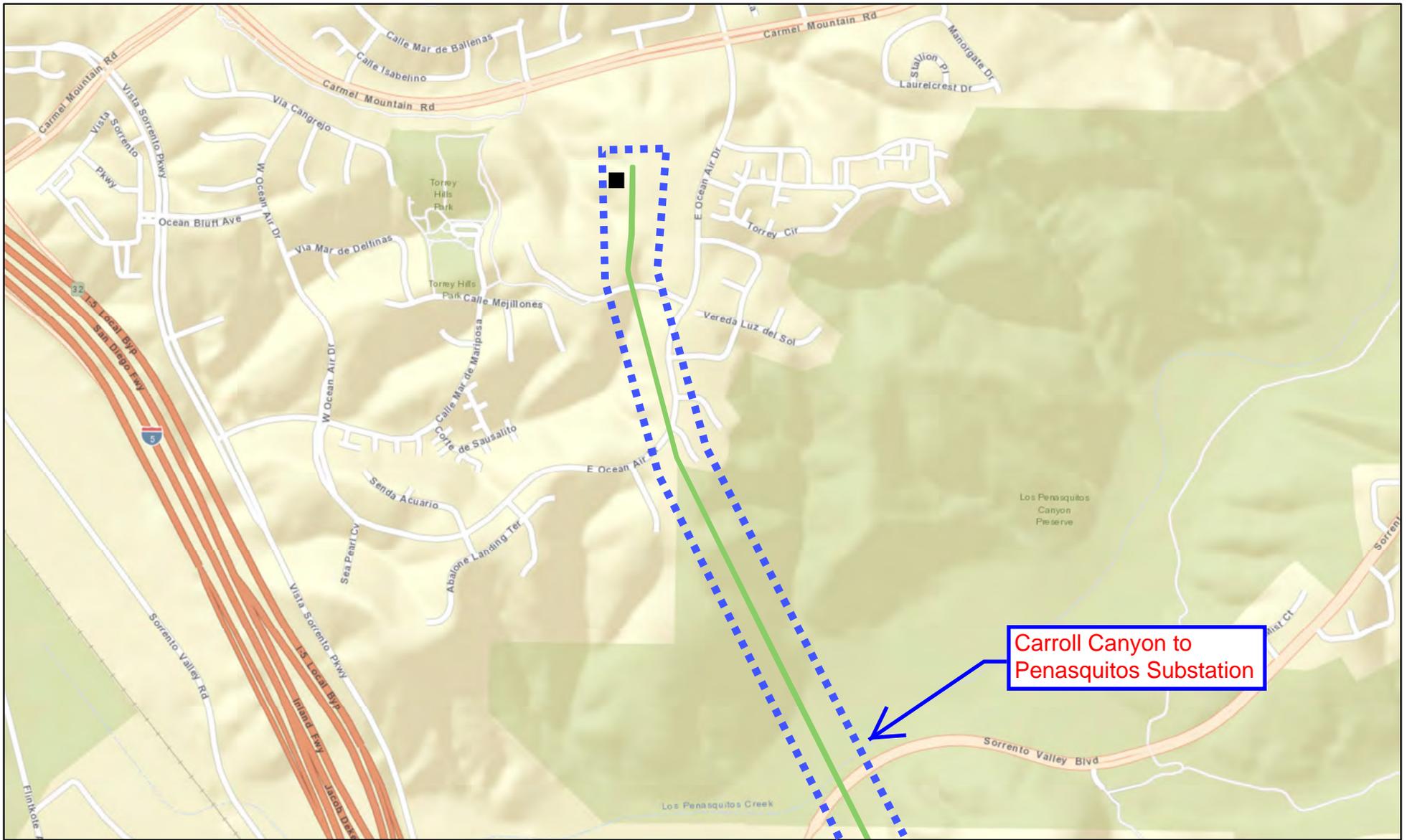
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**TCP Exhibit**  
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Carroll Canyon to  
Penasquitos Substation

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**Sycamore to Peñasquitos 230kV Transmission Line Project**  
Alternative 5 Alignment  
**Figure 2**

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TCP Exhibit  
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