



Comments and Data Request Responses
for East County Substation Project
Notice to Proceed Request #5

To: Amy Baker, California Public Utilities Commission (CPUC), and David Hochart, Dudek
From: Anne Marie McGraw, Insignia Environmental
Date: May 13, 2013
Re: Comments and Data Request Responses for East County Substation Project (Project) Notice to Proceed (NTP) Request #5

The following responses are provided to address the CPUC's comments and questions on NTP Request #5, as described in the email from David Hochart dated May 7, 2013:

- *Mitigation Measure (MM)-BIO-1A - In accordance with MM-BIO-1A, please provide Final Engineering Plans to the CPUC that reflect the requested work limits consistent with the exhibits provided in Attachment A to NTP Request #5 dated April 5, 2013.*

Final engineering drawings of the Project construction yards are provided as Attachment A: Final Construction Yard Engineering Plans, in accordance with MM BIO-1a.

- *MM-TRA-1 - Please provide a Traffic Control Plan in accordance with MM-TRA-1. The Traffic Control Plan should be similar in content and approach to the Traffic Control Plan for the East County Substation posted on the CPUC public website.*

A traffic control plan for the construction yards was prepared in accordance with MM TRA-1 and is included as Attachment B: Construction Yards Traffic Control Plan.

- *MM-PSU-1A – Please indicate whether any service interruptions will occur in order to complete a tie-in to the construction trailers at the Construction Yards. Please provide copies of the notices and dates of the public notification in the event members of the public will be affected by planned outages.*

No service interruptions are anticipated to be required in order to complete tie-ins to the construction trailers at the construction yards. However, should an outage be necessary, SDG&E would notify residential customers at least five days and commercial customers at least 10 days in advance of the required outage. Copies of these notices would then be provided to the CPUC as verification of compliance with MM PSU-1a.

ATTACHMENT A: FINAL CONSTRUCTION YARD ENGINEERING PLANS

Attachment A: Final Construction Yard Engineering Plans has been redacted due to its confidential nature.

ATTACHMENT B: CONSTRUCTION YARDS TRAFFIC CONTROL PLAN

**SAN DIEGO GAS & ELECTRIC COMPANY
CONSTRUCTION YARD
TRAFFIC CONTROL PLAN**

MAY 2013



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- Attachment A: Standard Traffic Control Plan
- Attachment B: Agency Briefing Summary

1 – INTRODUCTION

This Traffic Control Plan (Plan) describes how San Diego Gas & Electric Company (SDG&E) and its contractors plan to reduce traffic impacts during construction and operation of the construction yards (yards) associated with the East County Substation Project (Project). The Project involves the construction of a new 500/230/138 kilovolt (kV) ECO Substation, rebuild of the Boulevard Substation in a new location, and construction of an approximately 14-mile-long 138 kV transmission line, consisting of overhead and underground segments in southeastern San Diego County.

This Plan was prepared in accordance with Mitigation Measure (MM) TRA-1 of the Mitigation Monitoring, Compliance, and Reporting Program (MMCRP) for the Project, which includes guidelines for reducing impacts associated with construction-related traffic and procedures to be followed in the field. MM TRA-1 requires the Plan to be consistent with the California Department of Transportation's (Caltrans's) standards and regulations. This Plan was developed to ensure compliance with federal, state, and local regulations, as well as the requirements stipulated by the Bureau of Land Management (BLM) and California Public Utilities Commission (CPUC) in the MMCRP.

2 – OBJECTIVES

The purpose of this Plan is to support compliance with the MMCRP throughout the duration of construction and operation of the yards. The contents of this Plan are intended to accomplish the following objectives:

- Reduce impacts of construction-related traffic
- Maintain consistency with MM TRA-1, as specified in the MMCRP, as well as with relevant federal, state, and local ordinances

3 – APPLICABLE REGULATIONS

This Plan conforms to the regulatory ordinances outlined by Caltrans, the CPUC, and the County of San Diego. Ordinances to be adhered to include the following:

- Caltrans's Manual on Uniform Traffic Control Devices (MUTCD)
- Caltrans's Work Area Traffic Control Handbook (WATCH) Manual
- County of San Diego Department of Public Works Public Road Standards

4 – MITIGATION MEASURES

TRA-1: Prepare and implement a Traffic Control Plan. At minimum, the plan will include the following:

- SDG&E shall encourage carpooling to the construction site to reduce personal vehicle traffic in the Project area to the greatest extent possible.

- SDG&E will consider the specific object sizes, weights, origin, destination, and unique handling requirements, and evaluate alternative transportation approaches.
- Measures such as informational signs and flaggers shall be implemented when equipment may result in blocked roadways, and traffic cones or similar shall be implemented to identify any necessary changes in temporary lane configuration.
- Flaggers and directional guidance for bicyclists along Old Highway 80 shall be used.
- All Caltrans' standards for utility encroachments shall be met.
- The plan shall be prepared in accordance with Caltrans' Manual on Uniform Traffic Control Devices and the Work Area Traffic Control Handbook (WATCH) Manual.
- Clearances or overhead crossings shall conform to regulations of the CPUC and BLM, and the number of crossings shall be minimized.
- New installations under an existing roadbed shall be made by the boring-and-jacking method. No trenching under the traveled way will occur.
- For freeways and expressways, the placement of longitudinal encroachments is prohibited within controlled-access rights-of-way (ROWs).
- Utilities shall not be located in median areas.
- Transverse crossings shall be normal (90°) to the highway alignment where practical. If impractical, skews of up to 30° from normal may be allowed.
- Supports for overhead lines crossing freeways shall be located outside the controlled-access ROW and not on cut-or-fill slopes, and shall not impair sight distances. All installations shall be placed as close to the ROW line as possible. Aboveground utilities shall be outside of the clear recovery zone (20 feet from edge-of-travel way for conventional highways and 30 feet for freeways and expressways). Allowance shall be made for future widening of the highways.
- New installations shall not impair sight distances.
- SDG&E shall coordinate in advance with the applicants for the other two connected actions. This effort shall include coordinating the timing of construction of the various projects to reduce potential conflicts.
- SDG&E shall coordinate in advance with emergency service providers to avoid restricting movements of emergency vehicles. The County will then notify respective police, fire, ambulance, and paramedic services. SDG&E shall notify counties and cities of the proposed locations, nature, timing, and duration of any construction activities, and advise of any access restrictions that could impact their effectiveness.

SDG&E shall provide a draft copy of the Traffic Control Plan to the agencies listed for comment a minimum of 90 days prior to the start of any construction activities. The comments will be provided back to SDG&E, and plan revisions will address each comment to the satisfaction of the commenting agency. The final plan will be submitted to the CPUC and BLM with input from commenting agencies and provided to SDG&E for implementation during all construction activities.

5 – PLAN IMPLEMENTATION

Table 1: Construction Yard Crosswalk for Mitigation Measure TRA-1 describes SDG&E’s implementation of this Plan throughout construction and operation of the yards. The guidelines outlined in Table 1: Construction Yard Crosswalk for Mitigation Measure TRA-1 will reduce construction-related traffic impacts; meet the regulatory ordinances set forth by federal, state, and local agencies; and establish notification requirements for emergency personnel.

6 – REFERENCES

Caltrans. 2012. MUTCD.

Caltrans. 2012. WATCH Manual.

County of San Diego Department of Public Works. March 2012. Public Road Standards.

Table 1: Construction Yard Crosswalk for Mitigation Measure TRA-1

Mitigation Measure Requirement	Mitigation Measure Implementation
SDG&E shall encourage carpooling to the construction site to reduce personal vehicle traffic in the project area to the greatest extent possible.	The Safe Worker and Environmental Awareness Program, which is mandatory to work on the Project ROW, encourages carpooling to and from the construction site.
SDG&E will consider the specific object sizes, weights, origin, destination, and unique handling requirements, and evaluate alternative transportation approaches.	SDG&E’s construction contractor will utilize specialized equipment delivery professionals for the delivery of large equipment deliveries to the site. These professionals will consider the specific object sizes, weights, origin, destination, unique handling requirements, and evaluate alternative transportation approaches for each delivery, as needed. In addition, required permits will be obtained from appropriate cities, counties, and other agencies, such as Caltrans, as needed.
Measures such as informational signs and flaggers shall be implemented when equipment may result in blocked roadways, and traffic cones or similar shall be implemented to identify any necessary changes in temporary lane configuration.	Attachment A: Standard Traffic Control Plan describes the measures that will be implemented when equipment/material deliveries or construction activities cause blocked or restricted roadways or temporary impacts to the movement of traffic in the Project area.
Flaggers and directional guidance for bicyclists along Old Highway 80 shall be used.	If necessary during construction, flaggers and directional guidance for bicyclists and motorists along Jewell Valley Road and Tule Jim Lane shall be used during construction and for any equipment loading/unloading along the road shoulder in accordance with Attachment A: Standard Traffic Control Plan.
All Caltrans’ standards for utility encroachments shall be met.	This measure requirement is not applicable to construction of the yards because no impacts to utility encroachments are anticipated; however, in the event a utility is impacted by construction, all Caltrans standards will be followed.
The plan shall be prepared in accordance with Caltrans’ Manual on Uniform Traffic Control Devices and the Work Area Traffic Control Handbook (WATCH) Manual.	Attachment A: Standard Traffic Control Plan has been developed in accordance with Caltrans’s MUTCD and the WATCH Manual.

Mitigation Measure Requirement	Mitigation Measure Implementation
Clearances for overhead crossings shall conform to regulations of the CPUC and BLM, and the number of crossings shall be minimized.	This measure requirement is not applicable to construction of the yards because no overhead crossings are anticipated as part of construction and operation of the yards.
New installations under an existing roadbed shall be made by the boring-and-jacking method. No trenching under the traveled way will occur.	This measure requirement is not applicable to construction of the yards because there will be no installations constructed under the existing roadbed as part of the construction and operation of the yards.
For freeways and expressways, the placement of longitudinal encroachments is prohibited within controlled-access rights-of-way (ROWS).	This measure requirement is not applicable to construction of the yards because no freeway or expressway crossings will occur as part of the construction and operation of the yards.
Utilities shall not be located in median areas.	This measure requirement is not applicable to construction of the yards because no underground utility lines will be constructed in public roadways as part of the construction and operation of the yards.
Transverse crossings shall be normal (90°) to the highway alignment where practical. If impractical, skews of up to 30° from normal may be allowed.	This measure requirement is not applicable to construction of the yards because no highway crossings will occur as part of the construction and operation of the yards.
Supports for overhead lines crossing freeways shall be located outside the controlled-access ROW and not on cut-or-fill slopes, and shall not impair sight distances. All installations shall be placed as close to the ROW line as possible. Aboveground utilities shall be outside of the clear recovery zone (20 feet from edge-of-travel way for conventional highways and 30 feet for freeways and expressways). Allowance shall be made for future widening of the highways.	This measure requirement is not applicable to construction of the yards because no freeway or expressway crossings will occur as part of the construction and operation of the yards.
New installations shall not impair sight distances.	This measure requirement is not applicable to construction of the yards because temporary installations will not impair sight distances as outlined in the County of San Diego's site distance requirements.

Mitigation Measure Requirement	Mitigation Measure Implementation
<p>SDG&E shall coordinate in advance with the applicants for the other two connected actions. This effort shall include coordinating the timing of construction of the various projects to reduce potential conflicts.</p>	<p>SDG&E will provide notifications to Energia Sierra Juarez U.S. Transmission LLC (ESJ) as required by the mutual ROW Agreement with ESJ. SDG&E will maintain communications during construction with ESJ's project manager, Alberto Abreu. SDG&E will also maintain communications with the Tule Project management personnel and will keep them advised of the construction schedule to avoid any potential conflicts.</p>
<p>SDG&E shall coordinate in advance with emergency service providers to avoid restricting movements of emergency vehicles. The County will then notify respective police, fire, ambulance, and paramedic services. SDG&E shall notify counties and cities of the proposed locations, nature, timing, and duration of any construction activities, and advise of any access restrictions that could impact their effectiveness.</p>	<p>SDG&E has met with the United States Customs and Border Patrol, County of San Diego, Carrizo Gorge Railway Police, San Diego Rural Fire Protection District, San Diego County Fire Authority, and the San Diego County Sheriff's Department regarding the location of the Project, as well as the nature, timing, and duration of the anticipated construction activities and potential access restrictions. Specific threats and risks to the Project have also been discussed with many of these agencies. Attachment B: Agency Briefing Summary describes the coordination efforts that SDG&E has engaged in with these agencies to date. Communications with all of these agencies are ongoing and will be maintained throughout construction by Jack Strumsky (Security Lead) and Dennis Baldrige (Project Fire Marshall) of SDG&E. SDG&E will continue to provide updates to these agencies on schedule and access restrictions that could affect Project workers, the agencies, or the community.</p>

ATTACHMENT A: STANDARD TRAFFIC CONTROL PLAN



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March 20, 2013

San Diego Gas & Electric
1010 Tavern Road, Building 1
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Attn: Jennifer Kaminsky

Subject: SDG&E East County Substation Project - Construction Yards
Traffic Control Plan for Offloading Equipment
Beta Project No. B567
Beta Ref. No. B567-L029

To whom it may concern,

Beta Engineering is submitting the standard Traffic Control Plan for offloading equipment for the above referenced project. Equipment will be unloaded within the project Right-of-Way whenever available. However, equipment may need to be unloaded on public roadways for initial access to these project components. These equipment unloading locations include: Jewel Valley Road and Tule Jim Lane near the TL13844 Underground alignment that extends from the Boulevard substation to Riser Pole SP38 and at Carrizo Gorge Road northerly of the TL13844 alignment.

Traffic control work for offloading equipment will follow the standards from the 2012 Edition of the California Manual on Uniform Traffic Control Devices (MUTCD, 2012 ed.). Traffic control work will specifically follow the plans outlined in Figure 6H-10 (CA), "Lane Closures on a Two-Lane Road Using Flaggers" and Table 6E-101 (CA), "Longitudinal Buffer Space or Flagger Station Spacing on Downgrades". These documents are attached for your reference.

Sincerely,

BETA ENGINEERING CALIFORNIA LP

Dane Anderson
Assistant Project Manager

Figure 6H-10 (CA). Lane Closure on Two-Lane Road Using Flaggers (TA-10)

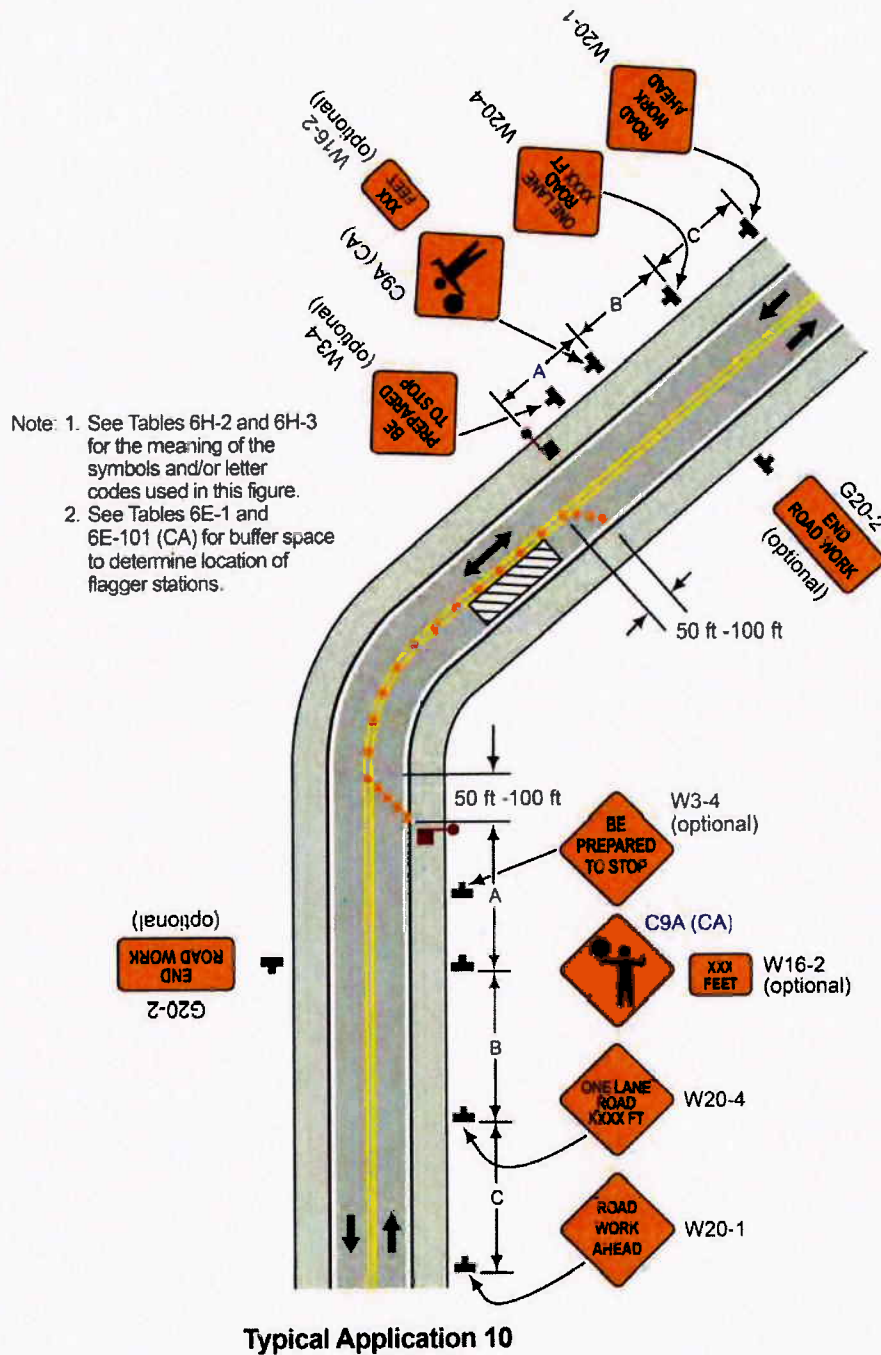


Table 6E-1. Stopping Sight Distance as a Function of Speed

Speed*	Distance
20 mph	115 feet
25 mph	155 feet
30 mph	200 feet
35 mph	250 feet
40 mph	305 feet
45 mph	360 feet
50 mph	425 feet
55 mph	495 feet
60 mph	570 feet
65 mph	645 feet
70 mph	730 feet
75 mph	820 feet

* Posted speed, off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed.
 Can also be used as Stopping Sight Distance as suggested buffer space length or location for flagger station.

Table 6E-101(CA). Longitudinal Buffer Space or Flagger Station Spacing on Downgrades

Speed (mph)	% Downgrade (Buffer Space)		
	-3% (feet)	-6% (feet)	-9% (feet)
20	116	120	126
25	158	165	173
30	205	215	227
35	257	271	287
40	315	333	354
45	378	400	427
50	446	474	507
55	520	553	593
60	598	638	686
65	682	728	785
70	771	825	891

* Exhibit 3-2. A Policy on Geometric Design of Highways and Streets, AASHTO, 2001, p.115.

ATTACHMENT B: AGENCY BRIEFING SUMMARY

East County (ECO) Substation Project
Agency Briefing Summary
Last Updated May 9, 2013

California Highway Patrol (CHP)

On January 8, 2013, San Diego Gas & Electric Company (SDG&E) held a briefing with the CHP Rural Operations Sergeant Amata Macias, to discuss the Project's impact to freeways and the construction schedule. SDG&E also provided the CHP a copy of the ECO Substation Project Overview Map for their reference.

Carrizo Gorge Railway Police

A briefing was held with the Carrizo Gorge Railway Police Chief of Police Marc Langlais on December 12, 2012, after which railway fire and security teams accompanied SDG&E on a tour of the right-of-way.

County of San Diego, Department of Public Works (DPW)

SDG&E initially met with Ken Brazell, Project Manager for DPW in the Land Development Division on May 6, 2011, to review the underground alternative and the access road from the substation to Old Highway 80. On May 31, 2012, SDG&E met with Mr. Brazell and other individuals from DPW to conduct an overall Project review. On September 13, 2012, SDG&E met with Mr. Brazell and provided copies of grading plans for DPW's review. On November 9 and 19, 2012, SDG&E met with Mr. Brazell to review DPW's comments to the grading plans and drainage study. In addition, since the September 2012, meeting with DPW, SDG&E has been in regular communication (approximately 2-4 times per month) with Mr. Brazell via email and telephone regarding various issues, including construction plans, schedule and associated impacts to traffic.

San Diego County Sheriff

SDG&E initially contacted San Diego County Sheriff Rural Division Supervisor, Sergeant Mike Clough, and resident deputies on November 2, 2012, to discuss Project impacts to the area and possible threats to the Project. SDG&E also provided a copy of the ECO Substation Project Overview Map for their reference.

SDG&E routinely contacts resident deputies on a bi-weekly basis to discuss developments in the right-of-way area as well as the construction schedule.

Fire Agencies: San Diego Rural Fire Protection District (SDRFPD), San Diego County Fire Authority (SDCFA), California Fire (CAL FIRE), and Bureau of Land Management (BLM)

SDG&E has coordinated with all of the agencies listed above as part of the development of the Project fire plans. Additionally, on January 9, 2013, SDG&E held a pre-construction review of the ECO Substation Project Construction Fire Prevention Plan with Chief David Nissen, SDRFPD, and Captain Cal

Hendrie, CAL FIRE. Impacts to traffic and emergency services were also discussed during that meeting. SDG&E will continue to meet with and maintain communications with these individuals, as well as, Clay Howe, BLM, and Fire Marshal James Pine, SDCFA, prior to and during construction. SDG&E's construction contractor will provide the ECO Substation Project Fire Marshal with a 30-day look-ahead for work activities, and the Fire Marshal will provide this information to local fire agencies along with any anticipated activities that could impact the use of roads in the Project area.

U.S. Customs and Border Patrol (CBP)

On October 19, 2012, SDG&E held a formal briefing with Boulevard Station, San Diego Sector, Field Operations Supervisor Douglas Cook and Community Liaison Agent Jason Bush to discuss issues associated with upcoming Project construction activities. SDG&E will continue to apprise the agents of changes to the schedule and construction plans throughout construction.