


A.13-09-014 SDG&E 03/20/14 Response
Salt Creek Substation Project PTC
Energy Division Request for Information on 2/27/14
ED-SDGE-007

#	Request	SDG&E Response
1.	<p>We are requesting modifications to the simulations from the following KOPs:</p> <ol style="list-style-type: none"> 1) KOP 7 – center the simulation so that more of the substation is shown in the view and revise the warning signs to be the proper color 2) KOP 9 – create an additional simulation from this viewpoint that shows the substation immediately post-construction and prior to vegetation establishment 3) KOP 11 – create an additional simulation from this viewpoint that shows the substation immediately post-construction and prior to vegetation establishment 4) KOP 12 - Revise the warning signs on the substation wall to be the proper color. <p>See attached Chart:</p>  <p>Comments on response to DR2.pdf</p>	<p>Attachment ED-007.1-1 includes the revised simulations as requested.</p> <p>Please note that the gates on the simulations have been revised to show as open chain link and may have slats inserted depending on the actual wind loading on the gate.</p>

March 20, 2014

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2.	We have also reviewed the information provided in ED-SDGE-006 and have a follow-up request on Item #5. Please summarize the daily average and daily maximum number of vehicle and truck trips for each project component.	<p>The following table provides the approximate daily average and estimated daily maximum vehicle (worker and pickup truck) for truck trips by project component.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th rowspan="2" style="text-align: center;">Project Component</th> <th colspan="2" style="text-align: center;">Light-Duty Truck</th> <th colspan="2" style="text-align: center;">Heavy-Duty Truck</th> <th colspan="2" style="text-align: center;">Worker Vehicle</th> </tr> <tr> <th style="text-align: center;">Avg</th> <th style="text-align: center;">Max*</th> <th style="text-align: center;">Avg</th> <th style="text-align: center;">Max*</th> <th style="text-align: center;">Avg</th> <th style="text-align: center;">Max*</th> </tr> </thead> <tbody> <tr> <td>Salt Creek Substation</td> <td style="text-align: center;">13</td> <td style="text-align: center;">34</td> <td style="text-align: center;">12</td> <td style="text-align: center;">82**</td> <td style="text-align: center;">21</td> <td style="text-align: center;">65</td> </tr> <tr> <td>69Kv Power line</td> <td style="text-align: center;">3</td> <td style="text-align: center;">4</td> <td style="text-align: center;">3</td> <td style="text-align: center;">5</td> <td style="text-align: center;">17</td> <td style="text-align: center;">48</td> </tr> <tr> <td>TL 6910 Loop-In</td> <td style="text-align: center;">2</td> <td style="text-align: center;">2</td> <td style="text-align: center;">5</td> <td style="text-align: center;">9</td> <td style="text-align: center;">8</td> <td style="text-align: center;">14</td> </tr> <tr> <td>Distribution</td> <td style="text-align: center;">3</td> <td style="text-align: center;">6</td> <td style="text-align: center;">2</td> <td style="text-align: center;">5</td> <td style="text-align: center;">13</td> <td style="text-align: center;">35</td> </tr> <tr> <td>Miguel Substation</td> <td style="text-align: center;">1</td> <td style="text-align: center;">7</td> <td style="text-align: center;">5</td> <td style="text-align: center;">9</td> <td style="text-align: center;">7</td> <td style="text-align: center;">21</td> </tr> </tbody> </table> <p>* These numbers are an estimate. Numbers may be higher or lower during construction.</p> <p>** All of the numbers in this table are summarized from the air quality analysis with the exception of this number. The air quality analysis assumed a maximum of 80 haul truck trips per day, each traveling 80 miles (a total of 6,400 Vehicle Miles Traveled [VMT]) for haul trucks during peak substation construction. The air quality analysis assumes that more haul trucks can be present per day, as long as the total daily VMT is not exceeded. To be conservative in the traffic analysis, we are proposing use of up to 120 haul trucks per day as the maximum daily number during Salt Creek Substation construction.</p>	Project Component	Light-Duty Truck		Heavy-Duty Truck		Worker Vehicle		Avg	Max*	Avg	Max*	Avg	Max*	Salt Creek Substation	13	34	12	82**	21	65	69Kv Power line	3	4	3	5	17	48	TL 6910 Loop-In	2	2	5	9	8	14	Distribution	3	6	2	5	13	35	Miguel Substation	1	7	5	9	7	21
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3.	We had a discussion with the City of Chula Vista last week and they will need access to the sewer access road for emergency maintenance throughout the duration of construction. Do you plan to use an alternate access route from the	Alternate access would be provided via the existing transmission corridor access roads in conjunction with either the graded 69kV UG duct corridor to the substation parcel (said grading will precede access road improvements) or the existing intersection of the sewer access road southerly of the project site.																																																

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	transmission corridor while you are grading and constructing the wider access road and constructing the distribution circuits? If so, where would the alternate access be located? If not, describe how you would provide access to the City throughout the duration of construction.	