

**A.13-09-014 SDG&E 02/21/14 Response**  
**Salt Creek Substation Project PTC**  
**Energy Division Request for Information on 2/7/14**  
**ED-SDGE-006**

#	Request	SDG&E Response
1.	Updated GIS data with access to additional project work areas	<p>Please see Attachment ED-006.1 (pages 5-8 of Detailed Route Map Appendix 3-B of the PEA) and ED-006.2 (associated shape files) for anticipated overland travel to stringing sites and guard structures. In addition, during access assessment, it was determined that Guard Structure 18 would be moved to a roadside location, with use of a small boom truck, resulting in no ground disturbance. Guard Structure 14 in the median of SR-125 has been deleted and Guard Structure 15 has been moved closer to SR-125. Access has been added to Stringing Sites 6, 7, 8 and 9 and to Guard Structures 13 and 15.</p> <p>SDG&amp;E may move stringing sites, guard structures and access to those areas during construction while still prioritizing the avoidance and minimization of impacts to biological resources, as required by the NCCP.</p>
2.	A proposal for access to guard structures that are within disturbed areas (e.g., SR-215)	<p>Please see response to Item 1 above.</p> <p>Location of, and access to, guard structures have been identified in the vicinity of SR-125, within developed and disturbed areas. However, the ultimate location/access to these guard structures would be determined by the contractor, in conjunction with SDG&amp;E and Caltrans. These locations may be adjusted based on the conditions of the ROW Encroachment Permit that will be required and issued by Caltrans. SDG&amp;E may move guard structures and access to those structures during construction while still prioritizing the avoidance and minimization of impacts to biological resources, as required by the NCCP.</p>
3.	Access road widths for consideration in the CEQA document	<p>Access roads are typically maintained at widths of 12-feet in accordance with SDG&amp;E's NCCP. However, during construction, it may be necessary for construction vehicles to pass each other in certain instances. Passing locations would be sited within existing proposed work pads, stringing sites, and turn-around areas, as practicable. To accommodate passing vehicles outside of previously identified work areas or access roads, SDG&amp;E estimates that approximately 10 passing locations (outside of those areas noted above) may occur during project construction. Passing areas would involve overland travel, directly adjacent an existing access road, of approximately 15 feet by 30 feet (450 sq. ft. per location, 4,500 sq. ft. total). Passing would occur in disturbed, ornamental, or non-native grassland areas and would be a minor temporary impact and is likely to recover on its own. However, temporary impacts from these passing locations that do not recover would be quantified in a post-construction report and mitigated for as required by the SDG&amp;E NCCP.</p>

February 21, 2014

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4.	Records of future correspondence with FWS regarding mitigation requirements under the HCP	Please refer to Attachment ED-006.3 regarding email communication with USFWS regarding USFWS concurrence on mitigation requirements under the QCB HCP.
5.	Clarification on truck trips vs. number of trucks in AD 2.13-1	The schedule provided in AD2.13-1 does have inconsistent use of the word “trip” within the quantity column. This is not reflective of what was considered a vehicle trip in the air quality analysis. Please use the air quality spreadsheets provided as the source for analyzing which vehicles/equipment would result in offsite vehicle trips and/or were considered as stationary equipment onsite.
6.	Burrowing Owl Mitigation Plan once completed – our goal is to include the Plan with the Draft CEQA document and we understand CDFW will need to approve it before the Plan can be circulated to the public	SDG&E is working with our consultant to complete the draft Burrowing Owl Mitigation Plan and then submit it to CDFW for their review. SDG&E will forward the plan to the CPUC after CDFW approval.
7.	Question about nighttime construction noise. Please draft up a proposal that defines the construction activities that could occur at night with the typical duration, equipment involved, and noise levels for those activities.	<p>Nighttime activities at the substation site may consist of filling the transformers with oil (3-4 hours per transformer), which would involve using a generator which keeps the total (oil filling rig and Generator) noise level below an estimated 60 dB at the transformer site (a noise level we anticipate to be negligible outside the property line). Other activities that may occur at night would be cutovers of transmission tielines and distribution circuits – this would be dependent upon outage requirements. The noise level associated with this activity is minimal as it would consist of Start Engineers and relay techs working inside the control house testing and operating equipment as required to cutover and energize.</p> <p>Nighttime activities for the transmission line work are anticipated to be on certain Sunday mornings when conductor is routed over the SR-125 highway. Crews will mobilize at approximately 3 or 4 am; noise levels are anticipated to be minimal as it would consist of moving bucket and boom trucks and wire pulling equipment into position in order to be ready to work at first light.</p>



# Salt Creek Substation and Tieline 6965

## Detailed Route Map

### Appendix 3-B

Version Date: 2/20/2014

Page 5 of 16

1 inch = 200 feet @ 11" x 17"



#### Project Data

- Proposed TL 6965 Overhead
- - - Proposed TL 6965 Underground
- Proposed 12 kV UG getaway route

#### Project Structure

- C Cable Pole
- F Foundation Pole
- D Directly Embedded Pole
- S Pole Top Work
- TT Guard Structure

- Stringing Site
- Staging Yard
- Work Pad

#### Disturbed Area at Substation Site

- Permanent
- Temporary

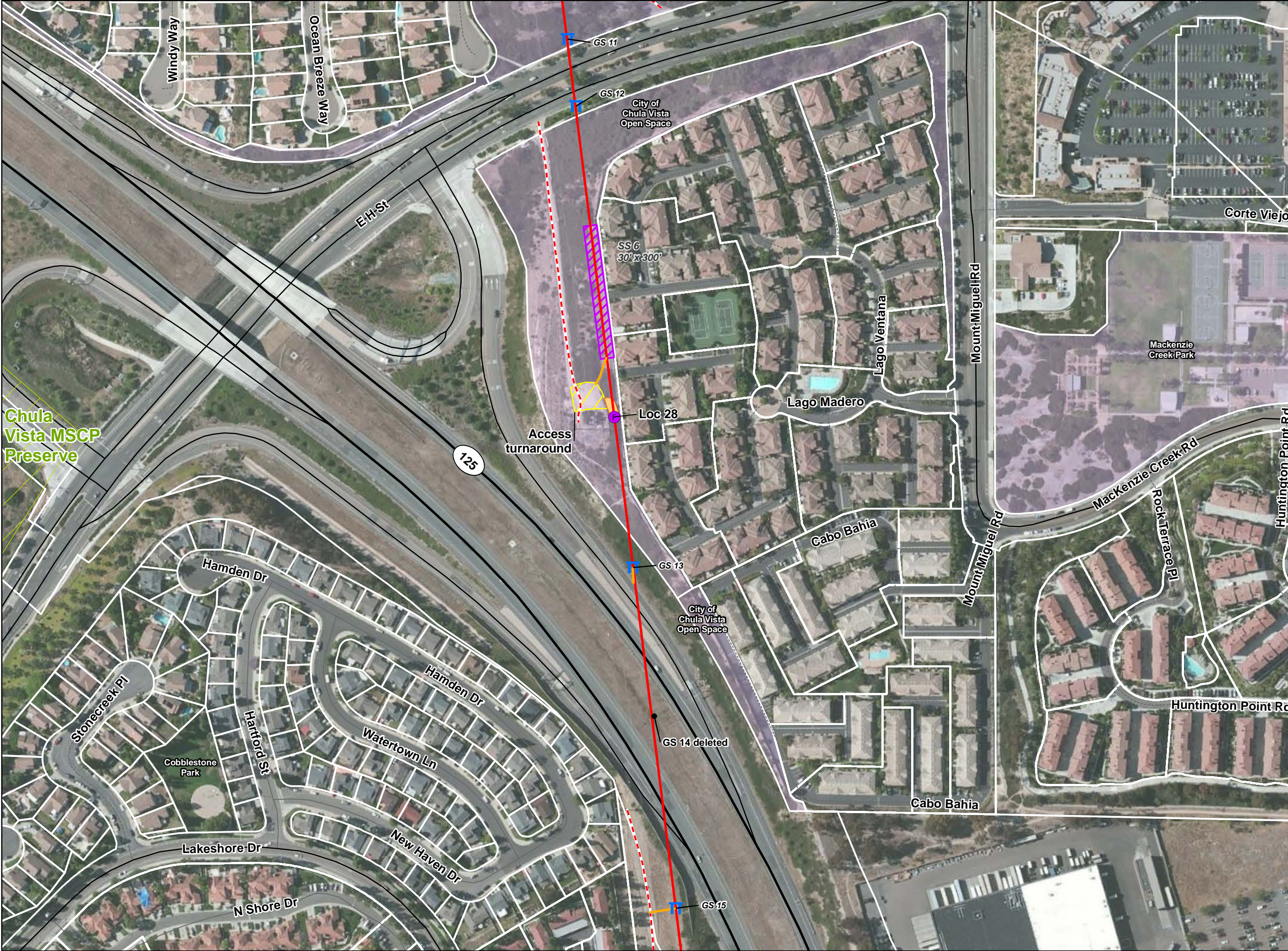
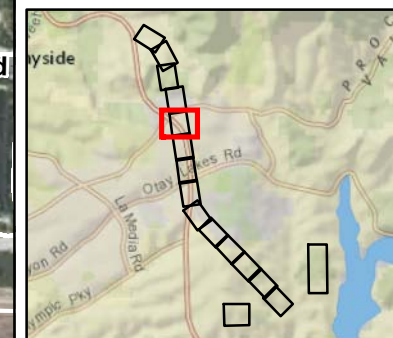
#### Access

- - - Existing Access Road
- Overland Travel
- Footpath

#### Land Ownership

- Non Governmental Organization
- USFWS
- Other State
- County
- City
- Special District
- SDG&E Fee Owned, Leased
- Parcel Boundary

- Existing Trail
- Chula Vista MSCP Preserve
- Municipal Boundary



Chula Vista MSCP Preserve



**SDG&E is providing this map with the understanding that the map is not survey grade.**

Requested by: Andy Renger  
Author: dwuertz



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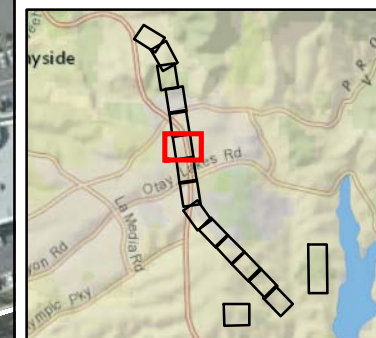
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Existing Trail

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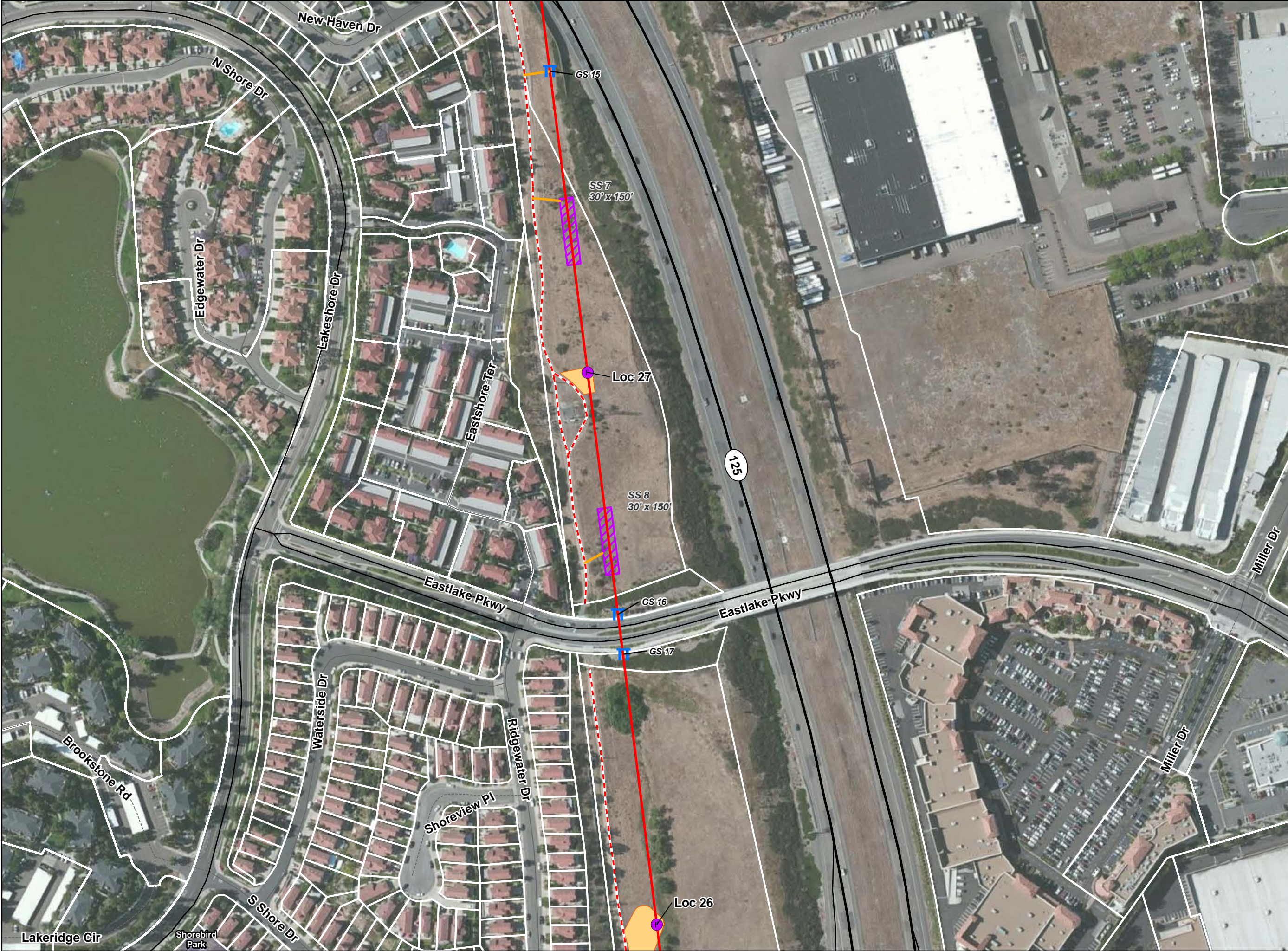
Municipal Boundary



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Requested by: Andy Renger

Author: dhuertz





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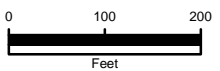
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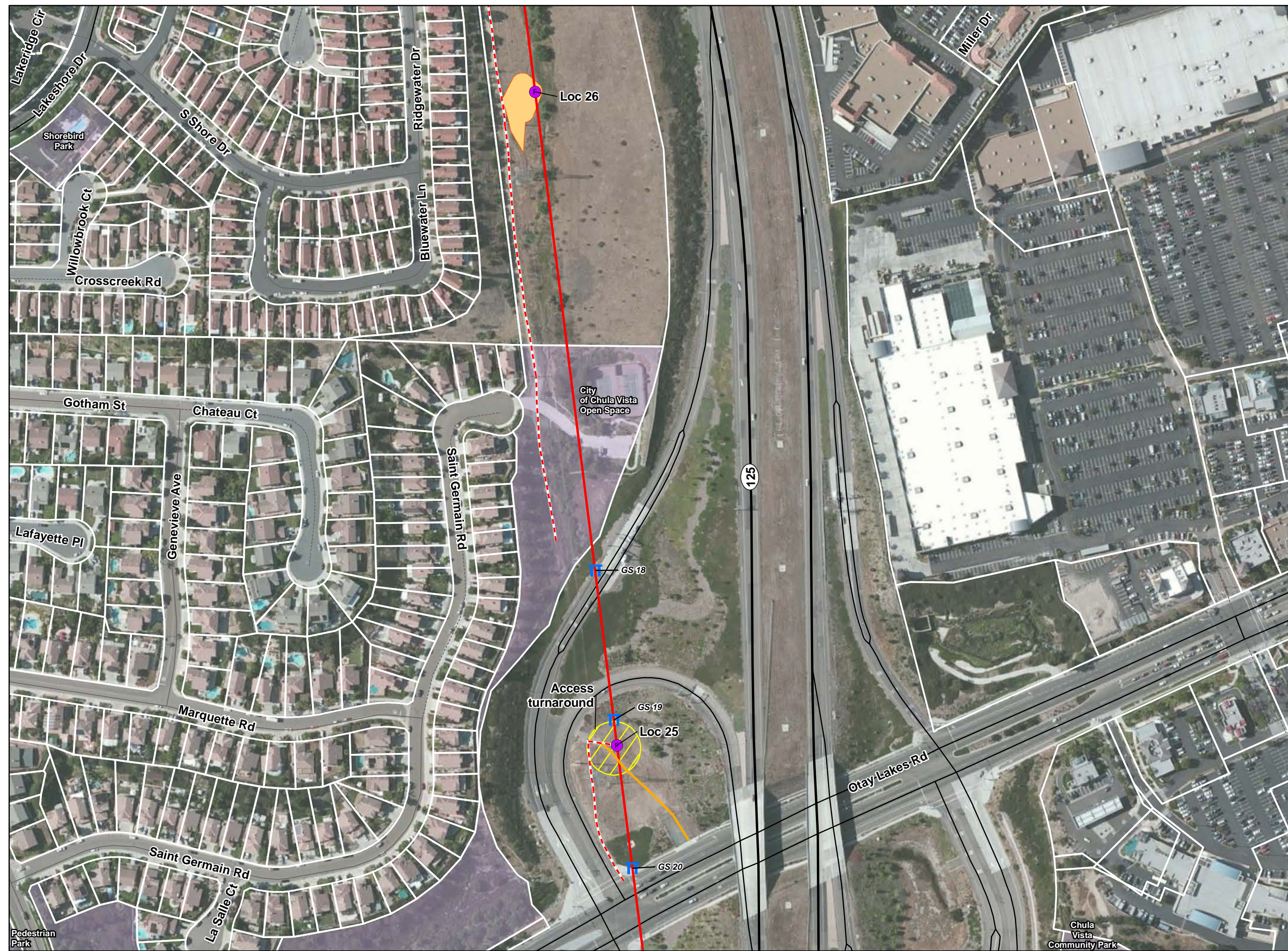
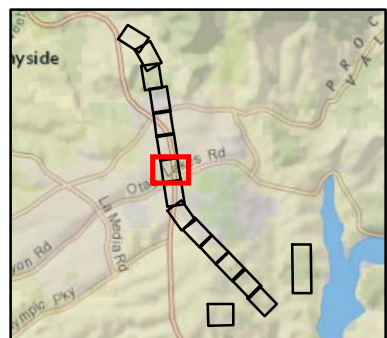
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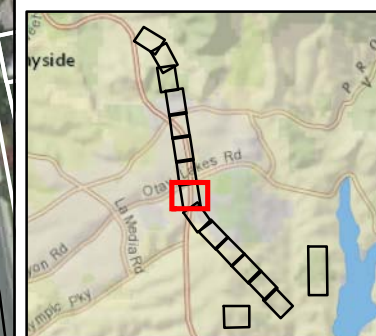
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Author: dhuertz





## Pierce, Jennifer E

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**From:** Collins, Debbie  
**Sent:** Thursday, February 20, 2014 1:18 PM  
**To:** Collins, Debbie; Pierce, Jennifer E (JPierce@semprautilities.com); Renger, Andy (ARenger@semprautilities.com); Michelle Fehrensens (Michelle.Fehrensens@aecom.com)  
**Subject:** FW: QCB low-effect HCP  
**Importance:** High

**From:** Zoutendyk, David [[mailto:david\\_zoutendyk@fws.gov](mailto:david_zoutendyk@fws.gov)]  
**Sent:** Thursday, February 20, 2014 10:39 AM  
**To:** Freeman, Ron  
**Cc:** Patrick Gower  
**Subject:** QCB low-effect HCP

Ron, we concur per the QCB low-effect HCP that mitigation is not required for impacts to suitable habitat outside of the SDG&E QCB Mapped Areas. We plan to update the QCB Mapped Areas per the HCP. Pls call me if you need anything else or have any other questions. thx

David

David A. Zoutendyk  
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U.S. Fish and Wildlife Service  
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