E.3 Route D Alternative – Contents

E.3 Route D Alternative

E.3.1 Description of the Route D Alternative

The Route D Alternative would be a 500 kV alternative that would diverge from I-8 Alternative at MP I8-70.3 (see Section E.1.1 for a description of the Interstate 8 Alternative up to MP I8-70). The route is shown on Figures E.3.1-1a and E.3.1-1b.

The Route D Alternative would pass through the Boulder Creek Valley north of the town of Descanso. It would pass between the Cuyamaca Rancho State Park and the Capitan Grande Reservation. While there is an existing 69 kV line in this area (shown on Figures E.3.1-1a and 1b as a brown line), that line passes through the center of several residential areas with insufficient space for a 500 kV transmission line. As a result, the line has been sited west of these areas, creating a new transmission corridor. About two miles of the 500 kV line would still parallel the existing 69 kV line ROW.

For 9.5 miles after diverging from the Interstate 8 Alternative, the Route D Alternative would be on National Forest lands, passing through the following land use zones:

- Developed Area Interface (about 2.5 miles)
- Back Country, Non-Motorized
- Back Country
- Back Country, Motorized Use Restricted

The route would also be within the Roadless Area from about MP D-6.4 to ~~D.7~~ D.8 and again from MP D-8.3 to D-9. It would cross private lands from MP D-9.6 to D-10.1, from MP D-13.5 to D-14.3, and from MP D-15.5 to the substation (MP D.17-2). The Route D Alternative would be located immediately east of the Viejas Reservation (MP D-0.6 to 0.8) and about 1,000 feet east of the Capitan Grande Reservation for 2.5 miles (MP D-3 to MP D-5.5).

The Route D Alternative would join the Proposed Project route between Santa Ysabel and Ramona (about 2 miles northeast of the San Diego Country Estates), at MP 113.5. At this location, this alternative would require a new substation to convert the 500 kV line to 230 kV (see substation description below). Incorporation of the 16.8-mile Route D Alternative into the Interstate 8 Alternative would result in that alternative being 87.1 miles, 26.9 miles shorter than the proposed route to the same point.

Central South Substation Alternative

The Route D Alternative would require construction of the Central South Substation in order to convert from 500 kV (on the Route D Alternative) to 230 kV (connecting into the Proposed Project). This substation would be located on private land at the north end of the Route D transmission line segment, just west of the crossing of the San Diego River gorge and about 2 miles south of SR78. Figure E.3.1-2 illustrates the location of the substation.

The Central South Substation Alternative site includes an 80-acre rectangular area (on a parcel that is approximately 20,500 acres), located west of the CNF and east of SR78, at MP 114 of the Proposed Project. In this area the general topography and terrain would allow for a new substation. This location is within the existing SDG&E 69 kV transmission line ROW. A larger parcel of land would be required to be purchased or leased to accommodate the required substation, associated drainage, access road, transmission getaway, and buffer zone. Access would be from SR78.

The required substation at this location will be similar to the proposed Central East Substation (see Section B for a discussion of substation construction). However, if this site is selected, SDG&E may add additional substation facilities to consolidate the existing Santa Ysabel Substation into the new substation. The additional facilities include installation of additional transformers, electrical equipment and distribution facilities to supply the 12 kV circuits feeding the Santa Ysabel load. The Santa Ysabel Substation would be dismantled and removed.

Forest Land Use Zones

Figure E.3.1-3 shows the Forest Land Use Zones and the Inventoried Roadless Area through which the Route D Alternative would pass.

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 Route D Alternative would begin at approximately MP I8-70 and would head northward until it reached the Central South Substation Alternative at approximately MP 114.5 of the Proposed Project. The Route D Alternative would convert to 230 kV at the Central South Substation and a double-circuit 230 kV line would be constructed southwest from that substation to the Sycamore Canyon Substation. The Central South Substation would accommodate up to six 230 kV circuits and an additional 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 Central South Substation may be required in the future. There are two 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.

Additional 230 and 500 kV circuits could follow the Proposed Project corridor starting at MP 114.5. The routes could either: (1) follow the Proposed Project corridor southwest to the Chicarita Substation and 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; 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).

Figure E.3.1-1a. Route D Alternative (MPs D-0 to D-8)
CLICK HERE TO VIEW

Figure E.3.1-1b. Route D Alternative (MPs D-8 to D-17.3)
CLICK HERE TO VIEW

Figure E.3.1-2. Central South Substation Alternative
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Figure E.3.1-3. Route D Alternative: Cleveland National Forest Land Use Zones
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