

## E.3.9 Transportation and Traffic

### E.3.9.1 Environmental Setting

The Route D Alternative would diverge from the Interstate 8 Alternative at approximately MP I8-70 and continue north and northeast for 17 miles to the Central South Substation Alternative, near MP 114 of the Proposed Project. The Route D Alternative crosses over the following roads: Viejas Grade Road, Tule Springs Road, Boulder Creek Road, and Forest Route 13S06/Eagle Peak Road.

Table E.3.9-1 lists the roads that potentially could be impacted by the Route D Alternative.

Table E.3.9-1. Public Roadways along the Alternative Route – Route D Alternatives

Roadway	Jurisdiction	Classification	Existing Lanes	Traffic Volumes		Milepost	Transmission Line Orientation
				Year	ADT		
<b>Federal</b>							
Forest Route 15S24	CNF	—	ND	ND	—	D-3	Overhead
Forest Route 13S06	CNF	—	ND	ND	—	D-14.2	Overhead
Forest Route 13S10	CNF	—	ND	ND	—	D-15.9	Overhead
<b>Local Roadways</b>							
Viejas Grande Road	San Diego County	None	2	ND	—	D-1.2	Overhead
Dubois Truck Trail	San Diego County	None	2	ND	—	D-5.8	Overhead
Tule Springs Road	San Diego County	None	2	ND	—	D-8	Overhead
Boulder Creek Road	San Diego County	None	2	2000	700	D-8.1 & 10.53	Overhead

Source: California Department of Transportation; County of San Diego; County of Imperial; Linscott, Law & Greenspan Engineers.  
N/A = Not applicable; ND = Data not available; ADT = Average Daily Traffic

### E.3.9.2 Environmental Impacts and Mitigation Measures

Table E.3.9-2 summarizes the impacts of the Route D Alternative for Transportation and Traffic. The full text of mitigation measures is provided in Appendix 12.

Table E.3.9-2. Impacts Identified – Alternatives – Transportation and Traffic

Impact No.	Description	Impact Significance
<b>Route D Alternative (Including Central South Substation)</b>		
T-1	Construction would cause temporary road and lane closures that would temporarily disrupt traffic flow	Class II, III
T-2	Construction would temporarily disrupt the operation of emergency service providers	Class III
T-4	Construction would temporarily disrupt pedestrian and/or bicycle movement and safety	Class II
T-5	Construction vehicles and equipment would potentially cause physical damage to roads in the project area	Class II
T-9	Construction would generate additional traffic on the regional and local roadways	Class III
T-11	Creation of new roads in Inventoried Roadless Area (IRA)	Class II

## Construction Impacts

Construction impacts would not temporarily disrupt bus transit services (Impact T-3). Likewise, disruption of rail traffic or operations (Impact T-6) would not occur within the Route D Alternative because there are no rail operations in the area. The alternative would not result in the short-term elimination of parking (Impact T-7). The Route D Alternative would not conflict with planned transportation projects (Impact T-8) because there are no known planned transportation projects in the area. No underground construction would occur under the Route D Alternative; therefore, no restricted access to properties or businesses due to underground construction would occur (Impact T-10). Therefore, these impacts are not discussed further.

### ***Impact T-1: Construction would cause temporary road and lane closures that would temporarily disrupt traffic flow (Class III)***

The Route D Alternative would cross local roadways and Forest Service roadways as an overhead transmission line. Construction of this alternative would potentially require roadways to be temporarily closed during construction activities. SDG&E has committed to implement T-APM-2a and T-APM-2b as part of the project, which would require SDG&E to obtain permits and develop detour plans for lane closures. Impacts due to lane closure along the Route D Alternative would be temporary and less than significant (Class III). However, to ensure that roads and highways are not unnecessarily impacted during construction, Mitigation Measure T-1a is recommended, but not required because the impact is less than significant without mitigation.

Where the alternative would cross roads in CNF, the Forest Service would impose a number of conditions regarding roads, including development of a Project Road and Traffic Management Plan. The plan would identify all affected roads and provide for consultation with CNF regarding construction, upgrades, use, maintenance, and repair of roads.

### ***Mitigation Measure for Impact T-1: Construction would cause temporary road and lane closures that would temporarily disrupt traffic flow***

**T-1a**      **Restrict lane closures.**

### ***Impact T-2: Construction would temporarily disrupt the operation of emergency service providers (Class III)***

Construction activity associated with the Route D Alternative could potentially interfere with emergency response by ambulance, fire, paramedic and police vehicles if roadways are blocked, lanes are closed or access to residences and businesses is restricted. Roadway segments that would be most impacted would be two-lane roadways (e.g., Viejas Grande Road) that provide one lane of travel per direction. SDG&E has committed to implement T-APM-4a as part of the Proposed Project. Implementation of T-APM-4a would reduce the potential for temporary disruptions of emergency service provider operations, and emergency service providers would be aware of any potential delays, lane closures, and/or roadway closures. Impacts to emergency would be less than significant (Class III).

### ***Impact T-4: Construction would temporarily disrupt pedestrian and/or bicycle movement and safety (Class II)***

Pedestrian and bicycle movement would be affected by construction activities if pedestrians and bicyclists are unable to pass through the construction zone or if established pedestrian and bicycle routes are blocked. Within this alternative segment there are designated pedestrian and bicycle routes that would

potentially be affected. SDG&E did not develop APMs for these pedestrian and/or bicycle movement impacts. Therefore, Mitigation Measure T-4a would be implemented and impacts to pedestrian and bicycle movement would be less than significant (Class II).

***Mitigation Measure for Impact T-4: Construction would temporarily disrupt pedestrian and/or bicycle movement and safety***

**T-4a**      **Ensure pedestrian and bicycle movement and safety.**

***Impact T-5: Construction vehicles and equipment would potentially cause physical damage to roads in the project area (Class II)***

There is a potential for unexpected damage to roads by construction activities, construction vehicles, and transport of equipment along the Route D Alternative segment. Construction traffic or equipment movement would be considered a significant impact if there is an increase in the wear on roadways, resulting in noticeable deterioration of roadway surfaces or other features in the road ROW. SDG&E has not suggested any applicant proposed measures for damaged roads; therefore, Mitigation Measure T-5a would be implemented, which would ensure that the roads would be repaired and properly restored to the original condition, resulting in less than significant impacts (Class II).

***Mitigation Measure for Impact T-5: Construction vehicles and equipment would potentially cause physical damage to roads in the project area***

**T-5a**      **Repair damaged roads.**

***Impact T-9: Construction would generate additional traffic on the regional and local roadways (Class III)***

Construction activities may result in a temporary increase of traffic on the regional and local roadways from construction worker commute trips, project equipment deliveries, and hauling materials to the alternative route segment. These additional trips would be temporary and would not cause an increase that would be substantial in relation to the existing traffic loads. Impacts to the regional and local traffic volume would be less than significant (Class III). However, to ensure that regional and local roadways are not unnecessarily impacted by additional traffic on urban and residential roadways, Mitigation Measure T-9a is recommended but not required, because the impact is less than significant.

***Mitigation Measure for Impact T-9: Construction would generate additional traffic on the regional and local roadways***

**T-9a**      **Prepare Construction Transportation Plan.**

***Impact T-11: Creation of new roads in Inventoried Roadless Area (IRA) (Class II)***

~~A 1.5 mile segment of~~ Approximately 3 miles of Alternative Route D would pass through ~~an~~ IRAs northwest of Descanso in the CNF. Construction would be completed using existing roads and with helicopter assistance in order to adhere to the Roadless Area Conservation Policy, which prohibits road-building and timber harvesting in IRAs. By adhering to Mitigation Measure T-11, impacts will be reduced to less than significant (Class II).

***Mitigation Measure for Impact T-11: Creation of new roads in Inventoried Roadless Area (IRA)***

**T-11a**      **No new roads shall be created in Inventoried Roadless Areas.**

## Operations Impacts

Route D Alternative operations and maintenance would have a minimal effect on traffic, movement, emergency access restrictions, increased road hazards and/or the level of service on Route D Alternative roadways. Air traffic patterns would not be affected by the placement of new structures or power lines because the project would not extend into navigable airspace. Route D Alternative operations would be less than significant (Class III).

### E.3.9.3 Central South Substation Alternative

#### Environmental Setting

The Central South Substation Alternative would be built as part of the Route D Alternative. The Central South Substation would be located approximately three miles south of the community of Santa Ysabel, and the existing Santa Ysabel Substation would be removed.

The only existing road adjacent to the Central South Substation is Sawday Truck Trail. However, construction traffic related impacts would affect SR78, if used to enter/exit new access roads into the Central South Substation.

#### Environmental Impacts and Mitigation Measures

##### Construction Impacts

Construction of the Central South Substation Alternative would generate the same type of impact as the construction of the Route D Alternative, and would be subject to the same APMs and mitigation measures. As a consequence, impacts on traffic from the construction of the substation would be less than significant (Class III).

##### Operational Impacts

Once in operation, there would be routine but not frequent maintenance visits to the substation site. These would involve one a few vehicles, at most. Central South Substation operations and maintenance would have a minimal effect on traffic, movement, emergency access restrictions, increased road hazards and/or the level of service on nearby roadways. Impacts from project operations for the Central South Substation would be less than significant (Class III).

### E.3.9.4 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). See Section D.9.2, D.9.7, D.9.8, and D.9.9 for the Transportation and Traffic setting, impacts, and mitigation measures for the Central, Inland Valley, and Coastal Links of the Proposed Project. See Section D.9.11 for the Transportation and Traffic setting, impacts, and mitigation measures for the Future Transmission System Expansion of the Proposed Project.