
**SAN DIEGO GAS & ELECTRIC COMPANY
SOUTH BAY SUBSTATION RELOCATION PROJECT
TRAFFIC MANAGEMENT PLAN**

SEPTEMBER 2014



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1 – INTRODUCTION

This Traffic Management Plan (Plan) describes how San Diego Gas & Electric Company (SDG&E) and its contractors plan to reduce traffic impacts during construction of the South Bay Substation Relocation Project (Project). The Project is located in Chula Vista, California, and involves the following activities:

- construction of a new 230/69/12 kilovolt (kV) Bay Boulevard Substation;
- construction of a 230 kV loop-in, including underground and overhead interconnections;
- relocation of six overhead 69 kV transmission lines;
- extension of a 138 kV transmission line via overhead and underground configurations;
- demolition of the existing South Bay Substation; and
- wetland restoration activities at the D Street Fill Site.

This Plan was prepared in accordance with measures provided in the California Public Utilities Commission (CPUC) Mitigation Monitoring, Compliance, and Reporting Program (MMCRP) for the Project and Special Condition 22 of the California Coastal Commission (CCC) Coastal Development Permit (CDP), which includes stipulations for development of the Plan and guidelines for reducing impacts associated with construction-related traffic. This Plan will pertain to all components of the Project.

2 – OBJECTIVES

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

- Minimize traffic congestion and delays due to Project-related construction;
- Maintain emergency vehicle access during Project construction in coordination with local agencies;
- Ensure safety to motorists, pedestrians, and bicyclists utilizing Bay Boulevard during construction activities;
- Minimize traffic-related impacts to public transit systems and pedestrian/bicycle routes; and
- Maintain consistency with Applicant-Proposed Measure (APM) TRA-01, Mitigation Measures (MMs) TRA-1, TRA-2, TRA-3, TRA-4, and TRA-5, as specified in the MMCRP and Special Condition 22 of the CDP, as well as with local ordinances.

3 – APPLICABLE REGULATIONS

This Plan conforms to the guidelines outlined by the California Department of Transportation (Caltrans), CPUC MMs, CCC Special Conditions, and City of Chula Vista (City) ordinances. The guidelines, measures, conditions, and ordinances to be adhered to include the following:

- Caltrans’s Manual on Uniform Traffic Control Devices (MUTCD)¹
- Caltrans’s Work Area Traffic Control Handbook (WATCH) Manual
- City of Chula Vista Municipal Code - Title 10 Vehicles and Traffic, Chapters - 10.24 Traffic Control Devices and 10.64 Truck Routes

4 – MITIGATION MEASURE REQUIREMENTS & IMPLEMENTATION

The Construction Contractor will implement the procedures described in this Plan in accordance with the applicable State and local regulations to achieve the objectives listed in Section 2 – Objectives. As previously identified, this Plan will adhere to the requirements specified in APM-TRA-01, MM TRA-1, MM TRA-2, MM TRA-3, MM TRA-4, and MM TRA-5, as well as Special Condition 22 in the CDP.

4.0 APM-TRA-01

“Heavy-duty construction vehicles and equipment would not utilize L Street during the p.m. peak hours (between 4:00 p.m. and 6:00 p.m. on weekdays). Alternate travel routes, such as J Street and Palomar Avenue, would instead be used during this time.”

4.1 MM TRA-1

“Prior to the start of construction, SDG&E shall submit traffic management plans (TMPs) to the City as part of the required traffic encroachment permits. Traffic control plans (TCPs) shall define the locations of all roads that would need to be temporarily closed due to construction activities, including hauling of oversized loads by truck, conductor stringing activities, and trenching activities. Input and approval from the City shall be obtained, and copies of an approval letter from the City must be provided to the CPUC prior to the start of construction. The TCPs shall define the use of flag persons, warning signs, lights, barricades, cones, etc., according to standard guidelines outlined in the California Department of Transportation (Caltrans) *Traffic Manual for Construction and Maintenance Work Zones* (Caltrans 1996), the *Standard Specifications for Public Works Construction* (Caltrans 2009a), and the *Work Area Traffic Control Handbook* (WATCH) (Caltrans 2009b). Documentation of the approval of these plans, consistency with SDG&E’s utility franchise agreements, and issuance of encroachment permits (if applicable) shall be provided to CPUC prior to the start of construction activities that require temporary closure of a public roadway.”

¹ Traffic Manual for Construction and Maintenance Work Zones (Caltrans 1996), the Standard Specifications for Public Works Construction (Caltrans 2009a), and the Work Area Traffic Control Handbook (WATCH) (Caltrans 2009b)

4.2 MM TRA-2

“SDG&E shall stagger work shifts during the peak period of construction activity, which shall occur during the approximately 6-month grading and site development phase, and construction shifts shall be staggered to the degree possible, such that employee arrivals and departures from the site will avoid the project area peak traffic hours (7:30–8:30 a.m. and 4:30–5:30 p.m.) or as otherwise approved by the City. Construction-related truck traffic shall also be scheduled to avoid travel during peak periods of traffic on the surrounding roadways.”

4.3 MM TRA-3

“Construction workers shall be encouraged to carpool to the job site to the extent feasible.”

4.4 MM TRA-4

“SDG&E shall coordinate in advance with the City to avoid restricting movements of emergency vehicles. SDG&E shall request that police departments, fire departments, ambulance services, and paramedic services be notified by the City of the proposed locations, nature, timing, and duration of any construction activities and advised of any access restrictions that could impact their effectiveness. At locations where access to nearby property is blocked, provision shall be ready at all times to accommodate emergency vehicles, such as plating over excavations, short detours, and alternate routes in conjunction with local agencies. Traffic control plans (Mitigation Measure TRA-1) shall include details regarding emergency services coordination and procedures. Documentation of coordination with the City shall be provided to CPUC prior to the start of construction.”

4.5 MM TRA-5

“Where construction will result in temporary closures of sidewalks and other pedestrian facilities, SDG&E shall provide temporary pedestrian access through detours or safe areas along the construction zone. Any affected pedestrian facilities and the alternative facilities or detours that shall be provided will be identified in the traffic management plan. Where construction activity will result in bike route or bike path closures, appropriate detours and signs shall be provided.”

4.6 CDP-22

“PRIOR TO THE START OF CONSTRUCTION, SDG&E shall submit a traffic management plan (TMP) to the Executive Director for review and approval. The TCP shall define the locations of all roads that would need to be temporarily closed due to construction activities, including hauling of oversized loads by truck, conductor stringing activities, and trenching activities. The TCP shall also define the use of flag persons, warning signs, lights, barricades, cones, etc., according to standard state and local guidelines. In addition, the TCP shall include provisions to stagger work shifts during the peak period of construction activity, which shall occur during the approximately 6-month grading and site development phase, and construction shifts shall be staggered to the degree possible, such that employee arrivals and departures from the site will avoid the project area peak traffic hours (7:30-8:30 a.m. and 4:30-5:30 p.m.) or as otherwise approved by the Executive Director. Construction-related truck traffic shall also be

scheduled to avoid travel during peak periods of traffic on the surrounding roadways. Construction workers shall be encouraged to carpool to the job site to the extent feasible.”

5 – PLAN IMPLEMENTATION

5.0 COORDINATION WITH CITY OF CHULA VISTA

Attachment A: City of Chula Vista Letter of Coordination includes evidence of coordination with the City of Chula Vista. The City of Chula Vista confirmed that no additional travel restrictions are required.

5.1 TRAINING

All Project personnel will receive a Contractor Orientation prior to working on the site as well as Environmental Awareness Program. Traffic-related topics that will be discussed include carpooling, approved heavy-duty construction equipment haul routes through the City of Chula Vista, and staggered work hours/shifts to minimize traffic congestion.

5.2 TRUCK HAUL ROUTES

Heavy-duty construction vehicles entering the City of Chula Vista from the north will utilize the Interstate (I-) 5 South “L” street exit ramp and turn south on Bay Boulevard, proceeding to the Project site. Vehicles exiting the Project site will travel south on Bay Boulevard and turn east on Palomar Street, proceeding to the I-5 on-ramp. A truck route map is provided in Attachment B: Anticipated Truck Routes.

The City has published a specific list of approved truck routes noted on Schedule VII from Chapter 10.64.010 of the Chula Vista Municipal Code, which is included as Attachment C: City of Chula Vista Approved Truck Routes to this Plan. All heavy-duty construction vehicles used for the Project will comply with the City of Chula Vista Municipal Code 10.64.010.

In accordance with APM-TRA-01, the use of L Street for heavy-duty construction equipment will be avoided during the weekday peak hours of 4:00 p.m. to 6:00 p.m. As an alternative, heavy-duty construction traffic traveling east or west through the City will utilize Palomar Street and J Street. SDG&E will stagger work shifts to the degree possible such that employee arrivals and departures from the site avoid peak traffic hours to further minimize traffic-related impacts.

5.3 EMERGENCY SERVICE PROVIDER COORDINATION

SDG&E does not anticipate that construction activities will result in access restrictions to emergency service providers. Attachment A: City of Chula Vista Letter of Coordination provides confirmation from the City of Chula Vista that SDG&E is in compliance with the City of Chula Vista’s notification process for the police and fire departments. However, SDG&E’s Construction Contractor will coordinate directly with the City to provide the locations, nature, timing, and duration of any construction activities that could restrict access movement of emergency service providers to local police departments, fire departments, ambulance services, and paramedic services. Should it be necessary to block access to any nearby property, SDG&E’s Construction Contractor will provide access to emergency vehicles through the use of

plating over excavations, short detours, alternate routes, or other methods established in conjunction with local agencies.

5.4 TRAFFIC CONTROL PLANS

A draft Traffic Control Plan (TCP) for construction of the Bay Boulevard Substation and associated main access driveway is provided as Attachment D: Traffic Control Plan.² The TCP describes the use of flag persons, warning signs, lights, barricades, and/or cones that could be utilized during construction when equipment/material deliveries or construction activities cause blocked or restricted roadways or temporary impacts to the movement of traffic in the Project area. Attachment D: Traffic Control Plan also includes a Traffic Control Diagram, which demonstrates the use of temporary detours along the construction zone for pedestrians and bicyclists. In addition, 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. Required permits will be obtained from appropriate cities, counties, and other agencies, such as Caltrans, as needed.

6 – REFERENCES

Caltrans. 2012. MUTCD.

Caltrans. 2012. WATCH Manual.

City of Chula Vista Municipal Code. Title 10 Vehicles and Traffic, Chapters - 10.24 Traffic Control Devices and 10.64 Truck Routes

² Separate TCPs/permits for construction of the transmission line, demolition of the existing South Bay Substation, and mitigation activities at the D Street Fill Site will be prepared/obtained from the City of Chula Vista, as needed, and will be included as an attachment to this Plan.

ATTACHMENT A: CITY OF CHULA VISTA LETTER OF COORDINATION



Development Services Department

September 9, 2014
File No. PG-861

Kirstie Reynolds
San Diego Gas&Electric
Environmental Compliance Lead
1010 Tavern Road
Alpine, CA 91901

RE: San Diego Gas & Electric South Bay Substation Relocation Project –Traffic Mitigation Measures

Dear Ms. Reynolds,

This letter is in response to the required compliance with the City of Chula Vista and South Bay Substation Traffic Mitigation Measures TRA-1 and TRA-4.

Mitigation Measure TRA-1

“SDG&E shall stagger work shifts during the peak period of construction activity, which shall occur during the approximately 6-month grading and site development phase, and construction shifts shall be staggered to the degree possible, such that employee arrivals and departures from the site will avoid the project area peak traffic hours (7:30–8:30 a.m. and 4:30–5:30 p.m.) or as otherwise approved by the City. Construction-related truck traffic shall also be scheduled to avoid travel during peak periods of traffic on the surrounding roadways.”

Other than avoidance of travel during peak hours, currently, no other travel restrictions are required by the City of Chula Vista (City). The City of Chula Vista reserves the right to impose further restrictions as construction activities progress.

Mitigation Measure TRA-4

"SDG&E shall coordinate in advance with the City to avoid restricting movements of emergency vehicles. SDG&E shall request that police departments, fire departments, ambulance services, and paramedic services be notified by the City of the proposed locations, nature, timing, and duration of any construction activities and advised of any access restrictions that could impact their effectiveness."

SDG&E has coordinated with the City and are in compliance with the City notification process for the police and fire departments. Currently no road closures are proposed. Unless the project requires the closure of Bay Boulevard, the City does not notify ambulance and paramedic services. In the event that there is a need for further notification, the City shall require SDG&E to provide evidence of notification to all emergency services.

The City of Chula Vista has received the Traffic Control Plan and it shall be approved with the approval of the grading plan. Any encroachment into the City's Right of Way shall also be approved with the grading plan. Should you have any questions, please contact Chester Bautista, at (619) 476-5332.

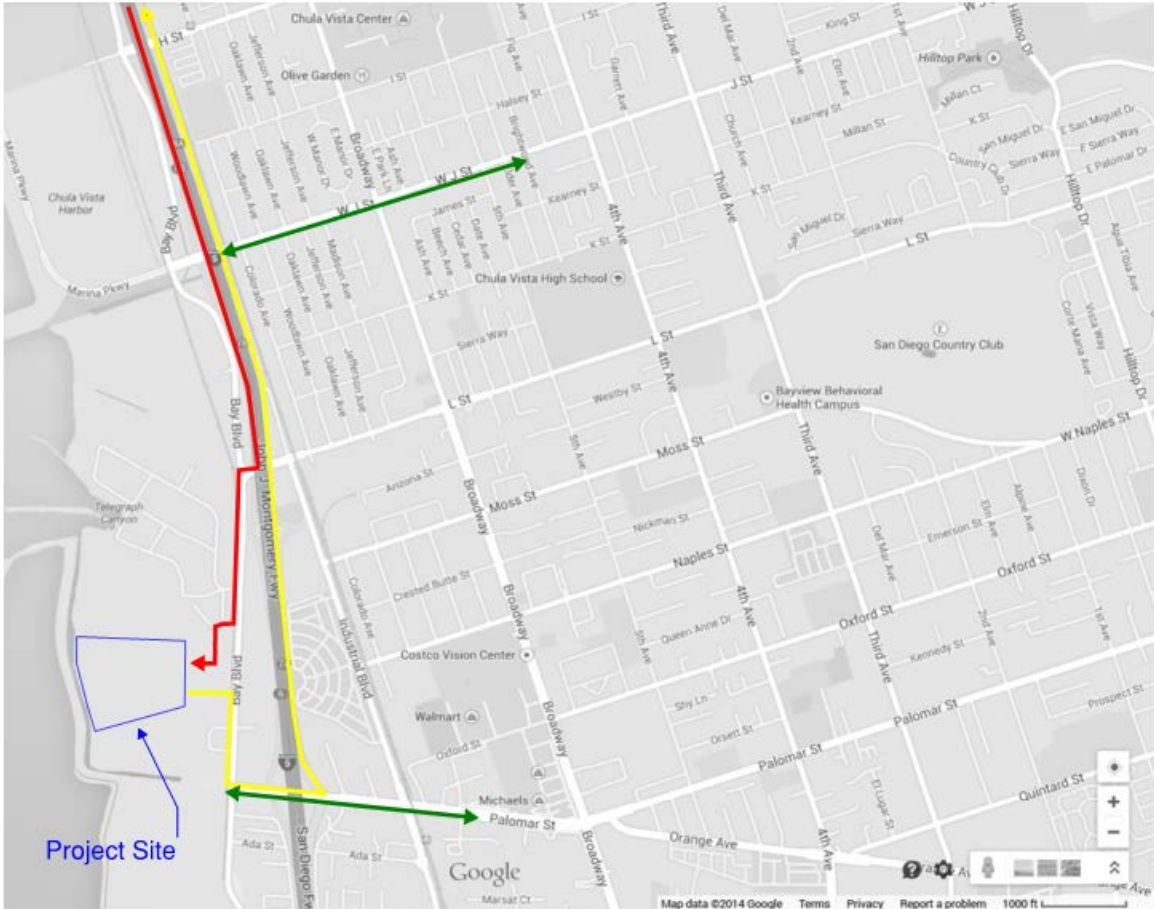
Sincerely,

A handwritten signature in black ink, appearing to read "Chester Bautista", written in a cursive style.

Chester Bautista
Associate Civil Engineer

ATTACHMENT B: ANTICIPATED TRUCK ROUTES

Anticipated Truck Routes



- █ = Typical route into project site from the North
- █ = Typical route out of project site to the North
- █ = East-West streets to be used during peak hours to avoid L-street

*Note: The routes noted herein are the typical anticipated routes. Heavy-duty trucks deviating from this map will abide by the City of Chula Vista's approved truck routes.

ATTACHMENT C: CITY OF CHULA VISTA APPROVED TRUCK ROUTES

Schedule VII

Truck Routes
(Load Restrictions on Certain Streets)

Chapter 10.64.010

Chula Vista Municipal Code

Except as provided in CVMC 10.64.020 and 10.64.030, it is unlawful to operate a vehicle weighing in excess of ten thousand pounds except upon a truck route designated in Schedule VII. This section is effective when signs marked "truck route" have been installed along the designated truck routes, and the city engineer has installed signage at each vehicular point of entry into Chula Vista restricting vehicles in excess of ten thousand pounds to designated truck routes. The city engineer shall maintain within a register a Schedule VII listing all streets or portions of streets that are designated "truck routes".

In accordance with CVMC 10.64.010, pursuant to regulation, when appropriate "Truck Route" signs are erected giving notice thereof, the movement of all motor vehicles having a maximum gross weight in excess of ten thousand pounds is confined to the following streets:

<u>Direction</u>	<u>Street</u>	<u>Beginning At</u>	<u>Ending At</u>
North - South	Bay Boulevard	E Street	South City Limits
	Bayer Way	Main Street	South City Limits
	Broadway	North City Limits	South City Limits
	Eastlake Parkway	Miller Drive	Birch Road
	Fourth Avenue	North City Limits	South City Limits
	Heritage Road	Telegraph Canyon Road	South City Limits
	Hunte Parkway	Proctor Valley Road	Olympic Parkway
	La Media Road	Telegraph Canyon Road	Birch Road
	Industrial Boulevard	L Street	Main Street
	Lane Avenue	Proctor Valley Road	Otay Lakes Road
	Marina Parkway	G Street	Bay Boulevard
	Maxwell Road	Main Street	"North End"
	Miller Drive	Boswell Road/Court	Eastlake Parkway
	Otay Lakes Road	Bonita Road	Telegraph Canyon Road
	Third Avenue	H Street	Main Street

Schedule VII

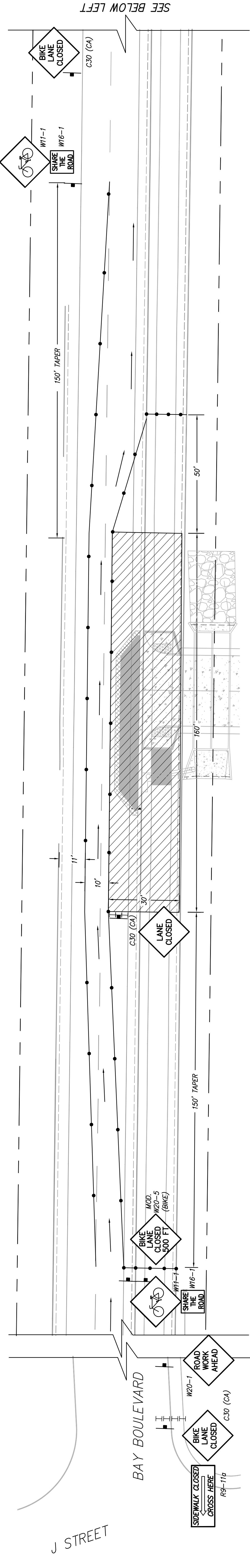
Truck Routes
(Load Restrictions on Certain Streets)

Chapter 10.64.010

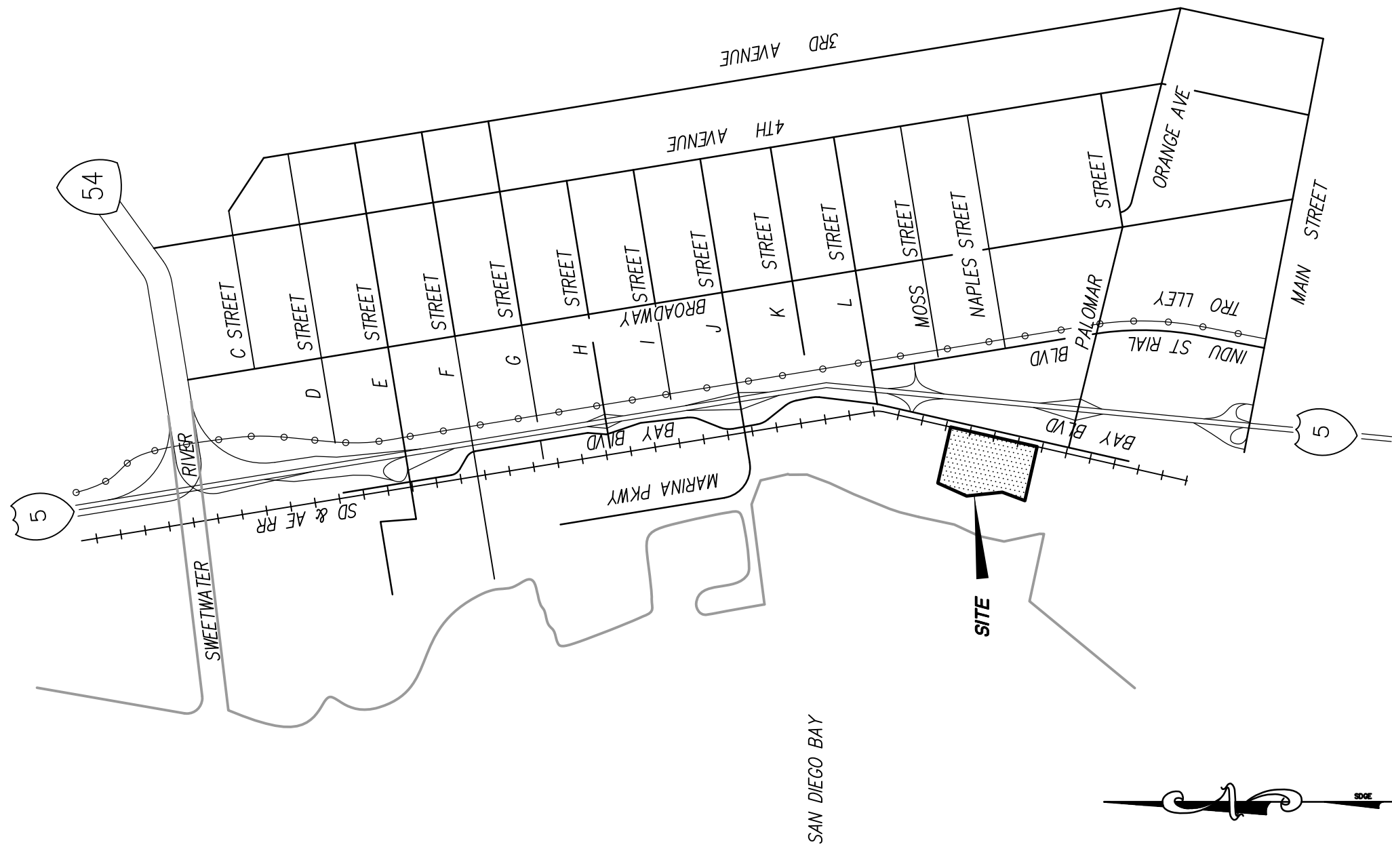
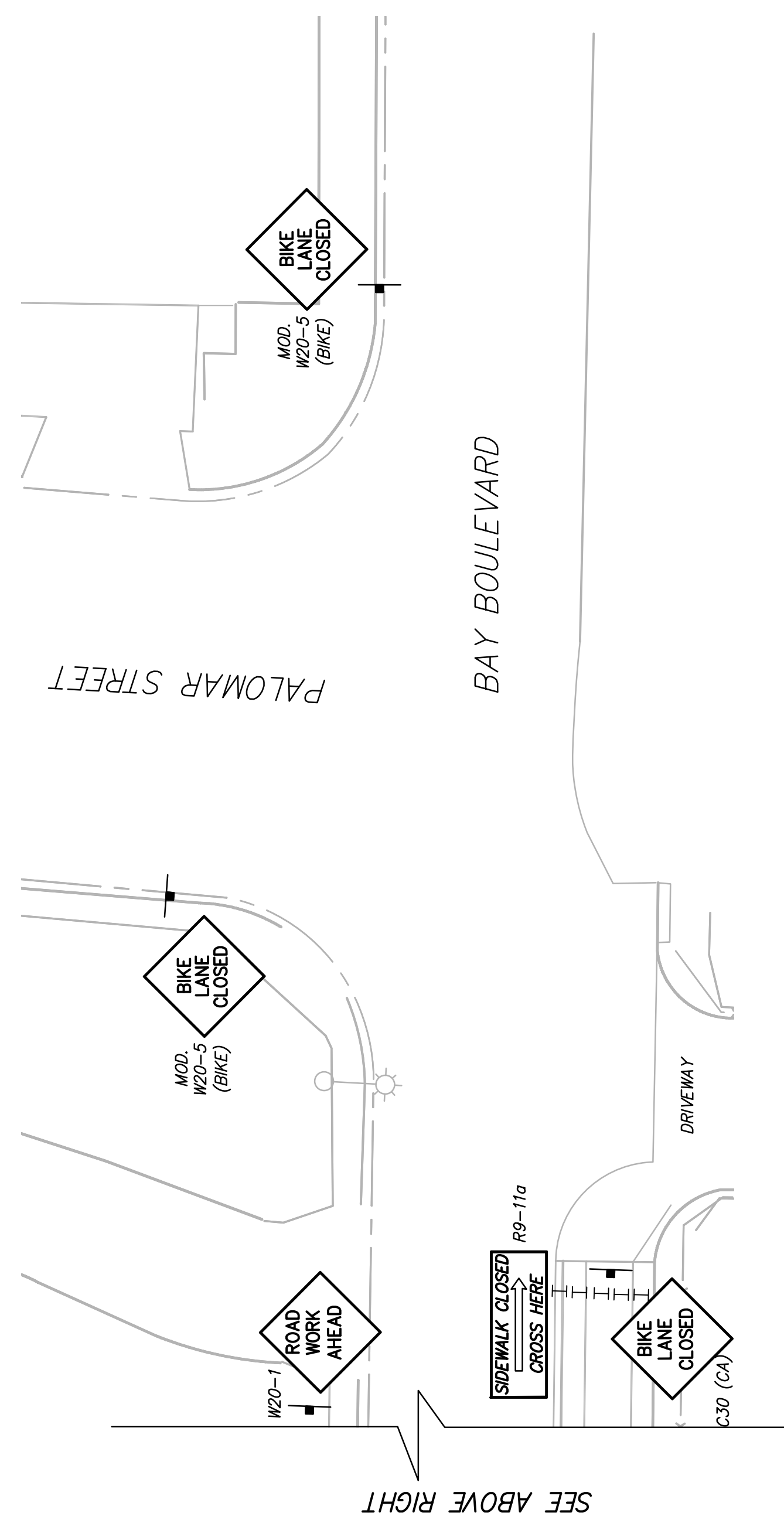
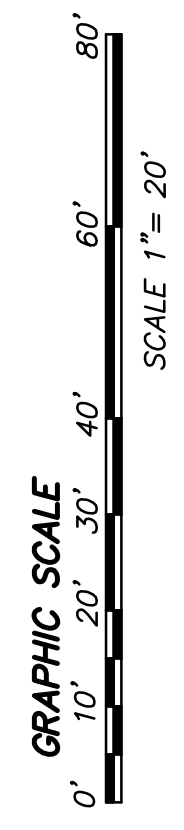
Chula Vista Municipal Code

<u>Direction</u>	<u>Street</u>	<u>Beginning At</u>	<u>Ending At</u>
West - East	Anita Street	East Frontage Road	Broadway
	Birch Road	La Media Road	Eastlake Parkway
	Bonita Road	E Street/East Flower Street	East City Limits
	Boswell Road/Court	Lane Avenue	Westerly Cul-de-Sac
	C Street	Broadway	Fourth Avenue
	E Street	Bay Boulevard	Bonita Road
	F Street	Bay Boulevard	Broadway
	Fenton Street	Eastlake Parkway	Otay Lakes Road
	H Street	Bay Boulevard	Hilltop Drive
	East H Street	Hilltop Drive	Otay Lakes Road
	East H Street	SR-125	Mount Miguel Road
	J Street	Bay Boulevard	Broadway
	L Street	Bay Boulevard	Hilltop Drive
	East L Street	Hilltop Drive	Telegraph Canyon Road/Nacion Avenue
	Main Street	Interstate 5	Heritage Road
	Olympic Parkway	I-805	Hunte Parkway
	Otay Lakes Road	La Media Rd./Otay Lakes Rd.	East City Limit
	Palomar Street	Bay Boulevard	Third Avenue
	Proctor Valley Road	Mount Miguel Road	Hunte Parkway
	Telegraph Canyon Road	East L Street/Nacion Avenue	La Media Rd./Otay Lakes Rd.

ATTACHMENT D: TRAFFIC CONTROL PLAN



TRAFFIC CONTROL



VICINITY MAP
NO SCALE

TRAFFIC CONTROL GENERAL NOTES:

1. TRENCH SHALL BE BACK FILLED OR STEEL PLATED AT THE END OF THE WORKING DAY TO ALLOW FOR NORMAL TRAFFIC FLOW.
2. PLATING SHALL NOT EXCEED THREE (3) TRENCH PLATES IN SUCCESSION IN ONE LANE, PARALLEL TO THE FLOW OF TRAFFIC.
3. AT THE END OF THE WORK DAY ROAD SHALL BE OPEN TO THROUGH TRAFFIC.
4. MAXIMUM SPACING BETWEEN CONES AND/OR DELINEATORS SHALL BE 25 FEET. CONES SHALL BE A MINIMUM OF 28" IN HEIGHT.
5. ALL ADVANCED WARNING SIGNS SHALL BE ON TALL POST OR STANDS AND SHALL BE ILLUMINATED OR REFLECTORIZED.
6. CONSTRUCTION EQUIPMENT AND MATERIALS SHALL NOT BE STORED ON THE STREET RIGHT-OF-WAY AFTER WORK IS COMPLETED FOR THE DAY. CONTRACTOR IS RESPONSIBLE FOR PROVIDING A STAGING AREA.

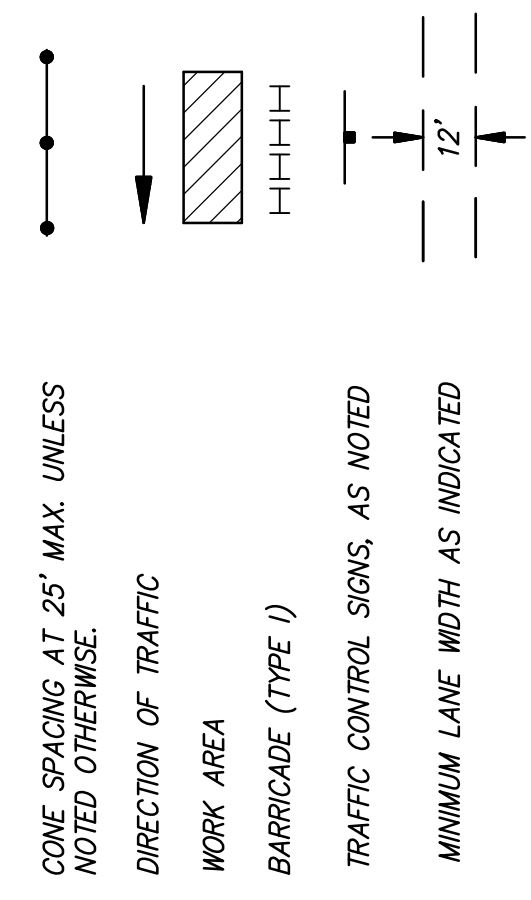
PEDESTRIAN/BIKE NOTE:

IF PEDESTRIAN AND/OR BICYCLE FACILITIES ARE TO BE ADVERSELY AFFECTED BY CONSTRUCTION WORK IN THE AREA, OR TRAFFIC CONTROL DEVICES PLACED TO DIVERT TRAFFIC, AND NO SPECIAL PROVISIONS CAN BE MADE TO ACCOMMODATE THESE SAME BICYCLES AND/OR PEDESTRIANS, THE AREA SHALL BE POSTED WITH RESTRICTIONS FOR THESE BICYCLES AND/OR PEDESTRIANS AND A PROPER DETOUR SHALL BE ASSIGNED AND PROVIDED FOR DURING CONSTRUCTION.

THIS TRAFFIC CONTROL WORK ZONE PLAN IS IN ACCORDANCE WITH THE CITY OF CHULA VISTA STANDARDS.

APPROVED BY: _____
DATE: _____

TRAFFIC CONTROL LEGEND



NV5 VERTICAL FIVE
NOLTE CONSTRUCTION RECORD
 Contractor _____
 Inspector _____
 Date completed _____

Submitted By _____	Checked By _____
By _____	Date _____
Senior Civil Engineer	R.C.E. No. 54703

Approved _____	City Engineer
By _____	Senior Civil Engineer
Submitted _____	Date _____
By _____	R.C.E. No. 54703

SCALE	DESIGNED BY	DRAWN BY	CHECKED BY
Horizontal AS NOTED	RCF	OA	SRV
Vertical AS NOTED	SCOTT R. WINTON		
N/A			

REVISIONS	DATE	APP'D