

ED Data Request 02-SDGE Response
A.17-06-029 SDG&E Tie Line 674A Reconfiguration and TL 666D Removal Project (Proposed Project)
Data Request 02 Dated December 12, 2017

Section/Q#	Description	San Diego Gas & Electric Company (SDG&E) Response
CR-17 Cultural Resources Survey Report - August 2017 Confidential Attachments – 3 and 4	Provide a copy of the following site records: <ul style="list-style-type: none"> • El Camino Real - P-37-014052, P-37-018785 (original site form) • Del Mar Racetrack - P-37-035936 (original site form) • Newly identified sites – CA-SDI-22046, 22047, and 22048 • New identified isolates – P-37-036421, 036427, 036428, 036429, 036424, 036425, 036426 	A copy of the original site forms for P-37-014052/P-37-018785 and P-37-035936, as on file at the South Coastal Information Center, is provided as a confidential attachment, CR-17_Attachment.zip. The site records for the seven new isolates and three new sites are also included in the confidential attachment. CA-SDI-22046, 22047, and 22048 were submitted previously in Attachment 3. For easy reference, a crosswalk table that denotes temporary numbers to final primary/trinomial numbers is presented in Attachment A: Site Record Crosswalk.
HAZ-1 Proponent’s Environmental Assessment (PEA) Chapter 4 Pages 4.8-15 through 4.8-18, Table 4.8-2	Define the term “small amounts” and “no large quantities” in reference to the hazardous materials list presented in PEA Table 4.8-2. Alternatively, quantify the estimated amounts of hazardous materials that would be used and stored at work sites and staging areas during project construction and operations.	The materials list presented in Table 4.8-2: Hazardous Materials Typically Used During Construction identifies materials that are used during typical construction processes. The actual use and quantity of these materials will depend on the site-specific conditions at the time of construction and the work being conducted; therefore, a determination of the exact quantities at this time is speculative, nor given the limited scope and duration of the Proposed Project are any impacts anticipated to be unduly large, unusual, or severe that dictate more than a qualitative review and discussion. The potential impacts from the use of hazardous materials are fully regulated under existing laws, regulations, and local review. The Proposed Project’s limited use of hazardous materials would be fully addressed by those existing laws, regulations, and reviews. In addition, all materials will be used in accordance with any applicable material safety data sheets and, to safeguard human health and the environment, on-site quantities will be limited to below any required reporting thresholds consistent with SDG&E’s practices on other construction projects.

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<p>HAZ-2</p> <p>PEA Chapter 4</p> <p>Pages 4.8-15 through 4.8-18 & Question 4.8 a, b</p>	<p>Provide information and a quantitative estimate of any Resource Conservation Recovery Act or other waste deemed hazardous by the State of California that may be generated or stored at work sites and/or staging areas during project construction and operations.</p>	<p>No new hazardous materials will be generated as part of the construction phase of the Proposed Project. Table 4.8-2: Hazardous Materials Typically Used During Construction identifies materials that may be stored during the construction phase of the Proposed Project.</p> <p>As described in response to Question HAZ-1, a determination of the exact quantities at this time is speculative. Given the limited scope and duration of the Proposed Project, impacts are not anticipated to be unduly large, unusual, or severe that dictate more than a qualitative review and discussion. In addition, the potential impacts from the use of hazardous materials are fully regulated under existing laws, regulations, and local review. The Proposed Project's limited use of hazardous materials would be fully addressed by those existing laws, regulations, and reviews.</p>
<p>HAZ-3</p> <p>PEA Attachment 4</p> <p>EDR Datamap Corridor™ Study</p>	<p>The EDR Datamap study cites findings that are mapped in the EDR Radius Map report; however, the study does not include radius maps. Confirm availability of radius maps. If available, provide a hardcopy of the radius maps or a link for digital access to the EDR Radius Map report.</p>	<p>The map from the EDR Datamap Corridor Study has been included as a separate attachment, HAZ-3_EDR_Map.pdf.</p>
<p>TRA-1</p> <p>PEA Chapter 4</p> <p>Pages 4.16-8 and 4.16-10</p>	<p>Provide more information regarding construction haul routes, access points (ingress/egress) to construction sites and laydown yards or staging areas (especially those located near bicycle, pedestrian, and bus facilities); and considerations notifying the public about temporary road closures or upcoming construction work.</p>	<p>Construction haul routes will utilize public roadways and Proposed Project-specific access roads as identified in Section 3.5.1 Access in the Final PEA. The following public roads will likely be used to access Proposed Project-specific work areas:</p> <ul style="list-style-type: none"> • Via De La Valle • Jimmy Durante Boulevard • San Dieguito Road • Racetrack View Drive • Del Mar Heights Road • Mango Drive • Minorca Way • Minorca Cove

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		<ul style="list-style-type: none"> • Mercado Drive • Cordero Road • Boquita Drive • Mira Montana Drive • Portofino Drive • Carmel Valley Road • Carmel Mountain Road • Sorrento Valley Road • Vista Sorrento Parkway • McGonigle Road • El Camino Real <p>Access to construction site and laydown yards or staging areas will occur directly from paved roads or from the Proposed Project-specific access roads provided on Attachment 3-A: Detailed Route Map from the Final PEA.</p> <p>It is too early in the process to coordinate the lane closures with the City of Del Mar or the City of San Diego, so the planned public notification process is unknown and any additional detail would be speculative. Given the limited scope and duration of the Proposed Project any impacts are not anticipated to be unduly large, unusual, or severe that dictate more than a qualitative review and discussion. The potential traffic impacts are regulated under existing laws, regulations, and local review and the Proposed Project's limited impacts would be fully addressed by those existing laws, regulations, and reviews. As indicated in Table 3-8: Anticipated Permits and Authorizations from the Final PEA, SDG&E or its contractor will obtain the applicable permits and authorizations associated with the use of and construction in and around city streets prior to the start of construction. SDG&E and its contractor will comply with the requirements of these permits and authorizations.</p>

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USS-2 PEA Chapter 4 Page 4.17-8	Quantify the total estimated amount of solid waste that would be generated from construction and specify the expected quantity to be diverted for recycling. The PEA impact analysis indicates that a “limited amount” of solid waste would be generated during construction and that Miramar Landfill has sufficient capacity to accommodate.	<p>Approximately 34 existing poles will be removed from service and an additional 51 poles will be topped. These poles, pole sections, and associated hardware will be disposed of at an approved landfill. Approximately 7,600 cubic yards of spoil will also be disposed of at an approved landfill. This spoil will result from the excavations associated with poles, duct banks, splice vaults, and hand holes. Some additional solid waste may be generated from packaging material and other forms of trash generated incidentally as part of typical construction activities.</p> <p>It is anticipated that all existing conductor that will be removed (approximately seven circuit miles) will be reused or recycled at an approved facility.</p>
USS-3 PEA Chapter 4 Page 4.17-7	Provide, for purposes of comparison, the existing amount of impervious surface area (in acreages) and the change to surface permeability associated with permanent infrastructure (vaults, duct banks, concrete pads, new poles, hand holds, etc.) that would be constructed or installed as part of the proposed project.	<p>A comparison of the existing and proposed impervious surfaces has been included in Attachment B: Impervious Surface Summary using the following assumptions/methods:</p> <ul style="list-style-type: none"> • Only the portions of TL674A, C510, and C738 that will be modified as part of the Proposed Project have been included in the analysis. • Because all duct banks will be installed below grade, they have not been included. The pre-construction surface will be replaced as part of the restoration process in these locations; therefore, the pre- and post-construction conditions will match. • The 12 kilovolt (kV) hand holes that will be installed will be located entirely within existing pavement. The pavement will be replaced in these areas; therefore, the pre- and post-construction conditions will match. • Two 69 kV splice vaults along Via De La Valle are located outside of existing pavement. The access point to the splice vault is the only portion of the structure that will be at surface level; therefore, it is the only portion of these two splice vaults that have been included as impervious surfaces. The remaining 69 kV splice vaults will be installed within pavement which will be replaced; therefore, the pre- and post-construction conditions will match in these locations.

ATTACHMENT A: SITE RECORD CROSSWALK

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Temporary Number	Final Primary Number	Type
Del Mar-Z12323-1	P-37-036416/CA-SDI-22046	Site
Del Mar-Z19127-1	P-37-036417/CA-SDI-22047	Site
Del Mar-Z90289-1	P-37-036420/CA-SDI-22048	Site
Del Mar-Z90296-1	P-37-036421	Isolate
Del Mar-Z90262-1	P-37-036427	Isolate
Del Mar-Z90264-1	P-37-036428	Isolate
Del Mar-Z90264-2	P-37-036429	Isolate
Del Mar-UG-1	P-37-036424	Isolate
Del Mar-UG-2	P-37-036425	Isolate
Del Mar-UG-3	P-37-036426	Isolate
Del Mar-Z26863	P-37-036418	Built Resource
Del Mar-P62481-7	P-37-036412	Built Resource
Del Mar-P62481-8	P-37-036413	Built Resource
Del Mar-TL 666	P-37-036415	Built Resource
Del Mar-Z191291-1	P-37-036414	Built Resource
Del Mar-Z90297-1	P-37-036422	Built Resource
Del Mar-Z90710-1	P-37-036423	Built Resource
Del Mar-Z90245-1	P-37-036419	Built Resource

ATTACHMENT B: IMPERVIOUS SURFACE SUMMARY

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Proposed Project Feature	Approximate Impervious Dimensions (feet)	Existing		Proposed		Approximate Change in Impervious Area (acres)
		Approximate Quantity	Total Approximate Impervious Area (acres)	Approximate Quantity	Total Approximate Impervious Area (acres)	
TL674A						
Steel Riser Pole (foundation-mounted)	7 (diameter)	0	--	1	0.00088	0.00088
Steel Pole (direct-buried)	4 (diameter)	0	--	1	0.00029	0.00029
	4.5 (diameter)	1	0.00037	1	0.00037	0.00000
Vault	3 (diameter)	0	--	2	0.00032	0.00032
TL666D						
Steel Riser Pole (foundation-mounted)	7 (diameter)	1	0.00088	1	0.00088	0.00000
Steel Pole (direct-buried)	4 (diameter)	6	0.00173	6	0.00173	0.00000
Wood Pole (direct-buried)	2 (diameter)	86	0.00620	52	0.00375	-0.00245
C510						
Wood Pole (direct-buried)	2 (diameter)	5	0.00036	0	--	-0.00036

Proposed Project Feature	Approximate Impervious Dimensions (feet)	Existing		Proposed		Approximate Change in Impervious Area (acres)
		Approximate Quantity	Total Approximate Impervious Area (acres)	Approximate Quantity	Total Approximate Impervious Area (acres)	
Wood Riser Pole (direct-buried)	1.5 (diameter)	0	--	3	0.00012	0.00012
Steel Riser Pole (foundation-mounted)	7 (diameter)	0	--	1	0.00088	0.00088
Pad-Mounted Transformer	6.5 by 4.9	0	--	1	0.00073	0.00073
C738						
Wood Pole/Conversion to Riser Pole (direct-buried)	1.5 (diameter)	3	0.00012	1	0.00004	-0.00008
Wood Riser Pole (direct-buried)	1.5 (diameter)	0	--	1	< 0.00001	< 0.00001
Steel Riser Pole/Conversion to Guy Pole (foundation-mounted)	4 (diameter)	1	0.00029	1	0.00029	0.00000
Total	--	--	0.00995	--	0.01029	0.00034