

Traffic Management Plan for the Sanger Substation Project – NTP#1 Work Areas

Introduction

Pacific Gas and Electric (PG&E), in conjunction with AJ Excavation Inc., has prepared this Traffic Management Plan (TMP) in support of the PG&E Sanger Substation Expansion Project (Project). The TMP satisfies the following Mitigation Measure (MM) requirement contained in the Project's Mitigation Monitoring, Compliance, and Reporting Plan (MMCRP): MM TRAN-1: Traffic Management Plan (supersedes APM TRAN-1).

PG&E will be expanding the existing Sanger Substation to contain a new breaker-and-a-half configuration. To accommodate this work, the northerly fence line and area of Sanger Substation will be expanded by approximately 6.6 acres to the north as well as approximately 0.5 acre into an area west of the existing substation. In addition, a temporary laydown/staging area immediately west of the Sanger Substation and within PG&E's fee property, will be prepared for the Project and will be contained within a temporary chain-link fence. Also, a 9-foot perimeter security fence will be installed around the new substation. As part of the initial construction activities, two new driveway approaches will be constructed off of South McCall Avenue that will lead into the substation expansion area. During construction, the northern driveway will serve as the point of ingress and the southern driveway will serve as the point of egress. Please refer to Figure 1 for the Project areas as defined in NTP#1.

Construction mobilization is scheduled to occur November 5, 2018. AJ Excavation Inc. has evaluated the Project scope of work for NTP#1 and determined all necessary traffic controls, including but not limited to traffic control signs and traffic cones used to delineate shoulder closure on the west side of McCall Avenue and the north side of East Jensen Avenue. Lane closures along the Project's two bordering County roads—South McCall Avenue and East Jensen Avenue—will not be necessary. Refer to Figure 2 for details on the traffic control devices that will be utilized during construction.

Measures for TMP Implementation

The following measures will be implemented as part of the Project's Traffic Management Plan:

- ***Safe vehicle passage shall adhere to the California Manual on Uniform Traffic Control Devices.*** The Project will adhere to the uniform standard and specifications for traffic control devices contained in the California Manual on Uniform Traffic Control Devices (CMUTCD). The use of traffic control devices per the standards of the CMUTCD will allow for road safety, efficiency, and orderly movement of road users, and will provide warning and guidance for the safe and uniform operation of all traffic elements. The Project is bordered on the south side by East Jensen Avenue (a four-lane minor arterial roadway with a center median that contains turning access points) and on the east side by South McCall Avenue (a two-lane roadway with center turning lanes at the intersection with East Jensen Avenue). The intersection of South McCall Avenue and East Jensen Avenue is an intersection with a traffic signal and crosswalks spanning all four intersecting roadways. A 12-foot minimum width per lane will be maintained during construction for both East Jensen Avenue and South McCall Avenue, thereby allowing vehicles to pass by the Project area (i.e., on existing paved public roadways) safely and without delays. Although lane closures will not be required, the above mentioned lanes will be restricted in width to allow shoulder closure, but will be maintained at 12 feet or wider. Additionally, as there will be no lane closures, vehicles will be able to pass safely through the roadways surrounding the Project.
- ***Avoidance of truck queuing on South McCall Avenue of trucks waiting to enter the substation construction site. Scheduling construction deliveries and employee arrival to be spread out***

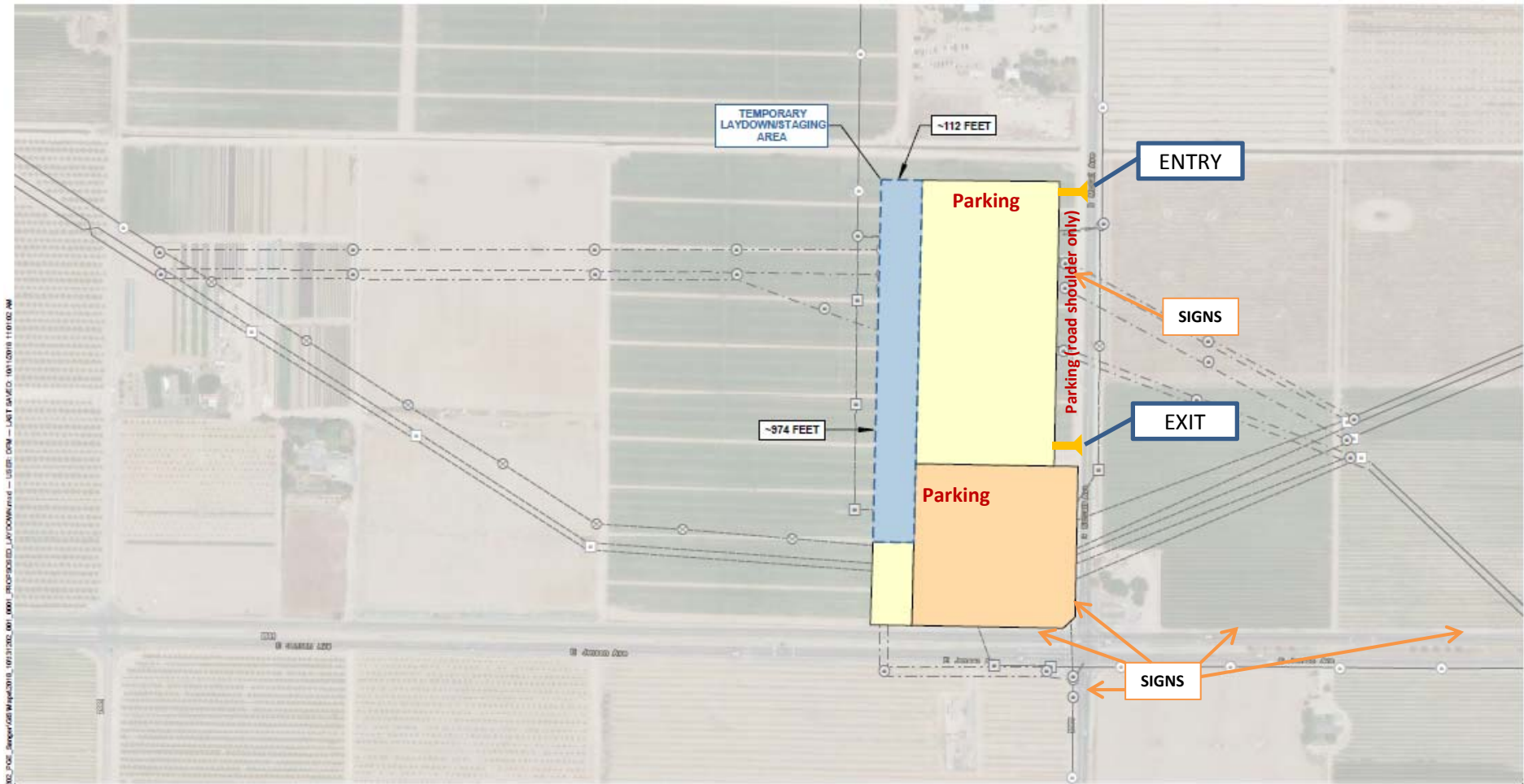
throughout the day. Implementing traffic control within the substation site to move vehicles to allow arriving vehicles to enter the site. Construction vehicle operators will be instructed to approach the Project site from southbound McCall Avenue to allow safe entry into the Project site. The northern driveway (ingress) will remain clear of any obstruction to avoid queuing along South McCall Avenue. PG&E will also manage construction deliveries by scheduling equipment and material arrivals at different times throughout the day, which will limit on-site vehicles and avoid queuing on South McCall Avenue. Furthermore, having two driveway access points from South McCall Avenue will allow vehicles to enter the site in one location, drive through the site, and exit from the second access driveway to the south. This will allow multiple vehicles to be on the site at one time and enhance the ability of vehicles to maneuver within the Project site and allow access for arriving vehicles. The NTP#1 request includes activities from Phases 1, 2, 3 and 5 of construction as described in the project MMCRP. Phases 1 and 2 are expected to have fewer daily vehicle trips than Phases 3 and 4. Phase 4 work will occur following issuance of a future NTP request (i.e., NTP#2). Although Phase 3 activities are included in the NTP#1 scope of work, they are anticipated to commence concurrently with Phase 4, which at that time will have a separate TMP in place as part of NTP#2.

- **Emergency vehicle access shall be maintained at all times.** Emergency vehicle access will be maintained at all times for the Project. Because lane closures will not be required for the Project under the NTP#1 scope of work, emergency vehicle access along South McCall Avenue and East Jensen Avenue will be maintained at all times. Additionally, emergency vehicles will be able to enter the project area itself in the event of an emergency (i.e., vehicles and equipment will not be parked in locations that would prevent emergency vehicle access along the ingress/egress routes and to project work sites).
- **Limit Vehicle Speeds.** Vehicle speeds shall be limited to 15 miles per hour on unpaved roadways used to access the site during construction. The dirt access road along the western fence of the existing Sanger Substation will not be used to enter/leave the project for NTP#1 scope of work.
- **Slow Truck Warning.** PG&E and/or the construction contractor shall post signage at appropriate locations along South McCall and East Jensen Avenues warning drivers when there is a possibility for slow trucks to exit the substation site onto South McCall Avenue. Signage shall adhere to the California Manual on Uniform Traffic Control Devices (Figure 2).
- **Road Damage Repair.** On October 31, 2018, prior to Project mobilization, PG&E Senior Land Planner and Project Environmental Compliance Lead documented roadway conditions with photographs along East Jensen Avenue and South McCall Avenue adjacent to the Project area and extending 0.25 miles from the Project area. PG&E shall repair to pre-Project conditions any roads damaged by Project vehicle traffic. PG&E shall also take photographs after the Project is completed and after any repairs that document restoration of pre-Project pavement conditions.

Because there will not be any lane closures on East Jensen or South McCall Avenues, potential measures contained in MM TRAN-1 that will not apply to the TMP for NTP#1 include: Flaggers and/or signage to halt traffic and direct traffic; scheduling of lane closures at off-peak times; and notification to emergency services providers of the timing, location, and duration of lane closures.

Figures

1. Figure 1: Project Areas Covered Under NTP#1 (includes ingress/egress and parking)
2. Figure 2: Traffic Controls



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LEGEND

NTP-1 WORK AREAS

-  PLANNED DRIVEWAY APPROACHES
-  TEMPORARY LAYDOWN/STAGING AREA
-  EXISTING SUBSTATION FOOTPRINT
-  PLANNED SUBSTATION EXPANSION FOOTPRINT

- NOTES**
1. THIS FIGURE IS BASED ON FIGURE 2-2, PROJECT OVERVIEW MAP, PRODUCED BY CARDNO FOR PG&E, DATED 3/1/2016.
 2. AERIAL IMAGERY SOURCE: ESRI

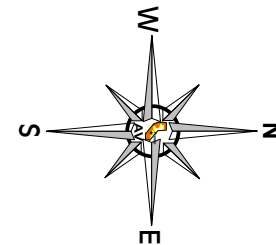


PG&E SANGER SUBSTATION EXPANSION PROJECT
FRESNO COUNTY, CALIFORNIA

**TRAFFIC MANAGEMENT PLAN
FOR PROJECT AREAS
COVERED UNDER NTP-1**

NOVEMBER 2018

FIGURE 1



**Contractor to Set Up
Contractor to Maintain
All Traffic Control Will Meet MUTCD Standards**

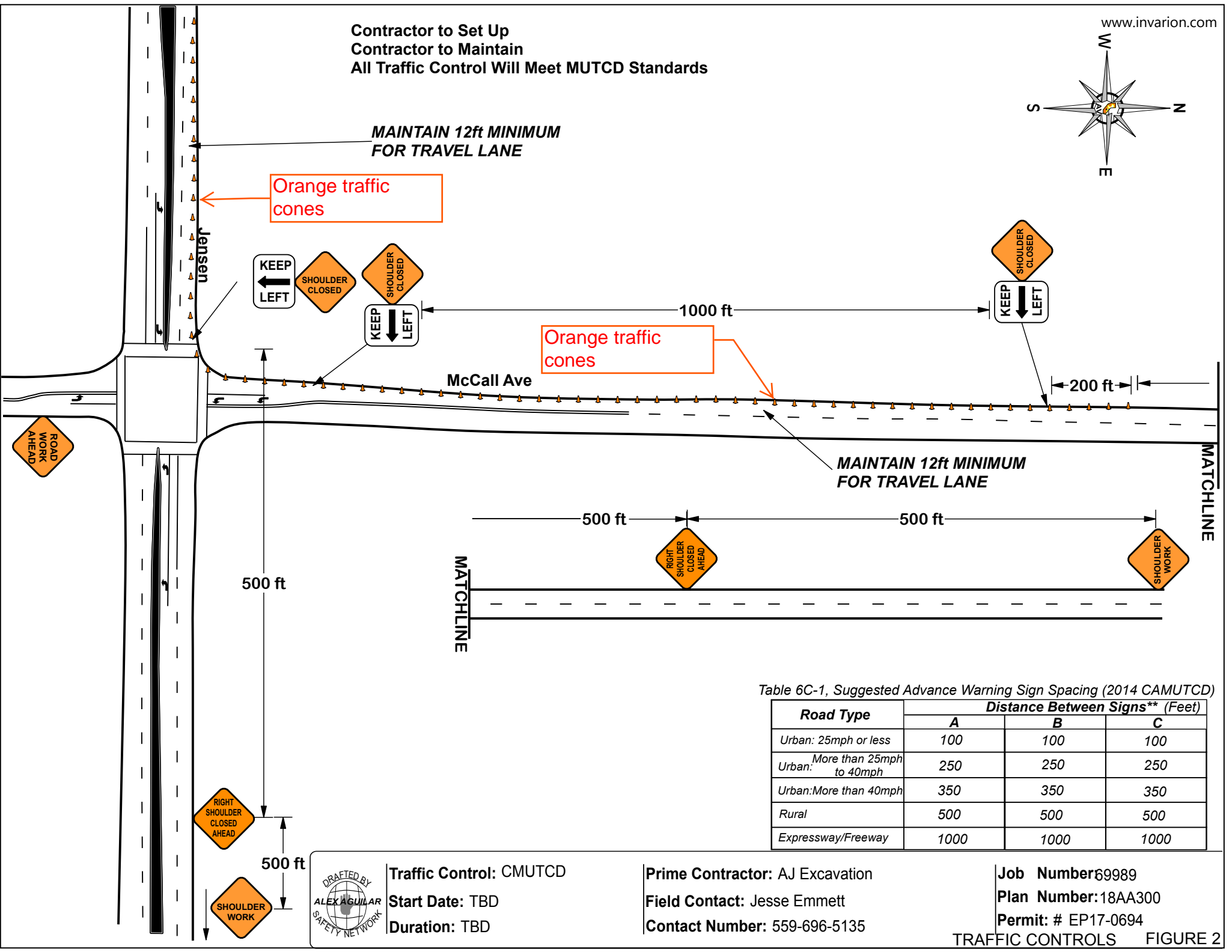


Table 6C-1, Suggested Advance Warning Sign Spacing (2014 CAMUTCD)

Road Type	Distance Between Signs** (Feet)		
	A	B	C
Urban: 25mph or less	100	100	100
Urban: More than 25mph to 40mph	250	250	250
Urban: More than 40mph	350	350	350
Rural	500	500	500
Expressway/Freeway	1000	1000	1000



Traffic Control: CMUTCD
Start Date: TBD
Duration: TBD

Prime Contractor: AJ Excavation
Field Contact: Jesse Emmett
Contact Number: 559-696-5135

Job Number: 69989
Plan Number: 18AA300
Permit: # EP17-0694