

SUNCREST DYNAMIC REACTIVE POWER SUPPORT PROJECT TRAFFIC CONTROL PLAN

Prepared for

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1.0 INTRODUCTION

This Traffic Control Plan (Plan) describes how NextEra Energy Transmission West (NEET West) and its contractors plan to reduce traffic impacts during construction of the Suncrest Dynamic Reactive Power Support Project (Project) and its related facilities. The Project involves the construction of a new 230-kilovolt (kV) Static Var Compensator (SVC) station, and construction of an approximately 1-mile-long 230 kV underground transmission line, connecting to San Diego Gas and Electric Company's existing 500/230 kV Suncrest Substation. This work is located within the boundaries of San Diego County (County).

This Plan was prepared in accordance with Mitigation Measures (MM) TR-1, TR-2, and TR-3, originating from the Mitigation, Monitoring, and Reporting Program of the Final Environmental Impact Report for the Project, which includes guidelines for reducing impacts associated with construction traffic.

Construction of the Suncrest SVC station is anticipated to require approximately 6.5 months to complete, while construction of the 230 kV transmission line will require approximately 8 months.

2.0 OBJECTIVES

The purpose of this Plan is to support compliance with all federal, state and local laws in conjunction with the project Mitigation Monitoring and Reporting Program throughout the duration of construction of the Project. The following Plan objectives include, but are not limited to:

- Reduce impacts of construction-related traffic
- Maintain consistency with relevant federal, state, and local ordinances
- Minimize effect of off road traffic
- Ensure emergency vehicle access

3.0 APPLICABLE REGULATIONS

This Plan conforms to the regulatory guidance outlined by Caltrans and the County of San Diego and contained in the following documents:

- Caltrans Manual on Uniform Traffic Control Devices
- Caltrans Work Area Traffic Control Handbook (WATCH) Manual
- County of San Diego Department of Public Works Public Road Standards

4.0 MITIGATION MEASURES

This plan was prepared in accordance with the following mitigation measures:

MM TR-1: Maintain Traffic Flow:

NEET West or their contractor(s) shall implement the following measures:

- *To the extent feasible, work shall be staged and conducted in a manner that maintains two-way traffic flow on roadways in the vicinity of the work site.*
- *Heavy equipment and haul traffic shall be prohibited in residential areas to the greatest extent feasible. When no other route to and from the site is available, heavy equipment and haul traffic through residential areas shall be restricted to the hours of 7 am-7 p.m., Monday through Friday.*
- *If heavy equipment or hauling is required beyond the hours above, NEET West or their contractor would provide notice to adjacent property owners 48 hours in advance of such activities.*

MM TR-2: Minimize Effects of Temporary Roadway Disturbance:

NEET West or their contractor(s) shall implement the following measures:

- *NEET West or their contractor(s) shall prepare and implement a Traffic Control Plan (TCP) to describe procedures to guide traffic (such as signage and flaggers), safeguard construction workers, provide safe passage of traffic, and minimize traffic impacts, as necessary, through the duration of construction. In the event that closure of any portion of the private Bell Bluff Truck Trail were to become necessary, notification shall be provided to SDG&E at least 5 days in advance of anticipated closures.*

MM TR-3: Emergency Coordination and Access Considerations:

NEET West or their contractor(s) shall implement the following measures:

- *When work is conducted on the private portion of Bell Bluff Truck Trail and may have the potential to affect traffic flow, work shall be coordinated with local emergency service providers as necessary, to ensure that emergency response is not impeded.*
- *If closure of any portion of the private Bell Bluff Truck Trail is necessary during Project construction, NEET West shall have staff available on-site at all times to place plates over open trenches, move construction equipment, or clear any other obstructions to allow for 24-hour emergency vehicle access to SDG&E facilities.*

5.0 PLAN IMPLEMENTATION

Table 1 outlines how each of the project specific mitigation measures will be implemented as part of this Traffic Control Plan.

| Table 1: Project Specific Implementation Measures | |
|---|---|
| Mitigation Measure Requirement | Mitigation Measure Implementation |
| Work shall be staged and conducted in a manner that maintains two-way traffic flow on the roadways in the vicinity of the work site | When necessary to close one lane of traffic for the project work, a flagger will be utilized to ensure tow-way traffic flow. |
| Heavy equipment and haul traffic shall be prohibited in residential areas to the greatest extent feasible. | Heavy equipment for this project will route to the project from Interstate 8 to Japatul Valley Rd to the Bell Bluff Truck Trail, which are not residential roads. |
| A Traffic Control Plan (TCP) shall be created to describe procedures to guide traffic, safeguard construction workers, provide safe passage of traffic, and minimize traffic impacts, as necessary, through the duration of construction. | A drawing will be created to detail the signage to be utilized during construction. This detail will have multiple revisions as the construction project proceeds. |
| In the event that closure of any portion on Bell Bluff Truck Trail is necessary, notification shall be provided to SDG&E at least 5 days in advance of such closures. | A project schedule will be created that will detail the work on Bell Bluff Trail. This schedule will be communicated to SDG&E, ensuring they are given at least 5 days' notice of any closures on Bell Bluff Truck Trail. |
| When work is conducted on the private portion of Bell Bluff Truck Trail and may have the potential to impact traffic flow, work shall be coordinated with local emergency service providers. | NEET West will have a representative that will meet with the local police department and fire department to discuss closures that affect traffic flow. |
| When work is conducted on the private portion of Bell Bluff Truck Trail and may have the potential to impact traffic flow, NEET West shall have staff on-site to place plates over open trenches and move construction equipment. | NEET West will coordinate the work on Bell Bluff Truck Trail to ensure access is clear to the SDG&E substation after work hours. If this is not possible, a staff will be provided. |

6.0 REFERENCES

Caltrans. 2014. Manual on Uniform Traffic Control Devices, Rev 3

County of San Diego Department of Public Works. March 2012. Public Road Standards.

San Diego Regional Standards Committee. December 2015. Drawing: Traffic Control Plans

ATTACHMENT A: DRAFT TRAFFIC CONTROL PLAN

[NOTE: ADDITIONAL DRAWINGS WILL BE PROVIDED ONCE A CONTRACTOR IS ONBOARD]

RECOMMENDED BY THE SAN DIEGO REGIONAL STANDARDS COMMITTEE

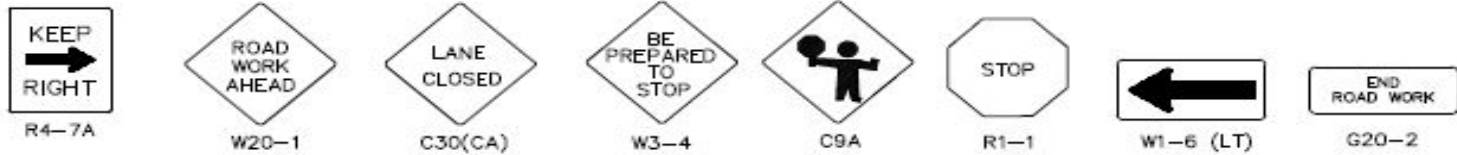
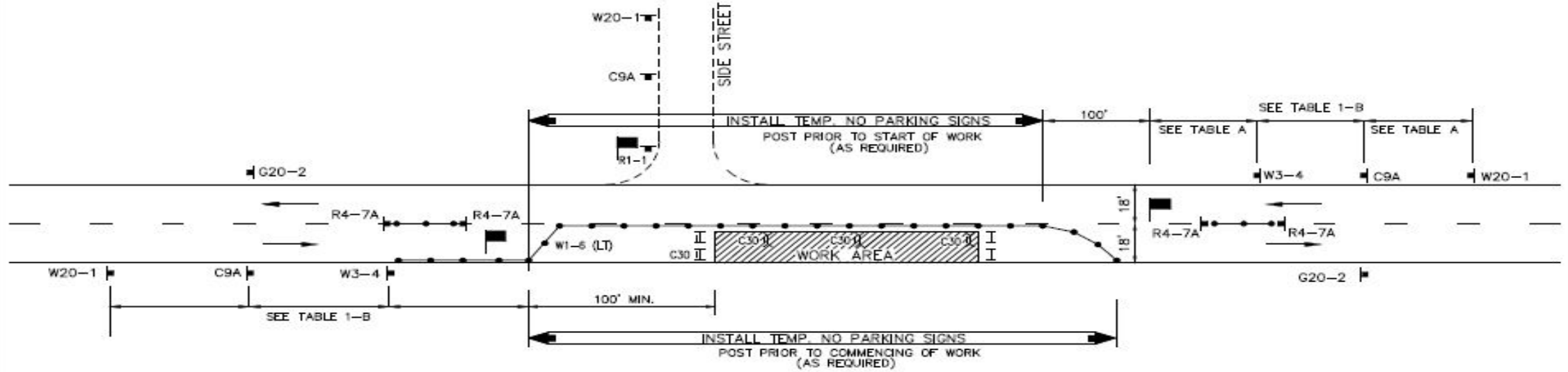
Chairperson R.C.E. 19246

T. Stanton 12/17/15

DRAWING NUMBER TCP-09

SAN DIEGO REGIONAL STANDARD DRAWING

SIDE OF ROAD WORK AREA
TWO LANE TRAFFIC CONTROL WITH FLAGGERS



LEGEND



AGENCY ENGINEER'S COMMENTS

SUBMITTED BY:
 NAME _____
 COMPANY _____
 ADDRESS _____
 PHONE _____

AGENCY USE

| POSTED SPEED LIMIT | APPROACH SPEED | TAPER LENGTH | SPACING OF CONES | SIGN SPACING |
|--------------------|----------------|--------------|------------------|--------------|
| | | | | |

GENERAL NOTES

FOR HOURS OF DARKNESS, CHANGE CONES TO VERTICAL BARRICADES WITH STEADY BURN LIGHTS. THIS PLAN MAY NOT APPLY TO SIGNALIZED OR MULTI-WAY STOP INTERSECTIONS. CONSULT THE LOCAL JURISDICTION WHEN PREPARING TRAFFIC CONTROL PLANS NEAR THESE INTERSECTIONS. THIS PLAN MAY NOT APPLY WHEN THE WORK AREAS AFFECT BIKE LANES, SIDEWALKS PEDESTRIAN ACCESS AND CURVED OR NARROW ROADWAYS. CONSULT THE APPROVING AGENCY WHEN PREPARING THE TRAFFIC CONTROL PLANS OR THESE AREAS.

NOTHING CONTAINED ON THIS DRAWING SHALL PREVENT LOCAL JURISDICTIONS FROM MODIFYING CHANGING OR ADOPTING NEW SPECIFICATIONS DEEMED NECESSARY. CRITERIA FOR POSITION, LOCATION AND USE OF TRAFFIC CONTROL DEVICES IS SOLELY FOR THE PURPOSE OF GUIDANCE TO ASSIST IN THE SET UP OF THE TRAFFIC CONTROL PLANS.

TCP IS REQUIRED FOR ALL TRAFFIC CONTROL PLANS.

| Revision | By | Approved | Date |
|----------|------|------------|------|
| Revised | BUSS | | 2/11 |
| Reviewed | DG | T. Stanton | 9/15 |