Rebecca Giles
Regulatory Case Manager
San Diego Gas and Electric Company
8330 Century Park Court
San Diego, CA 92123-1530

September 16, 2014

Reg.12-10/A.14-04-011
SDG&E Sycamore-Penasquitos
230kV Transmission Line CPCN

Sent Via the Sempra EDT System

Billie Blanchard
Project Manager
Energy Division, CEQA Unit
505 Van Ness Avenue
San Francisco, CA 94102-3298

Re: SXPQ ED01-SDGE Partial Response No. 3: Questions 2, 3, 4, 6, 7, 9, 10, 19, 34, 37, 48, 49, 54, 57 & 64.

Dear Ms. Blanchard:

Attached please find SDG&E's Partial Response #3 to ED's Data Request 1 issued on August 6, 2014.

In summary, today's submittal completes the utility's responses to ED01 Data Request:

Submittal Dates	Description	Questions Responded to:
08/18/14	Submittal #1	Q1,3, 5, 7-9, 11-18, 20-47, 50-53, 55-56, 58-63, and 64-67.
09/09/14	Submittal #2	Q6 & 7
09/15/14	**Submittal #3**	**Q2, 3, 4, 6, 7, 9, 10, 19, 34, 37, 48, 49, 54, 57 & 64.**

Included in this submittal are the following attachments:

DR1 - Q2_Retaining Wall GIS
DR1 - Q3_Pole Removal GIS
DR1 - Q4 and Q57_Segment B Alignment and Work Limits
DR1 - Q4 and Q57_Segment B GIS data
DR1 - Q10_Encina Tap
DR1 - Q19_Alternate Cable Pole GIS
DR1 - Q19_Alternate Cable Pole Map
DR1 - Q34_Cultural Survey GIS
DR1 - Q37_Soils Table
DR1 - Q48_Trails Map
DR1 - Q54_Speed Limit Map
DR1 - Q54_Traffic Data Dates

If you have any questions or require additional information, please feel free to contact me by phone at (858) 636-6876 or e-mail: ***RGiles@semprautilities.com***.

Sincerely,

Signed

Rebecca Giles
Regulatory Case Manager

Enclosures

cc:	Allen Trial – SDG&E	Jeff Thomas – Panorama Environmental Consulting
	Elizabeth Cason – SDG&E	Charlotte Terkeurst – CPUC Inter Chief of Staff
	Bradley Carter – SDG&E	May Jo Borak – CPUC Infrastructure Permitting and CEQA
	Central Files - SDG&E	Molly Sterkel - CPUC Infrastructure Planning and Permitting
	Peter Allen – CPUC	Susan Heim - Panorama Environmental Consulting

ED01-SDGE 09/16/2014 Partial Response No. 3
A.14-04-011 SXPQ 230kV Transmission Line CPCN Project
Energy Division Deficiency Data Request Dated August 6, 2014
Questions 2, 3, 4, 6, 7, 9, 10, 19, 34, 37, 48, 49, 54, 57 & 64

Q#	Description/Data Needed	SDGE Response
A	**PEA Project Description (Q1-20)**	
1		Refer to response provided on August 18, 2014.
2	Provide maximum heights and layouts for proposed retaining walls.	SDG&E is providing data for the seven (7) retaining walls currently proposed for the SX-PQ Project. This includes a spreadsheet containing information on maximum wall height and GIS shape files indicating locations of the proposed walls. This information is preliminary in nature as topographic survey is currently being obtained in the vicinity of these proposed walls in order to finalize the wall designs. SDG&E will provide final wall design information when it is completed. The number of walls may increase or decrease as additional topographic survey is obtained.
3	Provide GIS shape files for existing operation and maintenance work pads that would be used for pole removal activities.	Poles will be removed from existing disturbed areas surrounding each pole, including the operation and maintenance work pads that are maintained at each structure site. The attached GIS files depict the general area where this work will occur. However, only disturbed areas would be utilized.
4	Verify the proposed alignment and work area for Segment B.	The current Segment B alignment and anticipated work areas are included in the attached mapbook (Attachment DR1 – Q4 and Q57_Segment B Alignment and Work Limits). Associated GIS shapefiles have also been included (Attachment DR1 – Q4 and Q57_GIS Files). Typical cross sections detailing proposed work areas for trench installation, vault installations, and the work area at each cable pole required during cable pulling and terminating are shown.
5		Refer to response provided on August 18, 2014.
6	Verify the access roads and length of each access road that will be used during construction.	The revised shape files for the access roads were submitted to the CPUC on September 9, 2014. New roads needed for the revised eastern cable pole are depicted on Attachment Q19 (Alternate Cable Pole Map), and GIS files are provided with the Alternate Cable Pole GIS files.

ED01-SDGE 09/16/2014 Partial Response No. 3
A.14-04-011 SXPQ 230kV Transmission Line CPCN Project
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Q#	Description/Data Needed	SDGE Response
7	Identify alternate staging yards that SDG&E may use to replace the Carmel Mountain Staging Yard. Submit the revised GIS with updated staging yards to CPUC.	SDG&E has eliminated the Carmel Valley Road and the Carmel Mountain Staging Yards from the Proposed Project and is retaining the Stonebridge, Stowe and Torrey Santa Fe Staging Yards. Four new staging yards have been added: Meanley, Chicarita South, Camino Del Sur and SR-56 Staging Yards. All existing substations associated with the proposed project (Sycamore Canyon, Penasquitos, Chicarita, San Luis Rey and Mission) along with the substation access roads may also be used for storing construction materials and equipment. The GIS shapefiles for the staging yards were provided to the CPUC on September 9, 2014.
8		Refer to response provided on August 18, 2014.

<table>
<tr><th>Q#</th><th>Description/Data Needed</th><th>SDGE Response</th></tr>
<tr><td>9</td><td>Identify the location of existing H-frame and wooden poles that would be topped and left in place. How tall is the portion of the H-frame pole that will be left in place?</td><td>A table identifying the locations of the wood poles proposed to be topped off as described in the PEA project description is listed below. Please note, it was identified during a recent site visit that the H-Frame South of P38 (H-Frame Steel 1) is a steel structure. The steel pole carrying distribution circuit will be left in place with the transmission equipment being removed from the top of the pole. For additional details with regards to the Cable pole alternate location in Black mountain Ranch Community Park, please refer to response 19.
<table>
<tr><th colspan="5">Heights & Location of Topped Wood Poles _Response to Q9 of Data Request</th></tr>
<tr><th>Topped Pole ID</th><th>Northing (Ft)</th><th>Easting (Ft)</th><th>Approximate Topped Wood Pole Height</th><th>Reference From Proposed Poles (Approximate)</th></tr>
<tr><td>H-Frame Steel 1</td><td>1936929.39</td><td>6293057.79</td><td>65</td><td>185' South of P38</td></tr>
<tr><td>H-Frame Topped 2</td><td>1937269.03</td><td>6292937.35</td><td>38</td><td>175' North of P38</td></tr>
<tr><td>H-Frame Topped 3</td><td>1938871.58</td><td>6292372.49</td><td>32</td><td>29' North of P39</td></tr>
<tr><td>H-Frame Topped 4</td><td>1939671.45</td><td>6292090.27</td><td>35.0</td><td>72' North of P40</td></tr>
<tr><td>H-Frame Topped 5</td><td>1940394.38</td><td>6291835.12</td><td>39</td><td>38' North of P41 (P41 will now be a 120’ tangent pole with the cable pole being located North approximately 606’)</td></tr>
<tr><td>H-Frame Topped 6</td><td>1941128.30</td><td>6291574.82</td><td>53</td><td>208’ North of P41A (New location of Cable Pole)</td></tr>
<tr><td>Vertical 69kV Topped 1</td><td>1915264.25</td><td>6321719.54</td><td>42</td><td>118' South of P3</td></tr>
</table></td></tr>
<tr><td>10</td><td>Describe terminal splitting activities for TL 23011 at the Encina Hub and San Luis Rey Substations.</td><td>Split existing three terminal TL 23011 at Encina Hub in order to create two 2-terminal lines; one connecting Encina and San Luis Rey Substations and the second connecting Palomar Energy and San Luis Rey Substations. The attached diagram illustrates the Encina tap reconfiguration in details.</td></tr>
</table>

Q#	Description/Data Needed	SDGE Response
11		Refer to response provided on August 18, 2014.
12		Refer to response provided on August 18, 2014.
13		Refer to response provided on August 18, 2014.
14		Refer to response provided on August 18, 2014.
15		Refer to response provided on August 18, 2014.
16	.	Refer to response provided on August 18, 2014.
17		Refer to response provided on August 18, 2014.
18		Refer to response provided on August 18, 2014.
19	Provide information on the location and construction techniques of the alternate cable pole location in Black Mountain Park.	**Overhead Construction** SDG&E has further analyzed the alternate location for the cable pole in the Black Mountain Ranch Community Park and the following changes are proposed (refer to attached Alternate Cable Pole Map and associated GIS files): • A new 120-foot 230 kV Tangent steel tubular pole (P40A) will be installed in place of the previously proposed Cable pole location in Black Mountain Ranch Community Park. • The cable pole (P41) will now be located further north in an open area north of the Cul-de- Sac. • The existing 138 kV wood H-Frame immediately north of the new cable pole location (R47A) will be removed, leaving the distribution attachment intact by topping off one of the wood poles. See height and location in table provided in response 9 (H-Frame Topped 6). • The next existing 138 kV H-Frame tangent structure to the north (R47B) will be replaced with a 65-foot tall steel dead end H-Frame structure (P41A). • Stringing Site SS10 will be moved up the corridor to be north of the new cable pole location. • An additional stringing site will be added north of the new H-Frame Dead End structure being added (P41A). Maps and GIS files are attached showing all of the changes described above, including required access roads, work areas, and

<table>
<tr><th>Q#</th><th>Description/Data Needed</th><th>SDGE Response</th></tr>
<tr><td></td><td></td><td>
stringing sites that will be used to access these new pole sites and to enable wire stringing.

Anticipated Closures For Overhead Construction and Wire Stringing:
Due to proximity of pole P40A to the path providing access to the baseball field it will need to be closed during foundation construction for approximately 3 days during the hours of 7 AM To 7PM. The park can still remain open during these activities. For installation of the cable pole P41, the Northern Parking lot with the Cul-De-Sac will need to be shut down for approximately 2 days.
In addition, the park is anticipated to be temporarily shut down for the following activities and durations during week days between the hours of 7AM to 7PM:
<table>
<tr><th>Activity</th><th>Park Closure</th><th>Approximate Duration (days)</th></tr>
<tr><td>Existing H-Frame Removal and Topping off inside the park</td><td>Yes</td><td>1</td></tr>
<tr><td>Installation of tangent pole (P40A)</td><td>Yes</td><td>2</td></tr>
<tr><td>Existing Wire Removal</td><td>Yes</td><td>2</td></tr>
<tr><td>Wire Stringing Operations (per circuit)</td><td>Yes</td><td>6</td></tr>
</table>
SDG&E will coordinate with appropriate parks & recreation department to schedule the park closures as needed in advance.

Underground (trench and cable pole) Construction
The location of the proposed cable pole at the east end of Segment B is shown on the drawings attached (Attachment DR1 – Q4 and Q57_Segment B Alignment and Work Limits), Sheet 30. The cable pole will utilize an engineered pier foundation which will be installed using an auger, loader and dump trucks for spoils and crane or boom truck for rebar and bolt cages and concrete trucks to place the concrete. The engineered steel pole will be approximately two to four sections, each set using a crane, the base bolted down to the foundation and above sections set on a slip joint. Risers will be installed outside of the foundation on the west side of the cable pole to a height of approximately 4 feet above ground. The risers and cable will be covered with a steel shroud to approximately 20 feet above ground. The trench will intercept the riser ducts approximately 10 feet from the cable pole.
Trenching will utilize standard methods, backhoe and dump trucks for excavation, and spacers and duct will be set manually, and encased with concrete, back filled with flowable thermal backfill, and restoration as required to existing asphalt parking area, or re-sodded.

Small sections of the park will be closed during underground construction of Segment B. All trenching activities will employ
</td></tr>
</table>

Q#	Description/Data Needed	SDGE Response
		required traffic control to maintain at least one open lane of traffic. The entrance to the park will be limited to one lane during excavation and flaggers will be used to maintain ingress and egress. To maintain a safe work environment, all construction areas will be roped or blocked off during construction and open trenches will be plated and lighted during non-construction times. No trail closures are anticipated during underground construction of Segment B.
20		Refer to response provided on August 18, 2014.
B.	**AESTHETICS (Q21-22)**	
21		Refer to response provided on August 18, 2014.
22		Refer to response provided on August 18, 2014.
C.	**AIR QUALITY AND GREEN HOUSE GASES (Q23-33)**	
23		Refer to response provided on August 18, 2014.
24		Refer to response provided on August 18, 2014.
25		Refer to response provided on August 18, 2014.
26		Refer to response provided on August 18, 2014.
27		Refer to response provided on August 18, 2014.
28		Refer to response provided on August 18, 2014.

Q#	Description/Data Needed	SDGE Response
29		Refer to response provided on August 18, 2014.
30		Refer to response provided on August 18, 2014.
31		Refer to response provided on August 18, 2014.
32		Refer to response provided on August 18, 2014.
33		Refer to response provided on August 18, 2014.
D.	**CULTURAL RESOURCES (Q34-36)**	
34	Provide GIS Data for the Cultural Resources Survey Area.	GIS shapefiles of the survey area have been attached.
35		Refer to response provided on August 18, 2014.
36		Refer to response provided on August 18, 2014.
E.	**GEOLOGY AND SOILS (Q37)**	
37	Provide information on the presence or absence of expansive soils and the erodibility of soils present within the project area.	The attached Table 37, Water Erodibility (K) and Expansion Potential for Soils in the Proposed Project Footprint, shows soil expansion potential and erodibility for the soil types that occur along the Proposed Project alignment based on U.S. Department of Agriculture Soil Conservation Service studies. Expansive soils occur where soils have a high content of certain types of clay minerals that absorb water into their crystal structure. Soil expansion potential can be expressed as Linear Expansion Potential (LEP). Soils with an LEP in the range of 3 to 6 have a moderate expansion

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		potential while an LEP of 6 to 9 indicates a high potential (http://casoilresource.lawr.ucdavis.edu/gmap). The attached Table 37 shows the LEP for both the top soil layer and the average over the full soil depth. Most of the soils have low expansive potential in the top soil layer, and nearly all of the soils have moderate or high expansion potential on average over the full soil depth. As described in Section 4.6.4.8 of the Proponents Environmental Assessment (PEA), the Proposed Project does not include any spread footing foundations that could be adversely affected by expansive soils. The Proposed Project would be designed to accommodate the soil conditions based on a geotechnical study that would be completed. Considering that the Proposed Project does not currently include any spread footing structures, the moderate to high expansion potential of soils would not create a substantial risk to life or property so impacts would be less than significant. The underground portion of the Proposed Project (Segment B) is being installed within an existing roadway (previously subject to major grading), and is therefore not anticipated to be impacted by expansive soils. Susceptibility of a soil to water erosion can be expressed by its Soil Erodibility Factor (K). A K factor of about 0.2 or less is low, 0.25 to 0.4 is moderate, and 0.4 or higher is high (http://www.iwr.msu.edu/rusle/kfactor.htm). The attached Table 37 shows that most soils that occur along the alignment have a low K factor, correlating to a low water erosion susceptibility. The only soils mapped to occur along the Proposed Project alignment with a high susceptibility to soil erosion are the San Miguel series soils SmE and SnG. SmE is mapped to occur at one proposed pole location (P41) in a graded and developed area at Black Mountain Ranch Community Park at the north end. SnG is mapped to occur at several proposed structure installation and removal locations in along Segment A between Carmel Valley Road and Carmel Mountain Road. Work locations in this soil unit would be along existing access routes so disturbance in this soil unit would be minimal. As described in Section 4.6.4.6 of the PEA, soil erosion and topsoil loss would be controlled by implementing SDG&E's *BMP Manual* during design, construction and operations. Furthermore, during construction, the Proposed Project would be required to comply with the General Permit for Discharges of Stormwater Runoff Associated with Construction Activity, including preparation and implementation of a SWPPP. The SWPPP must address minimization and control of all pollutant sources including sources of sediment associated with construction and construction site erosion. As described in PEA Section 4.6.4.6, surface disturbance would be minimized to the extent consistent with safe and efficient completion of the Proposed Project and disturbed areas would be stabilized as part of construction. Considering the limited work proposed in soils with high susceptibility to water erosion and considering BMPs that would be implemented pursuant to SDG&E's *BMP Manual*

Q#	Description/Data Needed	SDGE Response
		and the General Permit, the Proposed Project would not be expected to result in substantial soil erosion of loss of topsoil. Therefore, the impact of water erosion or soil loss would be less than significant. Wind can also be a source of soil erosion but for the Proposed Project the potential for wind erosion is limited by the small areas of disturbance and short period of time before disturbances are stabilized. Considering these factors, the impact of wind erosion on soil loss would be less than significant.
F.	**NOISE (Q38-46)**	
38		Refer to response provided on August 18, 2014.
39		Refer to response provided on August 18, 2014.
40		Refer to response provided on August 18, 2014.
41		Refer to response provided on August 18, 2014.
42		Refer to response provided on August 18, 2014.
43		Refer to response provided on August 18, 2014.
44		Refer to response provided on August 18, 2014.
45		Refer to response provided on August 18, 2014.
46		Refer to response provided on August 18, 2014.
G.	**POPULATION & HOUSING (Q47)**	
47		Refer to response provided on August 18, 2014.

<table>
<tr><th>Q#</th><th>Description/Data Needed</th><th>SDGE Response</th></tr>
<tr><td>H.</td><td>RECREATION (Q48-49)</td><td></td></tr>
<tr><td>48</td><td>Identify the location and duration of all potential park and trail closures resulting from project construction.</td><td>It is anticipated that no trails will need to be closed during wire stringing activities. All trails will have a flag man at the location where the trail crosses the overhead transmission line, during wire stringing operations.

Anticipated Park Closures (Overhead Construction):
The parks listed below are anticipated to be shut down for the following activities and approximate durations during week days during the hours of 7AM to 7PM. SDG&E will coordinate with appropriate parks & recreation department to schedule any park closures as needed in advance.

<table>
<tr><th>Park</th><th>Activity</th><th>Park Closure</th><th>Approximate Duration (days)</th></tr>
<tr><td rowspan="4">Black mountain Ranch Community Park</td><td>Existing H-Frame Removal and Topping off inside the park</td><td>Yes</td><td>1</td></tr>
<tr><td>Installation of tangent pole (P40A)</td><td>Yes</td><td>2</td></tr>
<tr><td>Existing Wire Removal</td><td>Yes</td><td>2</td></tr>
<tr><td>Wire Stringing Operations (per circuit)</td><td>Yes</td><td>6</td></tr>
<tr><td rowspan="2">Sycamore Canyon Park</td><td>Existing Wire Removal</td><td>Yes</td><td>2</td></tr>
<tr><td>Wire Stringing Operations (per circuit)</td><td>Yes</td><td>6</td></tr>
</table>

Anticipated Park Closures (Underground Construction):
Small sections of the park will be closed during underground construction of Segment B. All trenching activities will employ required traffic control to maintain at least one open lane of traffic. The entrance to the park will be limited to one lane during excavation and flaggers will be used to maintain ingress and egress. To maintain a safe work environment, all construction areas will be roped or blocked off during construction and open trenches will be plated and lighted during non-construction times. No trials will require closure during underground construction of Segment B.</td></tr>
</table>

Q#	Description/Data Needed	SDGE Response
		SDG&E Coordination: SDG&E will coordinate with the authorized officer for Black Mountain Park to maintain safe working conditions and to maintain access to the park in a manner acceptable to the City of San Diego. Work within the access road to Black Mountain Park will be part of the Traffic Control Permit issued by the City of San Diego and SDG&E will comply with the conditions of the Traffic Control Permit. SDG&E will coordinate with the authorized officer for Los Penasquitos Canyon Preserve (refer to attached trails map) to maintain safe working conditions and to maintain access to the Preserve in a manner acceptable to the City of San Diego. Since there are multiple access points to the Preserve along Segment D, temporary trail closures/detours would be staggered to maintain alternate access to the Preserve during construction. Signs will be provided to direct trail users to the temporary trail detours.
49	Expand on impacts discussion and mitigation to the Trans-County Trail and Cara Way (Class I bike path).	Segment A of the Proposed Project crosses over the (San Diego) Trans-County Trail within Cypress Canyon, in an area that is immediately east of I-15 (and the adjacent) Cara Way, south of Poway Road, immediately east of the Sabre Springs Community Planning Area Boundary, and north of Scripps Summit Court (see PEA Figure 4.9-1). The area is within the Miramar Ranch North Community Planning Area, and most of the vacant land within the canyon is designated as MHPA land. Bordering immediately to the west of Segment A, within Cypress Canyon, is the eastern-most portion of the Los Peñasquitos Canyon Preserve. In 2005, the County of San Diego approved the County Trails Program – Community Trails Master Plan. The Community Trails Master Plan discusses the Trans-County Trail, as a regional trail which is planned to connect from the coast (in Del Mar) over the mountains and into the desert (near Borrego Springs). The length of the Trans-County Trail (when fully developed) would be approximately 110 miles in length, and would utilize existing trails that are already in public use to the greatest extent possible, and in other areas land will need to be acquired and trails will need to be built. The segment of the Trans-County Trail within Cypress Canyon, where it is crossed by Proposed Project Segment A ROW, consists of a network of dirt trails that are primarily located along the south side of the Peñasquitos Creek and run roughly parallel to the creek in a generally west-east direction through the Cypress Canyon. These trails are owned and maintained by the City of San Diego, and are used by hikers, mountain bikers, and equestrians. This portion of the Trans-County Trail continues to the west and forms a connection into the Los Peñasquitos Canyon Preserve (to the west). Also, at the northern terminus of Cara Way is the Cara Knott Memorial Garden (located approximately 900 feet west of the Proposed Project alignment) which

Q#	Description/Data Needed	SDGE Response
		commemorates the San Diego State University Student (Cara Knott) who was murdered by a California Highway Patrol officer in the vicinity of the Los Peñasquitos Creek Arch Bridge (now Cara Knott Memorial Bridge), which is immediately west of I-15 and spans across Peñasquitos Creek (approximately 1,500 feet west of the Proposed Project alignment). Also, Cara Way, in this area, is designated as a Class 1 bicycle path providing a connection to the south to Scripps Ranch. An important access point for the Trans-County Trail, within Cypress Canyon, is via the north end of Cara Way and near where the trail crosses underneath I-15. The Trans-County Trail then crosses under the Proposed Project alignment between Structures P23 to the south and P24 to the north. **Impacts Discussion** Construction of Segment A of the Proposed Project would temporarily restrict access to the Trans-County Trail within Cypress Canyon during stringing activities while the new conductor is strung into place. Construction and stringing equipment would not actually physically restrict access along the Trans-County Trail that passes perpendicular to the Proposed Project alignment. Impacts are anticipated to be less than significant as stringing activities are short in duration and only occur intermittently during the overall construction time period. SDG&E would implement the project design features and standard construction restrictions listed within the PEA Section 4.13.5. In addition, APMs (for parks, trails, and recreation facilities) would be implemented, as discussed within the PEA Section 4.12, Public Services. No impacts to the Trans-County Trail within Cypress Canyon would result during the Operation and Maintenance phase of the Proposed Project. Where construction activities for Structure P24 occur near the intersection of Cara Way and Poway Road, the construction footprint has been revised to not extend into the Cara Way bike trail located immediately north of the work area. Construction vehicles would use this area (also an existing SDG&E access road to existing SDG&E power line and transmission line structures [including structure to be removed R26]) for access; however, this area would not need to be closed during construction at Structure P24. **Mitigation Discussion** As discussed within the PEA, Section 4.13.5 (Recreation), proposed implementation of project design features and ordinary construction restrictions would be used to protect access and safety for users of trails. These measures include appropriate safety measures, safety buffers, flaggers, scheduling of construction activities, and temporary trail detours as needed. The PEA, Section 4.12.6 (Public Services) identifies several proposed APMs which would be used to minimize potential impacts to parks, trails, and recreational facilities within the Proposed Project ROW.

Q#	Description/Data Needed	SDGE Response
I.	**TRANSPORTATION & TRAFFIC (Q50-62)**	
50		Refer to response provided on August 18, 2014.
51		Refer to response provided on August 18, 2014.
52		Refer to response provided on August 18, 2014.
53		Refer to response provided on August 18, 2014.
54	Provide additional information regarding roads in the project area to define existing traffic volumes, vehicle speeds, number of lanes, and parking. The PEA did not provide adequate information to characterize baseline traffic on arterial, collector, or local roadways. The following information is needed to complete the analysis: 1. Speed limit along underground segment of project 2. Current bi-directional ADT counts on all legs of	1. Carmel Valley Road has multiple speed limits along Segment B of the Proposed Project (see attached Figure 54, Carmel Valley Road Speed Limits) and the speed limit varies from 35 to 45 miles per hour. Additional information will be provided, as appropriate, within a Traffic Management Plan that may be conducted once the final alignment is complete. 2. This will be part of a Traffic Management/Control Plan(s) that will be conducted once the final alignment is complete. 3. This will be part of a Traffic Management/Control Plan(s) that will be conducted once the final alignment is complete. 4. The sources of ADT from Table 4.14-2 in the PEA are traffic data tables published by the San Diego Association of Governments (SANDAG). Data accessed at: http://www.sandag.org/resources/demographics_and_other_data/transportation/adtv/index.asp. The attached Table 54, Traffic Data Source Dates, contains data years for all traffic data presented in PEA Table 4.14-2.

Q#	Description/Data Needed	SDGE Response
	the following intersections: a. Black Mountain Road / Carmel Valley Road b. Camino Del Sur / Carmel Valley Road c. Black Mountain Park Driveway / Carmel Valley Road 3. Peak hour turning movement counts, including bikes and pedestrians at the following roads: a. Black Mountain Road / Carmel Valley Road b. Camino Del Sur / Carmel Valley Road c. Black Mountain Park Driveway / Carmel Valley Road 4. The source and year of each ADT volume provided in Table 4.14-2.	
55		Refer to response provided on August 18, 2014.
56	.	Refer to response provided on August 18, 2014.
57	Provide a typical cross-section detailing the location of the proposed	Refer to the attached Segment B work areas map (Attachment DR1 – Q4 and Q57_Segment B Alignment and Work Limits) and associated GIS shapefiles.

Q#	Description/Data Needed	SDGE Response
	work area for underground Segment B.	
58		Refer to response provided on August 18, 2014.
59		Refer to response provided on August 18, 2014.
60		Refer to response provided on August 18, 2014.
61		Refer to response provided on August 18, 2014.
62		Refer to response provided on August 18, 2014.
J	**UTILITIES (Q63)**	
63		Refer to response provided on August 18, 2014.
K.	**GENERAL (Q64-67)**	
64	Clarify that the CAISO functional requirement of at least 1,175 MVA is for the 4-hour emergency capacity. Also identify what the calculated 4-hour emergency ampacity and minimum continuous ampacity is for the proposed 230 kV circuit for the overhead segments and for the underground segments (i.e., which segment is limiting the	The calculated 4-hour emergency and minimum continuous ampacity for the overhead segments was calculated to be approximately 2960 Amps based on revised Maximum Operating temperature of 280^{0}F for the bundled 900 ACSS conductor proposed to be used for the overhead segment. Ampacity simulations show the underground 230kV installation will meet both the 912MVA (2290A) Continuous Rating and 1179MVA (2960A) 4-Hour Emergency Rating. Based on the worst-case 10’ top-of-duct-package ampacity simulation, SDG&E determined via CYMCAP simulation software, that the maximum Continuous Rating is approximately 1088MVA (2730A) and the maximum 4-Hour Emergency Rating is approximately 1200MVA (3012A). <u>Assumptions:</u> • 4000Cu XLPE 5-segment 230kV cable specifications • Bundled and Reverse-Phased • Concrete encasement and FTB backfill with cover up to approximately 1.5' below finished grade

Q#	Description/Data Needed	SDGE Response
	overall rating for the new transmission line).	
65		Refer to response provided on August 18, 2014.
66		Refer to response provided on August 18, 2014.
67		Refer to response provided on August 18, 2014.