3.16 TRANSPORTATION AND TRAFFIC

3.16.1 Environmental Setting

Roadway Network

Caltrans, MCB CPEN, the City of San Clemente, San Diego County, and Orange County maintain roadways in the proposed project area and vicinity. Roads within the proposed project area are shown in detail in Appendix A. The closest interstate highway to the project corridor is I-5, approximately 600 feet southwest of the project corridor. I-5 runs parallel to the Pacific coast of the US from Mexico to Canada.

Roads within MCB CPEN are not open to the public and are operated and maintained by MCB CPEN. MCB CPEN roads accommodate passenger vehicle and truck traffic as well as military vehicles on training exercises. Authorized vehicles can enter MCB CPEN through various gates located around the perimeter of the military base (Marine Corps Community Services 2015). Access to the proposed project would require entry through one of these gates, most likely San Onofre Gate and/or Cristianitos Gate.

Level of Service

LOS is a qualitative measure that describes operational conditions as they relate to the traffic stream and perceptions by motorists and passengers in terms of factors such as speed, travel time, delays, freedom to maneuver, traffic interruptions, comfort, convenience and safety. There are six levels of operational service that are assigned letter designations from LOS A to LOS F, with LOS A representing the best operating conditions (free-flow) and LOS F the worst (severely congested flow with high delays). The ratio of a road's traffic volume to its capacity is computed, and the resulting volume/capacity (v/c) ratio is assigned an LOS grade indicative of traffic conditions.

Table 3.16-1 provides existing peak-hour passenger car per mile per lane densities and LOS for I-5 within the vicinity of the proposed project. Table 3.16-2 provides existing roadway capacity, LOS, and average daily traffic (ADT) for local roads in the proposed project area. The County of San Diego does not collect traffic data on the roads within MCB CPEN, and traffic volumes and conditions within MCB CPEN vary based on military training operations rather than regional population trends (CPUC 2005).

Congestion Management Programs

The San Diego Association of Governments (SANDAG) and the Orange County Transportation Authority (OCTA) have prepared Congestion Management Programs (CMPs) for roads of special interest or concern in San Diego and Orange Counties. SANDAG and OCTA establish LOS standards and monitor CMP road performance relative to the LOS standards (OCTA 2015a, SANDAG 2008). The portion of I-5 within San Diego County is a SANDAG CMP road; it is the only road in the proposed project vicinity included in a CMP.

Table 3.16-1 I-5 AM/PM Peak Hour Density and LOS

Freeway Segment	Classification	AM Peak Hour		PM Peak Hour	
		Density[a]	LOS[b]	Density[a]	LOS[b]
I-5 at Avenida Palizada	Freeway	64	F	88	F
I-5 at Avenida Presidio	Freeway	29	D	95	F
I-5 at El Camino Real	Freeway	23	C	30	D
I-5 at Avenida Califia	Freeway	50	F	39	E
I-5 at San Diego County Line	Freeway	43	E	36	E
I-5 from SR 75 to San Diego County Line[c]	Freeway	—	A to C	—	A to C

Notes:

[a] Density calculated by passenger cars per lane per mile.

[b] LOS calculated using density methodology based on 2014 peak hour volumes.

[c] SANDAG does not publish density inputs used to calculate LOS.

Sources: (OCTA 2015a, SANDAG 2008)

Table 3.16-2 LOS and ADT Volume of Local Roadways in the Proposed Project Area

Roadway Segment	Classification	No. Lanes	Design Capacity (LOS C)[a]	ADT Volume (Year)	LOS
San Diego County					
Cristianitos Road	Light Collector	2	7,100	N/A	N/A
Basilone Road at San Onofre Gate	Local Public Road	2	N/A	7,529 (2001)	N/A
City of San Clemente					
El Camino Real south of Avenida Pico	Secondary Arterial	4	20,000	16,000 (2012)	B
El Camino Real north of Orange County – San Diego County Line	Secondary Arterial	4	20,000	6,000 (2010)	A
Avenida Pico west of Avenida La Pata	Major Arterial	6	45,000	17,000 (2012)	A
Avenida Pico east of Avenida La Pata	Major Arterial	6	45,000	13,000 (2012)	A
Avenida La Pata south of Avenida Pico	Primary Arterial	4	30,000	9,000 (2010)	A
Avenida La Pata east of Calle Iglesia	Primary Arterial	4	30,000	4,000 (2007)	A

Note:

[a] Capacity estimated by Orange County Master Plan of Arterial Highways for Orange County roads and by San Diego County Public Road Standards for San Diego County roads. LOS C is the accepted LOS capacity for roads under Orange County Master Plan of Arterial Highways (MPAH) jurisdiction and San Diego County jurisdiction.

Sources: (San Diego County Public Works Department 2012, DoN 2009, OCTA 2016a)

Air Traffic

The closest airport to the proposed project is Marine Corps Air Station Camp Pendleton, located approximately 13 miles southeast of the proposed project alignment. No public airports or public helipads are located within 10 miles of the proposed project, but over twenty MCB CPEN helipads, two SCE helipads, and two private helipads are located within that area (refer to Figure 3.8-2 in Section 3.8: Hazards and Hazardous Materials for a figure depicting airports and helipads within the proposed project vicinity). Helicopters used during construction of the proposed project would be staged out of Oceanside Municipal Airport and McClellan-Palomar Airport. Maintenance and repair of helicopters would also occur at these local airports.

Airspace surrounding MCB CPEN is designated as Restricted Use Airspace (see Figure 3.8-2). Operations of nonparticipating aircraft are restricted within Restricted Use Airspace due to hazards such as artillery firing, aerial gunnery, or guided missiles. Pilots must receive authorization from MCB CPEN to enter the military base's Restricted Use Airspace (FAA 2016).

Bicycle Facilities

Designated bicycle routes within the proposed project area are shown on Figure 3.16-1. All local roads in residential areas are assumed to have bicycle travel because all roads, except where specifically excluded, are available for use by bicycles (State of California 2015 Vehicle Code, Section 21200). Authorized personnel are permitted to use bicycles on roads within MCB CPEN, but bicycle use is restricted in some areas, including Cristianitos Road between Camp Talega and I-5. Active duty personnel are authorized to ride bicycles on this segment of Cristianitos Road, but only during daylight hours (United States Marine Corps 2010). Designated bicycle routes located within 0.25 mile of the proposed project include the Pacific Coast Bike Route (Old US-101), located southwest of the proposed project, routes along Avenida Pico, South El Camino Real, Avenida la Pata, and Avenida del Presidente, and recreational multi-use trails within San Onofre State Beach (SANDAG iCommute 2015, City of San Clemente 2014).

Transit Services

Rail

The Los Angeles-San Diego-San Luis Obispo Rail Corridor runs along the Pacific coast west of I-5, approximately 0.2 mile from the proposed project at its closest point. Freight operators on the corridor include Burlington Northern Santa Fe Railway and Pacific Sun Railroad. Metrolink operates two routes along this rail segment within the proposed project vicinity: the Orange County Line and the Inland Empire-Orange County Line. The Orange County Line runs from Los Angeles to Oceanside, and the Inland Empire-Orange County Line runs from San Bernardino to Oceanside. Amtrak operates the Amtrak Pacific Surfliner throughout the rail corridor (SANDAG 2013). The closest train station to the proposed project is the San Clemente Pier Metrolink Station, located approximately 2 miles northwest of Segment F.

Figure 3.16-1 Bikeways and Public Transportation in the Proposed Project Area

Sources: *(ESRI 2016, SDG&E 2016a, Southern California Association of Governments Open Data 2014, OCTA 2016b, SanGIS 2016, OCTA 2015b)*

Bus

The North County Transit District (NCTD) and OCTA provide public transit to MCB CPEN and the proposed project vicinity. NCTD operates Route 395 within MCB CPEN and the proposed project area. OCTA operates Route 1 within the proposed project vicinity. These bus routes are presented on Figure 3.16-1.

3.16.2 Impact Analysis

Summary of Impacts

Table 3.16-3 presents a summary of the CEQA significance criteria and impacts on transportation and traffic that would occur during construction, operation, and maintenance of the proposed project.

Table 3.16-3 Summary of Proposed Project Impacts on Transportation and Traffic

Would the Proposed Project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
e) Result in inadequate emergency access?	☐	☒	☐	☐

Would the Proposed Project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☒	☐	☐

Impact Discussion

a) Would the proposed project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	**Significance Determination**
	Less than significant

Construction

Most construction activities would occur within SDG&E's existing easements within MCB CPEN and would not be performed in regional or local roadways. Construction of the proposed project would generate traffic related to employee commutes, SDG&E and vendor deliveries, and inspections. The number of trips generated would fluctuate throughout the approximately eight-month construction period. This analysis examines impacts during peak construction periods by using the maximum daily construction employee, truck, and delivery counts to evaluate a worst-case scenario. The maximum trips generated are shown in Table 3.16-4. A maximum of 427 trips per day would occur during the two weeks (10 workdays) that trenching, stringing, and cleanup activities would be scheduled concurrently. Concurrent direct bury and pier foundation installation would occur for three months and contribute up to 114 trips per day to the local roadway network.

Construction workers would commute to and from the worksite primarily before or after peak traffic hours, because workers would generally arrive at the construction site before 7:00 am (i.e., start of the work day) and depart prior to peak evening commute hours. Proposed project deliveries and haul truck trips would be spread over the course of the work day, and would not be concentrated during any one hour of the day. The proposed project-generated traffic (trucks and worker vehicles) on I-5 would not be concentrated during peak hours and would be dispersed, because trucks would travel to the proposed project area using both I-5 northbound and I-5 southbound. The increase in truck traffic during peak hours on I-5 would be

Table 3.16-4 Maximum Trips Generated During Proposed Substation Construction

Trip Source	Maximum Trips Per Day	Maximum Peak Hour Trips
Trenching, Stringing, and Cleanup		
Employee Vehicles [a]	54	27
Vendor Deliveries	10	4
Haul Trips	363	151
Maximum Total Trips	**427**	**182**
Direct Bury and Pier Foundation		
Employee Vehicles	84	42
Vendor Deliveries	30	13
Haul Trips	0	0
Maximum Total Trips	**114**	**55**

Notes:

[a] Employee vehicles include pickup trucks and crew trucks.

[b] This analysis assumes that haul trips and vendor deliveries would be evenly distributed from 7:00 am to 7:00 pm, and half of worker trips could occur during pm peak hours.

approximately 30 trucks per hour for a two-week period.[1] The increase of 30 trucks for a two-week period on I-5 would not substantially affect the performance of I-5. The increase in traffic would be less than the rounding error that is used in traffic counts on I-5[2] (Caltrans 2015). The proposed project work areas would be accessed via the local road network, so disruptions on I-5 would be limited to worker commutes, regional deliveries and haul trips.

Local roads have sufficient carrying capacity to accommodate the added traffic during the construction period (see Table 3.16-2). The primary impact from construction truck traffic would be a temporary and intermittent reduction of roadway capacities due to the slower movements of trucks compared to passenger vehicles. Drivers could experience delays when traveling behind construction trucks. Construction-related traffic would not conflict with any traffic plans, ordinances, or policies that establish measures of effectiveness for the performance of the circulation system; therefore, the impact would be less than significant.

Operation and Maintenance

The proposed project would involve replacement of two existing unattended power lines. Maintenance and inspection activities for the proposed project would be substantially the same

[1] Assumes truck trips are evenly distributed from 7:00 am to 7:00 pm, and between northbound and southbound lanes.

[2] Traffic counts are rounded to the nearest 100 vehicles, and peak hour volume is approximately 11,500 vehicles on I-5 at Cristianitos Road.

in intensity, frequency, duration, and type as existing maintenance and inspection activities for the existing power lines. The 450-foot-long underground power line segment would be inspected during the annual underground power line inspection program. Operation and maintenance activities would not generate additional vehicle trips and would therefore not affect the performance of the local roadway network. No impact would occur.

Mitigation Measures: None required.

b) Would the proposed project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	**Significance Determination**
	Less than significant

Construction

As discussed under Impact a) above, construction of the proposed project would add traffic to I-5, a CMP highway within San Diego County, for approximately eight months. No CMP highways are in the proposed project vicinity within Orange County. Within San Diego County, I-5 meets the SANDAG CMP LOS standard of E, and construction traffic would not cause the road to fall below LOS E due to the low volume of trips (i.e., 30 trips or less) that would be generated during peak hours. The increase in traffic would be less than the rounding error that is used in traffic counts on I-5 (see Footnote 2, above) (Caltrans 2015). Impacts would be less than significant.

Operation and Maintenance

As discussed under Impact a) above, operation and maintenance of the proposed project would not increase vehicle traffic in the area because operation and maintenance of the reconductored power lines would involve the same activities as the existing power lines. No impact would occur.

Mitigation Measures: None required.

c) Would the proposed project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	**Significance Determination**
	Less than significant

Construction

Construction of the proposed project could require the use of light-, medium-, and heavy-duty helicopters. Light-duty helicopters would be used intermittently during the 60-day conductor stringing phase. Heavy- and medium-duty helicopters would be used intermittently during the 50-day pier foundation construction phase, and 90-day direct bury construction phase. Helicopter use could occur for up to 14 days throughout the eight-month construction period. Refer to Section 2: Project Description for further details on helicopter use.

The intermittent use of helicopters for up to five months could temporarily increase air traffic levels in MCB CPEN Restricted Use Airspace. The use of helicopter in the same air space as

MCB CPEN's military helicopter training operations presents a potential safety risk to helicopter operators if construction helicopter activities were not adequately coordinated with MCB CPEN. MCB CPEN possesses sole approval and scheduling authority for all users and activities taking place within Restricted Area R-2503 airspace (MCB CPEN 2012). SDG&E is required to coordinate with MCB CPEN to obtain permission to use Restricted Use Airspace per FAA Federal Aviation Regulations Part 73 Section 13.

FAA regulations also require coordination with local air traffic control for operation in controlled airspace outside of MCB CPEN, and specify requirements for pilot qualifications, aircraft worthiness, and FAA-approved practices and equipment, where applicable. Compliance with FAA regulations would include the preparation of a Congested Area Plan if helicopters would be carrying loads within approximately 1,500 feet of residences. Compliance with FAA regulations, including coordination with air traffic control and MCB CPEN, would prevent conflicts with military and civilian air traffic and avoid safety risks to local residential communities from temporary helicopter use. The impact would be less than significant.

Operation and Maintenance

The proposed pole structures would be approximately 20 feet taller than the existing power poles; however, the new pole structures would be installed in existing transmission corridors and would be shorter than adjacent existing transmission towers. SDG&E used FAA's notice criteria tool to evaluate new poles that could require FAA notification, and determined that five structures require FAA notification (SDG&E 2016b). SDG&E has filed Notice of Proposed Construction and Alteration Applications with the FAA where required. SDG&E would comply with FAA permit requirements to ensure that the proposed project would not cause a hazard to air navigation. The impact from operation of the proposed project would therefore not result in substantial safety risks and would be less than significant.

Mitigation Measures: None required.

d) Would the proposed project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	**Significance Determination**
	Less than significant with mitigation

Construction

Roadway Damage

The use of heavy equipment and haul trucks on roadways could damage heavily traveled roads, such as ingress and egress points to staging yards. Road rutting or damage could cause a hazard to motorists traveling on the road, which would be a significant impact. MM Traffic-1 requires SDG&E to document existing road conditions adjacent to construction access points, and repair road damage caused by construction vehicles. Impacts from construction vehicle traffic would be less than significant with mitigation.

Conductor Stringing
The proposed project would include the use of guard structures at roadway crossings to avoid conductor from falling on a roadway during stringing. The hazards from conductor stringing would be less than significant.

Changes in Traffic Flow
Installation of new pole structures and removal of the existing poles adjacent to Basilone Road within MCB CPEN could require temporary lane closures. The temporary lane closures could temporarily disrupt normal traffic flow on Basilone Road and potentially cause conflicts with large vehicles used for military training, which would be a significant impact. MM Traffic-2 requires SDG&E to prepare and obtain MCB CPEN approval of a Traffic Plan with Traffic Control Procedures prior to any temporary traffic diversions, lane closures, or activity on roads that could affect traffic flow. Impacts would be less than significant with implementation of MM Traffic-2.

Access Road Grading
Grading of access roads would require heavy equipment and may require temporary modification of vehicle traffic patterns (e.g., lane closures) where transmission line access roads connect with MCB CPEN-maintained roadways. The potential traffic hazard from lane closures or other changes in vehicle traffic patterns during access road grading is significant. MM Traffic-4 requires SDG&E to submit a Traffic Control Permit, Camp Pendleton Police Department Traffic Division Traffic Plan Request, and a Traffic Control Plan detailing the proposed controls to traffic movement for roads within MCB CPEN. With implementation of MM Traffic-4, the impacts from access road grading would be less than significant. SDG&E compliance with a future access road agreement from MCB CPEN could satisfy the requirements of MM Traffic-4 if the agreement conditions are equal or more effective in mitigating impacts from traffic hazards.

Operation and Maintenance

Operation and maintenance would not involve changes to roadway design. The proposed pole structures would be placed in approximately the same locations as existing poles. Proposed pole structures would be set back from roadways and would not be positioned in a location that would cause a traffic hazard. No traffic hazard impacts would occur related to the project or roadway design. Operation and maintenance of the proposed project would not increase vehicle traffic in the area because the operation and maintenance of the reconductored power lines would involve the same activities as the existing power lines.

On-going access road grading and maintenance activities could result in lane closures, which could cause a significant traffic hazard. MM Traffic-4 requires SDG&E to submit a Traffic Control Permit, Camp Pendleton Police Department Traffic Division Traffic Plan Request, and a Traffic Control Plan detailing the proposed controls to traffic movement for roads within MCB CPEN. With implementation of MM Traffic-4, the impacts from access road grading would be less than significant. SDG&E compliance with a future access road agreement from MCB CPEN

could satisfy the requirements of MM Traffic-4 if the agreement conditions are equal or more effective in mitigating impacts from traffic hazards.

Mitigation Measures: MM Traffic-1, MM Traffic-2, and MM Traffic-4

e) Would the proposed project result in inadequate emergency access?	Significance Determination
	Less than significant with mitigation

Construction

Construction of the overhead transmission line would require stringing conductor across roadways, and installing and removing poles adjacent to roadways. Lanes could be closed temporarily to reduce potential hazards to vehicle traffic during guard structure installation, pole installation, or pole removal. The closure would be brief (less than a week for pole installation); however, the temporary closure could restrict emergency access, which would be a significant impact. MM Traffic-2 requires SDG&E to prepare and submit Traffic Plans to the MCB CPEN Police Department for road closures, lane closures, or traffic-rerouting associated with construction of the proposed project. The submission of a Traffic Plan would provide adequate advance notice to the MCB CPEN Police Department of any upcoming road or lane closures, because plans must be submitted at least 21 days prior to work that would affect roadways. MCB CPEN review and approval of the Traffic Plan would ensure that emergency vehicles would be safely routed around lane and road closures. Impacts on emergency access would be less than significant with mitigation.

Operation and Maintenance

Routine operation and maintenance of the proposed project would not involve lane or road closures. After construction, emergency access would be restored to baseline conditions. Operation and maintenance would have no impact on emergency access.

Mitigation Measures: MM Traffic-2

f) Would the proposed project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	Significance Determination
	Less than significant with mitigation

Construction

Construction activities would occur on roads that are used for public transit, bicycle travel, and pedestrian travel.

Overhead construction of the proposed project could require temporary closure of roads used by active duty military for bicycle travel during guard structure installation or pole structure installation and removal. No sidewalks are located near proposed guard structures or poles along roadways. None of the roads adjacent to proposed poles or guard structures are open to

civilian bicycle traffic. The brief delays that could occur during guard structure installation, pole installation, or overhead conductor stringing would not decrease the performance or safety of bicycle facilities. Impacts on bicycle travel from overhead power line construction would be less than significant.

Construction of guard structures and conductor removal in Segment F could affect two NCTD bus stops. NCTD Route 395's Stop 21849 for southbound buses is located on Cristianitos Road within 10 feet of the crossing of Segment F and Cristianitos Road, and the stop for northbound buses is located on Cristianitos Road approximately 150 feet north of the Segment F crossing. Construction activities would be located directly adjacent to the bus stops, potentially requiring temporary closure of the bus stops to prevent injury to bus stop users. While temporary, impacts on bus routes and bus stops could be significant, because construction of the proposed project could lead to disruptions to public transit routes and facilities. MM Traffic-3 requires SDG&E to coordinate construction activities adjacent to bus stops with public transportation providers at least one month prior to construction. MM Traffic-3 also requires coordination of any necessary bus stop relocation, bus route changes, and the posting of public notices 14 days prior to temporary closures or relocation. MM Traffic-3 would reduce impacts on bus stops to less than significant by providing users with information and ensuring that adequate levels of transit service would be maintained.

Operation and Maintenance

The presence of the overhead power line would not conflict with public transit, bicycle, or pedestrian facility use because the overhead line would be located outside of the roadway. There would be no impact from the presence of the overhead transmission line.

Mitigation Measures: MM Traffic-3

3.16.3 Mitigation Measures

MM Traffic-1: Pre-Construction Road Condition Assessment and Repair
Prior to construction, SDG&E shall conduct a pre-construction road condition assessment along entrances and exits to all staging yards and any location where pavement could be disturbed. SDG&E shall submit the pre-construction road condition assessment to the CPUC and the City of San Clemente. SDG&E will submit a copy of this document upon request from MCB CPEN. The road condition assessment shall include photographs taken in the field at each entrance, exit, and pavement disturbance location. If damage to roads occurs as a result of project construction or construction vehicle traffic, SDG&E shall restore damaged roadways within 60 days after the completion of construction at their own expense under the direction of and to the construction standard of the affected local jurisdiction to ensure that impacted roads are adequately repaired.
Applicable Locations: Entrances/exits to staging yards, locations where pavement could be disturbed
Performance Standards and Timing: **Before Construction:** Pre-construction road condition assessment is conducted and submitted to the CPUC **During Construction**: N/A **After Construction:** Damaged roadways are restored to the standard of the local jurisdiction

MM Traffic-2: Traffic Plan

SDG&E shall file a Traffic Plan Request to the MCB CPEN Police Department Traffic Division, and prepare and implement a Traffic Control Plan consistent with MCB CPEN Traffic Control Procedures (see Camp Pendleton Requirements dated August 2016 and CSI 010000) prior to any traffic diversion, lane closure, road closure, or other work within roadways on MCB CPEN. If required by the Traffic Control Plan, SDG&E shall also post message boards two weeks prior to work on major roads, which include Basilone Road and Cristianitos Road. The Traffic Control Plan shall include Traffic Control Procedures consistent with the current version of the Federal Highway Administration's Manual on Uniform Traffic Control Devices. The Traffic Control Plan shall meet the minimum requirements in the MCB CPEN Traffic Control Procedures and shall be prepared to the approval of the MCB CPEN Police Department, Traffic Division. SDG&E shall submit all approved plans to the CPUC prior to implementation of any traffic diversion, lane closure, or road closure.

Applicable Locations: Traffic diversion, lane closure, and road closure locations

Performance Standards and Timing:

Before Construction:

Traffic Plan Request is submitted to MCB CPEN Traffic Division and Traffic Control Plan is prepared and submitted to MCB CPEN and the CPUC

During Construction:

Traffic Plan is implemented to reduce impacts from diversions, lane closures, or road closures

After Construction: N/A

MM Traffic-3: Consult with Bus and Transit Services

SDG&E shall consult with the North County Transit District and Orange County Transportation Authority at least one month prior to construction to coordinate construction activities adjacent to bus stops. If necessary, bus stops shall be temporarily relocated until construction in the vicinity is complete. SDG&E shall post notices of any temporary bus stop closure at least 14 days prior to the temporary closure. The notices shall provide information on the nearest available bus stop on the bus route and the scheduled duration of closure.

Applicable Locations: Bus stops adjacent to the proposed project corridor, staging yards, and work areas

Performance Standards and Timing:

Before Construction:

(1) Transit providers are consulted

(2) Public notices are posted prior to temporary closures

During Construction:

Bus stops are relocated, as necessary

After Construction: N/A

MM Traffic-4: Traffic Controls for Access Road Grading
If during the performance of access road grading it becomes necessary to modify vehicular traffic patterns at any locations, a Traffic Control Permit shall be acquired. SDG&E shall fill out the Camp Pendleton Police Department Traffic Division Traffic Plan Request with all required information and provide a Traffic Control Plan detailing the proposed controls to traffic movement. Where necessary, SDG&E shall provide cones, signs, barricades, lights, or other traffic control devices and personnel required to control traffic.
Applicable Locations: All road grading areas
Performance Standards and Timing: **Before Construction:** N/A **During Construction:** (1) Submit an application for a Traffic Control Permit to Camp Pendleton Police Department (2) Install necessary traffic control measures **After Construction:** N/A

3.16.4 References

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