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February 1, 2011 A2PP2011-007CH2M

Mr. Dale Rundquist, CPM
(09-AFC-2C)
California Energy Commission
1516 Ninth Street
Sacramento, CA 95814

SUBJECT: TID A2PP (09-AFC-2C) TRANS-1 and TRANS-2 Traffic Control Implementation Plan for the Almond 2 Power Plant and 115-kV Transmission Line

Dear Mr. Rundquist:

Please find attached the Traffic Control Implementation Plan for the Almond 2 Power Plant and 115-kV Transmission Line for the TID A2PP project pursuant to COC TRANS-1 and TRANS-2.

Should you have any questions regarding this submittal, please do not hesitate to contact me at 916-286-0249. Thank you.

Sincerely,
CH2M HILL

Sarah Madams
Project Manager

Attachment: Traffic Control Implementation Plan for the Almond 2 Power Plant and 115-kV Transmission Line

Cc: Susan Strachan, Strachan Consulting
Brian LaFollette, Turlock Irrigation District
George Davies, Turlock Irrigation District




SUBMITTED TO

California
Energy Commission

FOR

TID Almond 2 Power Plant

(09-AFC-02)

SUBMITTED BY

Turlock Irrigation District

TECHNICAL ASSISTANCE BY

CH2MHILL

February 2011

Traffic Control and Implementation Plan for the Almond 2 Power Plant and 115-kV Transmission Line

Condition of Certification TRANS-1 and TRANS-2

Traffic Control and Implementation Plan for the Almond 2 Power Plant and 115-kV Transmission Line

Prepared for

Turlock Irrigation District

January 2011

CH2MHILL
2485 Natomas Park Drive, Suite 600
Sacramento, CA 95833

Contents

Figures

Attachments

Acronyms and Abbreviations

A2PP	Almond 2 Power Plant
Caltrans	California Department of Transportation
CEC	California Energy Commission
COC	Condition of Certification
CPM	Compliance Project Manager
I-5	Interstate 5
kV	kilovolt
MW	megawatt
MUTCD	Manual on Uniform Traffic Control Devices
SR	State Route
TID	Turlock Irrigation District
TCIP	Traffic Control and Implementation Plan

SECTION 1

Introduction

1.1 Overview of Project Components

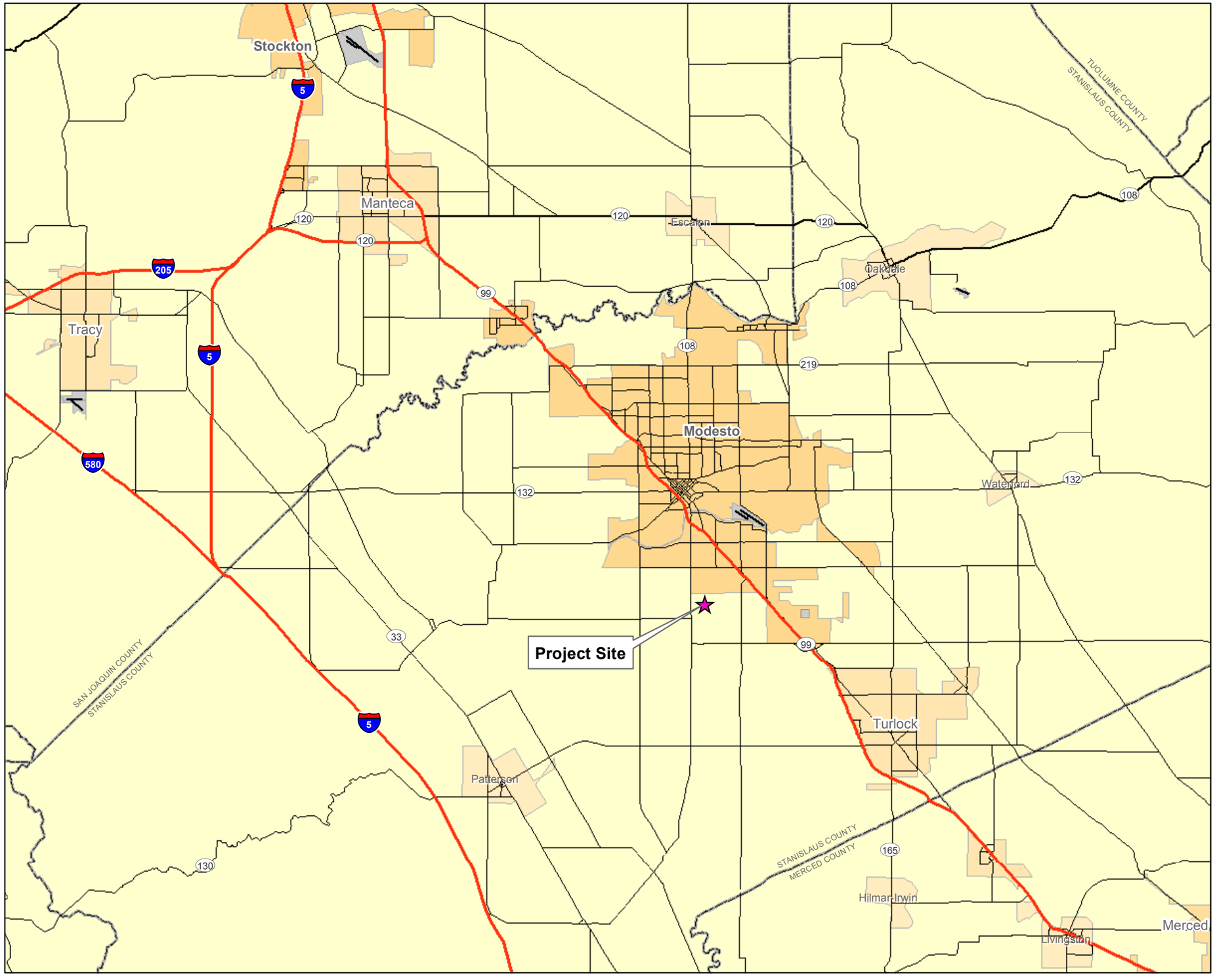
This report presents a construction Traffic Control and Implementation Plan (TCIP) for the construction of the Almond 2 Power Plant (A2PP) on Crows Landing Road, approximately 3 miles south of State Route (SR) 99, in Ceres, California, County of Stanislaus. A2PP will be located on an approximately 4.6-acre parcel, next to the existing 48-megawatt (MW) Almond Power Plant. A2PP is a natural-gas-fired, simple-cycle peaking facility rated at a gross generating capacity of 174 MW.

The surrounding regional and local roadway networks are shown on Figures 1 and 2. The site is bounded by the existing Turlock Irrigation District (TID) Almond Power Plant to the south, a WinCo distribution warehouse to the west, a farm supply facility to the north, and a modular building distributor and drilling equipment storage facility to the east. The total area of the site parcel is approximately 4.6 acres. Construction is scheduled to begin in first quarter 2011 and be completed in first quarter 2012.

Access to the site from the north is from SR 99 through Crows Landing Road. From the south, access is via Keyes Road, which intersects with Crows Landing Road approximately 2 miles west of SR 99.

In general, this TCIP includes the mitigation of traffic impacts to the existing transportation facilities within the project limits during construction of the A2PP project and transmission line. Although the PG&E 11.6-mile natural gas pipeline and 1.8-mile reinforcement segment are discussed in this plan, the TCIP does not include the specific traffic control measures specified in Condition of Certification (COC) TRANS-2 for the pipelines, nor does it discuss the coordination of pipeline construction with the school bus pickup and delivery of children along the routes (TRANS-1). The electric transmission lines will be constructed outside of the roadway and will not have transportation impacts.

Construction of the gas pipeline and reinforcement segment will not occur until the second quarter of 2011. Prior to construction of these facilities, a TCIP will be prepared to specifically address traffic control and implementation measures for the pipelines, and measures to eliminate any traffic safety hazards to school buses and school children along the pipeline construction routes. The gas pipeline TCIP will be submitted to the California Energy Commission (CEC), Stanislaus County, California Highway Patrol, California Department of Transportation (Caltrans), and the Ceres Unified School District, as required by COCs TRANS-1 and TRANS-2.



LEGEND

- Project Site
- Freeway
- Highway
- Major Road
- Local Road
- Minor Road
- Other Road
- Airport Area

This map was compiled from various scale source data and maps and is intended for use as only an approximate representation of actual locations.

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FIGURE 1
REGIONAL TRANSPORTATION NETWORK
TURLOCK IRRIGATION DISTRICT
TURLOCK, CALIFORNIA

CH2MHILL

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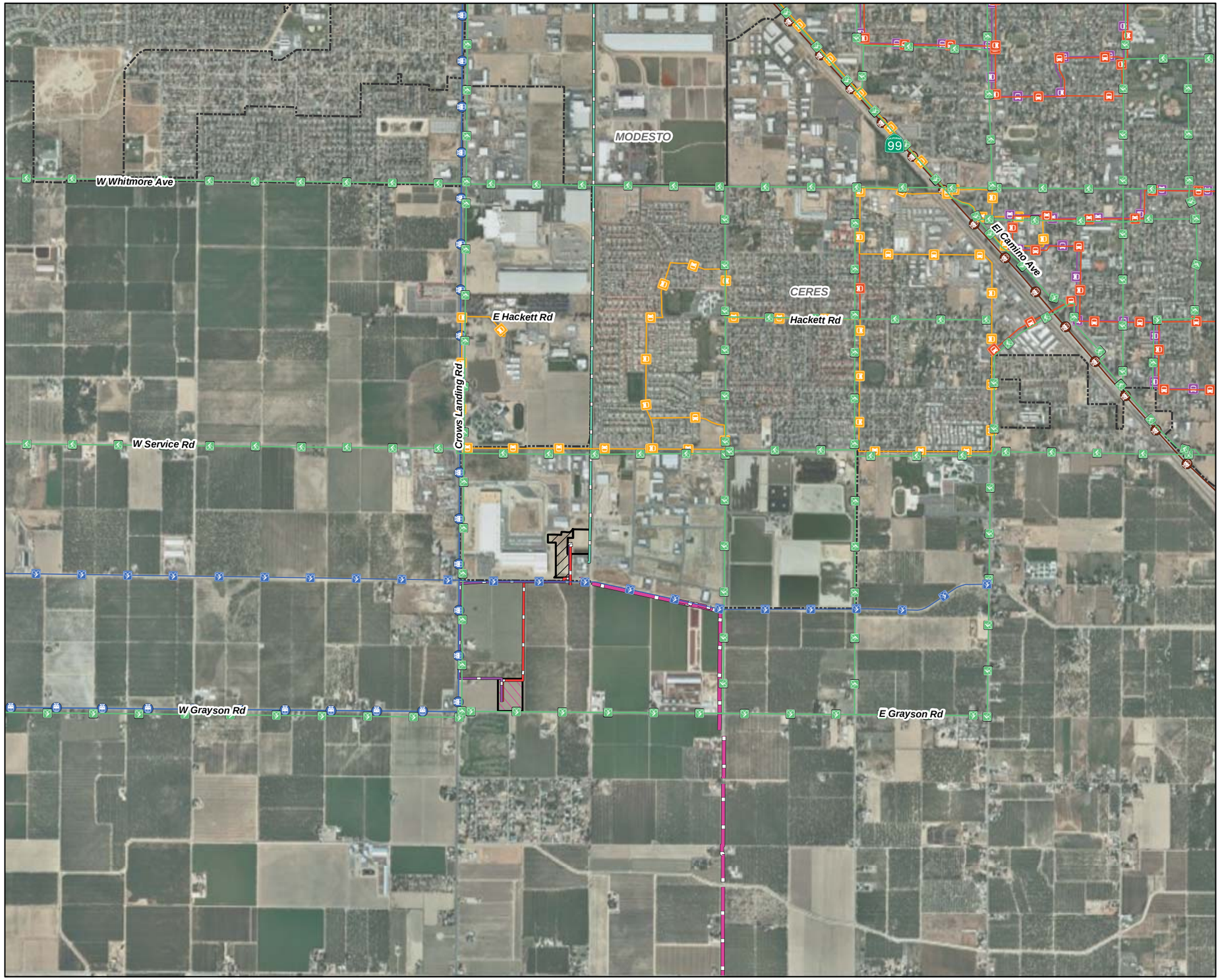

LEGEND

- Class I Bikeways
- Class II and III Bikeways
- Ceres Area Transit Route A
- Ceres Area Transit Route B
- Ceres Area Transit Route C
- Stanislaus Regional Transit Route 10, 15 and 70
- Stanislaus Regional Transit Route 40
- 115-kV Circuit 1 Line (Corridor 1)
- 115-kV Circuit 2 Line (Corridor 2)
- Reconductored 69kV Sub-Transmission Line
- Preferred Alignment
- City Boundaries
- Proposed Grayson Substation
- Laydown Area
- Project Site

Note:
1. Source - City of Ceres General Plan, Ceres Area Transit Maps, and Stanislaus Regional Transit Route Maps.
2. The Grayson Substation is being developed as a separate Project

This map was compiled from various scale source data and maps and is intended for use as only an approximate representation of actual locations.

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FIGURE 2
LOCAL TRANSPORTATION NETWORK
TURLOCK IRRIGATION DISTRICT
TURLOCK, CALIFORNIA

CH2MHILL

1.2 Purpose of this Plan

As part of the project development process, the license requires compliance with CEC-specific COCs. This TCIP addresses specific requirements for two of these COCs (TRANS-1 and TRANS-2):

TRANS-1 The applicant shall in with coordination with the Ceres Unified School District prepare and implement a traffic control plan designed to ensure school bus routes are not negatively affected by construction traffic. Mitigation measures may include travel times for workers as well as equipment and materials outside of school bus travel times, as well as a program to train construction workers about bus stop and student safety.

Verification: At least 60 days before the start of site mobilization, the project owner shall submit the traffic control plan to the Ceres Unified School District for review and comment and to the Compliance Project Manager (CPM) for review and approval. This traffic control plan may be included in the traffic control plan required pursuant to TRANS-2.

TRANS-2 The project owner shall prepare a construction traffic control and implementation plan for the project and its associated facilities. The project owner shall consult with the city of Ceres, Caltrans, the California Highway Patrol and Stanislaus County Public Works Department (for the gas pipeline), in the preparation of the traffic control and implementation plan.

The traffic control and implementation plan shall include and describe the following minimum requirements:

a) Timing of heavy equipment and building materials deliveries and related hauling routes

b) Redirecting construction traffic with a flag person

c) Signing, lighting, and traffic control device placement

d) Timing of construction work hours and arrival/departure intervals outside of peak traffic periods

e) Ensuring safe access to the main entrance

f) Ensuring access for emergency vehicles to the project site

g) Closing of travel lanes on a temporary basis

h) Ensuring access to adjacent commercial and industrial properties during the construction of all linears

i) Devising a construction workforce ride-sharing plan

j) Providing a shuttle service from the most distant off-street parking areas

The project owner shall submit the proposed traffic control and implementation plan to the city of Ceres, Stanislaus County, and Caltrans for

review and comment. The project owner shall provide to the CPM a copy of the transmittal letter submitted to the city of Ceres and Caltrans, requesting their review of the traffic control and implementation plan. The project owner shall provide any comment letters to the CPM for review and approval.

Verification: At least 60 days prior to start of site mobilization, the project owner shall provide to the city of Ceres, Caltrans, and the California Highway Patrol for review and comment and to the CPM for review and approval, a copy of the construction traffic control plan. The plan must document consultation with these agencies. If no comments are received from the city of Ceres, Stanislaus County, Caltrans, or the California Highway Patrol within 30 days of submittal, the project owner may proceed with preparation of the final plan.

1.3 Overview of the TCIP

The TCIP provides details of construction traffic control necessary to construct the proposed power plant and transmission line.

Given that construction of the A2PP and the 115-kilovolt (kV) transmission line will not require construction in or near public roads, no specific traffic control devices (signage, flagging) are required. This was verified through a phone conversation with a representative from the City of Ceres, Public Works Department, Engineering Division (Mazariegos, 2010). The A2PP plant and the majority of the transmission line are located within the City of Ceres. The City uses the *California Manual on Uniform Traffic Control Devices* (California MUTCD) (Caltrans, 2006) to determine the traffic control requirements for projects. There are no applicable traffic control requirements in the California MUTCD for construction of the A2PP plant and transmission line because both project features are located away from public roads.

In addition, the Stanislaus County Department of Public Works Standards and Specifications (Stanislaus County, 2007) does not include traffic control measures for construction projects that do not affect County roads. The County submitted a letter to the CEC on June 14, 2009, which provided requirements for the A2PP construction affecting County roads. However, none of the requirements identified are applicable to the A2PP plant and transmission line construction. The requirements will be addressed in the TCIP prepared for the gas pipeline and reinforcement segment, which will be located in or near County public roads.

This TCIP details the traffic control requirements included in Condition TRANS-2, as applicable, including voluntary advance signing, public and emergency vehicle access, hours of operation, and conditions for maintaining traffic through the work area, construction workforce ride-sharing plan, and shuttle service from distant off-street parking areas. Other elements that will likely need to be addressed for gas pipeline construction include work area limits, temporary lane closures, lane transitions, ensuring access to adjacent commercial and industrial properties, and utility coordination. This TCIP also

provides a summary of the coordination efforts with the Ceres Unified School District, as required by Condition TRANS-1.

All costs associated with the requirements to complete the TCIP will be included in the cost to construct the A2PP project, and no other payment will be made to comply with this plan.

SECTION 2

Construction Impacts

Construction of the A2PP includes the plant site, linear facilities, and related activities. This section addresses the construction impacts for the A2PP and 115-kV transmission line. An illustration of the plant site, 115-kV transmission line route, and the Grayson Substation North, into which the 115-kV transmission line will interconnect, is presented on Figure 3. The Grayson Substation North is a component of the TID Hughson-Grayson 115-kV Transmission Line and Substation Project, a project separate from the A2PP. The EIR for the Hughson-Grayson project was certified and the project approved by the TID Board of Directors on November 2, 2010.

2.1 Linear Facilities

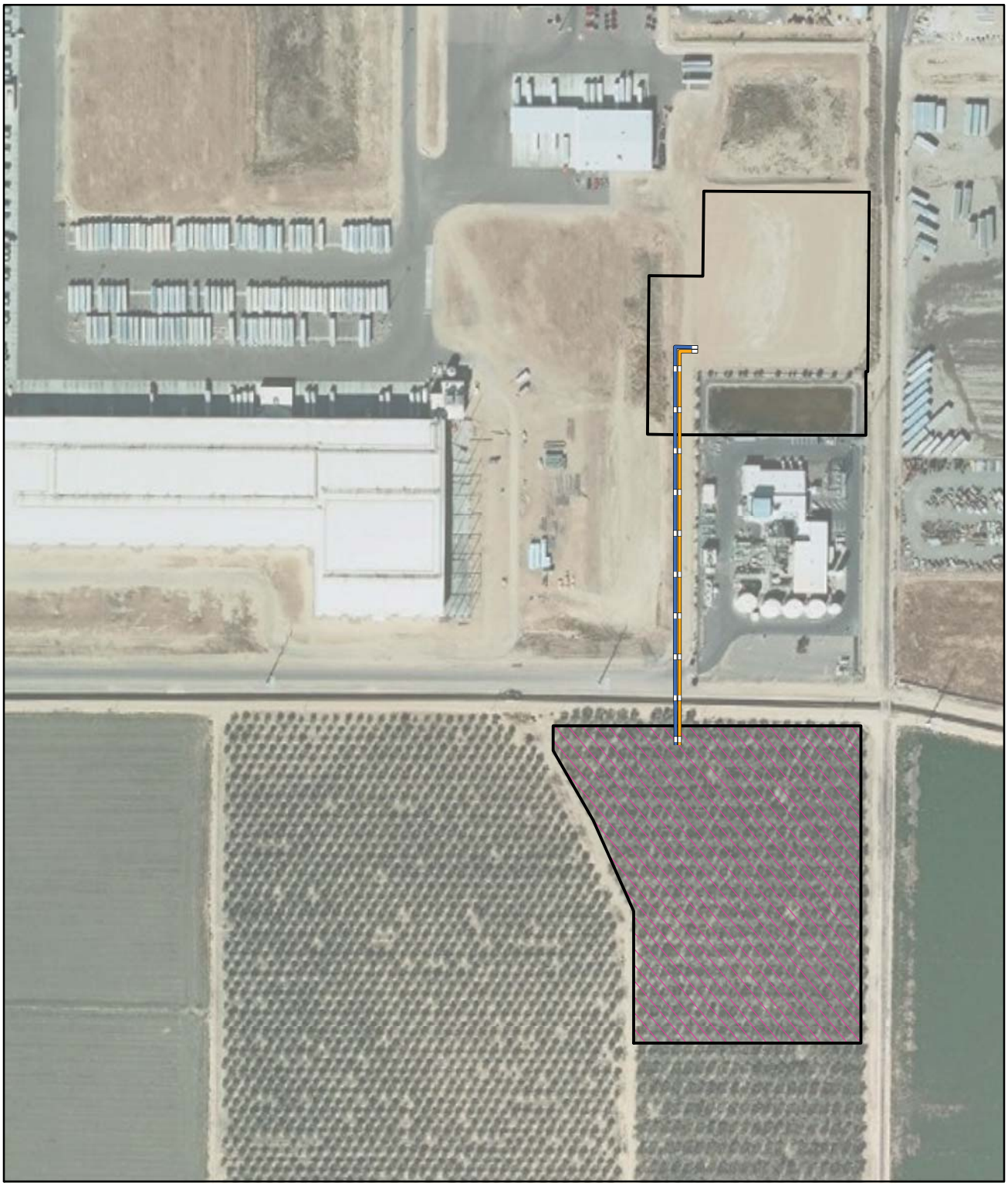
Based on the new location of the Grayson Substation approved by the TID Board of Directors on November 2, 2010 (the Grayson Substation North site), the A2PP 115-kV transmission line is now only approximately 1,100 feet long and will not be located on or adjacent to any public roadways. The route is nearly identical to the 115-kV Circuit 2 line described in the Application for Certification for the A2PP project. However, where the Circuit 2 line would have headed west toward Crows Landing Road and ultimately the originally proposed Grayson Substation South site, the transmission line for the A2PP will instead continue south an additional 30 feet to the northern boundary of the Grayson Substation North. Because the transmission line will not affect any public roadways, no traffic control measures are required for construction of the transmission line.

2.2 Construction Worker Traffic

Construction is anticipated to begin in the first quarter of 2011 and last 12 months, while commercial operation will start in the second quarter of 2012. It is anticipated that workers will be drawn from the labor pool in Merced, Stanislaus, and Santa Clara counties.

The focus of the impact evaluation was on the construction phase. A quantitative traffic analysis was not conducted for the long-term operations phase, which will generate only eight trips per day. Thus, operational traffic will not have a measurable impact on the study area roadways; only the impacts of construction traffic were analyzed.

The A2PP project will generate 394 daily passenger car-equivalent trips, with 156 trips occurring during morning and evening peak hours. The construction trip estimates are presented in Table 1.



LEGEND

115-kV Circuit 1 Line
115-kV Circuit 2 Line
Proposed Grayson Substation North
Project Site

Note:
The Grayson Substation is being developed as a separate Project

This map was compiled from various scale source data and maps and is intended for use as only an approximate representation of actual locations.

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FIGURE 3
GRAYSON NORTH SUBSTATION AND TRANSMISSION LINE LOCATION
TURLOCK IRRIGATION DISTRICT
TURLOCK, CALIFORNIA

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TABLE 1
Construction Trip Generation Estimate

		Total Trips Added				
			AM Peak Hour		PM Peak Hour	
Trip Type	Workforce	Daily	In	Out	In	Out
Delivery/Haul Trucks	42	84	7	7	7	7
Passenger Car Equivalent (1.5)	—	126	11	11	11	11
Workers	149					
Carpooling	30	30	15	—	—	15
Not Carpooling	119	238	119	—	—	119
Total Construction Traffic		394	145	11	11	145

All of the study intersections will operate at the same level of service as existing conditions. Therefore, the addition of construction traffic will not cause significant impacts on traffic operations at intersections. No physical changes during construction are needed.

2.3 Heavy Haul Routes and Construction Truck Traffic

During the peak construction phase, a maximum of 42 delivery/haul trucks will be required each day. The A2PP proposes to use the following heavy haul routes:

- Route 1 (from SR 99): Crows Landing Road and Almond Power Plant access road
- Route 2 (from Interstate [I]-5): Crows Landing Road and Almond Power Plant access road

Neither route will require any new construction.

There are frequent trucks on the freeways (SR 99 and I-5) and Crows Landing Road. The only potential impact on the heavy haul routes is at the driveway entrance on Crows Landing Road. Traffic control will be managed with signing, as discussed in the next section.

SECTION 3

Key Traffic Control Issues

A2PP COC TRANS-2 includes a number of requirements for the project owner to address:

- Timing of heavy equipment and building materials deliveries and related hauling routes
- Redirecting construction traffic with a flag person
- Signing, lighting, and traffic control device placement
- Timing of construction work hours and arrival/departure intervals outside of peak traffic periods
- Ensuring safe access to the main entrance
- Ensuring access for emergency vehicles to the project site
- Closing of travel lanes on a temporary basis
- Ensuring access to adjacent commercial and industrial properties during the construction of all linears
- Devising a construction workforce ride-sharing plan
- Providing a shuttle service from the most distant off-street parking areas

The approach for each traffic control item is discussed in the sections below.

3.1 Timing of Deliveries and Hauling Routes

It is expected that most deliveries will occur between approximately 7:00 a.m. and 3:30 p.m. Deliveries will be evenly spaced so that truck traffic will generally avoid peak periods. Other than the proposed signs discussed in Section 3.3, no traffic control changes are anticipated.

3.2 Redirecting Construction Traffic with a Flag Person

No roadway closures are anticipated. Therefore, there are no applicable Caltrans, Stanilaus County, or City of Ceres requirements for a flag person to maintain traffic, based on the impacts addressed in this TCIP. If linear improvements require lane closures, Caltrans has a variety of typical applications for workzones, including closures with and without flaggers.

3.3 Signing, Lighting, and Traffic Control Device Placement

No changes to existing lighting or traffic control devices are anticipated. Therefore, there are no applicable Caltrans, Stanilaus County, or City of Ceres requirements for lighting or traffic control devices, based on the impacts addressed in this TCIP.

Nevertheless, TID will install signs on Crows Landing Road to warn motorists of construction trucks entering or exiting the site. The type and proposed location of these signs are illustrated on Figure 4. The TRUCKS ENTERING EXITING signs (Caltrans C44 CA]) will be located on each side of Crows Landing Road approximately 200 feet from the power plant access road, as specified in the California Manual on Uniform Traffic Control Devices.

As shown on Figure 5, there are no existing signs on Crows Landing Road, which would obstruct the views of the A2PP signs. On the west side of Crows Landing Road (adjacent to the south bound lane) the only existing features within or immediately adjacent to the road right-of-way are TID utility poles. On the east side of Crows Landing Road (adjacent to the north bound lane) there is one sign located south of the power plant access road. The TRUCKS ENTERING AND EXITING sign for the A2PP will be located south of the existing sign so the A2PP sign will not be obstructed.

In addition, to prevent the public from entering the project construction area from the east via TID's Lateral #2 canal, TID will install a NO PUBLIC ACCESS sign at the northeast corner of its existing Almond Power Plant. The location of the sign is depicted on Figure 4. Additional signage prohibiting public access is not needed at the entrance to the power plant access road, since there are existing TID signs preventing public access. As shown on Figure 4, at the entrance to the power plant access road, there is a PRIVATE ROAD NO TRESPASSING sign. In addition, there are NO PARKING signs and AUTHORIZED VEHICLES ONLY signs along Lateral 2 canal, which parallels the access road.

3.4 Construction Work Hours

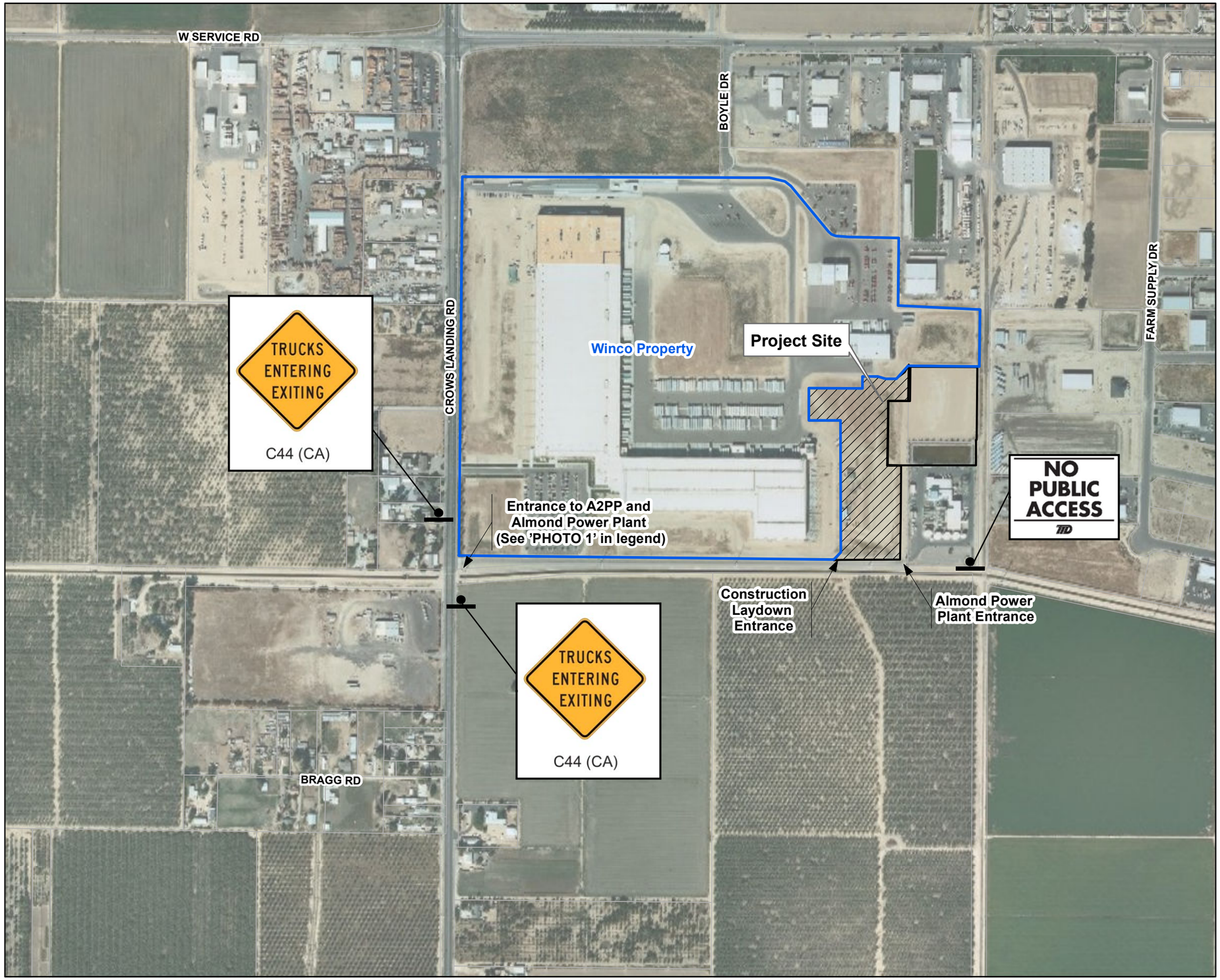
The construction will occur 8 hours a day between approximately 7:00 a.m. and 3:30 p.m. Therefore, the inbound worker trips will occur before the morning peak hour for existing traffic and the outbound worker trips will occur before the evening peak hour traffic. For reference, the existing morning peak period occurs from 7:00 a.m. to 9:00 a.m. and evening peak period from 4:00 p.m. to 6:00 p.m. (City of Ceres, 2008).

3.5 Main Entrance Access

Safety at the main entrance will be addressed by prohibiting stopping, parking, and storage of construction material near the entrance.

3.6 Emergency Vehicle Access

No special traffic control issues have been identified relative to emergency access. While no road closures are anticipated, the contractor is required to notify local emergency service providers about road closures and suggest alternate detour routes. Although it is not expected that access to commercial or residential properties will be affected, the contractor is required to notify affected parties as necessary to ensure access to their properties will not be affected during construction.



LEGEND

Construction Sign

PHOTO 1

This map was compiled from various scale source data and maps and is intended for use as only an approximate representation of actual locations.

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FIGURE 4
CONSTRUCTION SIGN PLACEMENT
TURLOCK IRRIGATION DISTRICT
TURLOCK, CALIFORNIA

View from the east side of Crows Landing Road, looking south, approximately 200' from the power plant access road

View from the west side of Crows Landing Road, looking south, approximately 200' from the power plant access road

FIGURE 5
PHOTOS OF VIEW FROM PLANT ENTRANCE
ALMOND 2 POWER PLANT
CERES, CALIFORNIA

3.7 Temporary Lane Closures

No temporary lane closures are anticipated.

3.8 Access to Adjacent Properties

Construction of the linear facilities may temporarily affect access to adjacent properties. However, as noted in Sections 1.1 and 2.2, this TCIP does not address specific traffic control measures for the gas pipeline, and the construction of the transmission line will not affect roadways or access.

In general, coordination with the residents and business owners will be necessary when access to driveways cannot be maintained. It is expected that impacts to driveways will be short term. TID and its contractor will notify business owners prior to construction of any linear facilities that may affect access. TID and its contractor will work with business owners to lesson inconveniences as much as possible. Business owners will also be provided the name of a contact person and phone number should they have questions or concerns during the construction effort.

3.9 Construction Workforce Ridesharing Plan

A ridesharing plan will also promote carpooling among construction workers by helping match those who wish to share rides to and from the same destination. The contractor will provide a signup sheet in a common area for possible commute partners to find a match.

3.10 Parking Shuttle Service

The A2PP will have a 6.4-acre laydown area, which will serve as a parking and staging area during construction. The laydown area will be adjacent to the western border of the proposed A2PP site within the WinCo property, on land that was historically used for agriculture. Recently, the area has been used by WinCo as a laydown area, borrow pit, and stormwater pond for the WinCo distribution center to the west of the A2PP.

Given the proximity of the parking area, a shuttle service will not be required.

SECTION 4

School District Coordination

Three bus stops are on Crows Landing Road in the vicinity of the A2PP that service schools operated by the Ceres Unified School District. A TID representative contacted Mr. Ken Hines with the Ceres Unified School District Transportation Department to discuss the construction of the A2PP and the increase in traffic on Crows Landing Road resulting from construction workers and truck deliveries (Hines, 2010). Mr. Hines was not concerned with construction of the power plant and the additional traffic on Crows Landing Road. However, he is concerned with construction of the gas pipeline and the potential it may have to disrupt school bus transportation. A meeting will be held with Mr. Hines prior to construction of the gas pipeline to discuss the construction schedule and the school bus pickup and delivery points that may be located along the pipeline route. Efforts will be made to ensure that school bus transportation is not disrupted because of pipeline construction. The coordination efforts will be detailed in the TCIP prepared for gas pipeline construction.

SECTION 5

Agency Consultation

As required by Condition of Certification TRANS-2, the A2PP Traffic Control and Implementation Plan for the A2PP power plant and transmission line was submitted to the City of Ceres, Caltrans, the California Highway Patrol, and Stanislaus County. A copy of the transmittal letter to the agencies is included in Attachment 1. The only agency which provided comments, was Stanislaus County. A copy of the County's comment letter is also included in Attachment 1. The County's comments pertained to proposed language changes to Condition TRANS-2. The proposed changes sought to include reference to Stanislaus County where it was inadvertently omitted. The changes did not modify the intent of the Condition.

SECTION 6

References

City of Ceres. 2008. *West Ceres Specific Plan Opportunities and Constraints Analysis Report*. City of Ceres and Wood Rodgers May. http://www.ci.ceres.ca.us/ 40634.html# WestCeres SpecificPlan

Hines, Ken/Ceres Unified School District Transportation Department. 2010. Personal communication with Susan Strachan/Strachan Consulting. November 8.

Mazariegos, Leisser/City of Ceres, Public Works Department, Engineering Division. 2010. Personal communication with Mary Finn/CH2M HILL. November 15.

Stanislaus County. 2007. Standards and Specifications. Department of Public Works. http://www.co.stanislaus.ca.us/publicworks/pdf/2007_Imp_stand.pdf

California Department of Transportation (Caltrans). 2006. *California Manual on Uniform Traffic Control Devices.* Accessed in December 2010. http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/ca_mutcd.htm

ATTACHMENT 1

Communications With Local Agencies

CH2M HILL
2485 Natomas Park Drive
Suite 600
Sacramento, CA 95833
Tel 916.920.0300
Fax 916.920.8463

A2PP2010-010CH2M

August 16, 2010

Ms. Nancy Krigbaum, Transportation Department
Ceres Unified School District
P.O. Box 307, Ceres, CA 95307

Mr. Matt Machado, Public Works Director
Stanislaus County Public Works Department
1716 Morgan Road, Modesto, CA 95358

Mr. Glenn Gebhardt, Public Works Director
City of Ceres Public Works Department
2220 Hackett Road, Ceres, CA 95307

Officer on Duty
Caltrans Northern Region Transportation Permits Office
P.O. Box 942874, MS # 41, Sacramento, CA 94274-0001

Sergeant Ashby
California Highway Patrol
4030 Kiernan Avenue, Modesto, CA 95356

SUBJECT: TID A2PP (09-AFC-2C) TRANS-1 School Bus Stops, TRANS-2 Traffic Control Plan, TRANS-3 Road Mitigation Plan

Please find attached for your review the Construction Traffic Control and Implementation Plan for the TID A2PP project pursuant to COCs TRANS-1, 2, and 3. The School Bus Stops, Traffic Control Plan, and Road Mitigation Plan have all been included in the Construction Traffic Control and Implementation Plan.

Should you have any questions regarding this submittal, please do not hesitate to contact me at 916-286-0249. Thank you.

Sincerely,
CH2M HILL

Sarah Madams
Project Manager

Stanislaus County
Striving to be the Best

DEPARTMENT OF PUBLIC WORKS

Matt Machado, PE
Director

Laurie Barton, PE
Deputy Director, Engineering/Operations

Diane Haugh
Assistant Director, Business/Finance

1716 Morgan Road, Modesto, CA 95358
Phone: 209.525.4130 Fax: 209.525.4120

Email: publicworks@stancounty.com
www.stancounty.com/publicworks

September 10, 2010

Ms. Sarah Madams, Project Manager
CH2M Hill
2485 Natomas Park Drive
Suite 600
Sacramento, CA 95833

SUBJECT: TID A2PP (09-AFC-2C) TRANS-1 School Bus Stops, TRANS-2 Traffic Control Plan, TRANS-3 Road Mitigation Plan

Please find attached Stanislaus County's comments for the Construction Traffic Control and Implementation Plan for the TID A2PP project.

If you have any questions regarding the comments, please contact me at (209) 525-4126 or via email at andrew.malizia@stancounty.com.

Sincerely,

Andrew Malizia, PE
Assistant Engineer
Traffic Division

Enclosure

b) Redirecting construction traffic with a flag person;

c) Signing, lighting, and traffic control device placement;

d) Timing of construction work hours and arrival/departure intervals outside of peak traffic periods

e) Ensuring safe access to the main entrance

f) Ensuring access for emergency vehicles to the project site

g) Ensuring access to adjacent commercial and industrial properties during the construction of all linears

h) Devising a construction workforce ride-sharing plan

i) Providing a shuttle service from the most distant off-street parking areas

The project owner shall submit the proposed traffic control and implementation plan to the City of Ceres, Stanislaus County and Caltrans for review and comment. The project owner shall provide to the CPM a copy of the transmittal letter submitted to the city of Ceres and Caltrans requesting their review of the traffic control and implementation plan. The project owner shall provide any comment letters to the CPM for review and approval.

STANISLAUS COUNTY

Verification: At least 60 days prior to start of site mobilization, the project owner shall provide to the city of Ceres; Caltrans; and the California Highway Patrol (CHP) for review and comment and to the CPM for review and approval, a copy of the construction traffic control plan. The plan must document consultation with these agencies. If no comments are received from the city of Ceres, Stanislaus County, Caltrans, or the California Highway Patrol within 30 days of submittal, the project owner may proceed with preparation of the final plan.

STANISLAUS COUNTY

2.3 Road Mitigation Plan

TRANS-3 Prior to site mobilization activities, the project owner shall prepare a mitigation plan for Crows Landing Road; Service Road; Whitmore Avenue; Hatch Road; and Mitchell Road. The intent of this plan is to ensure that if these roadways are damaged by project construction, they will be repaired and reconstructed to original or as near original condition as possible. This plan shall include:

a) Documentation of the pre-construction condition of Crows Landing Road; Service Road; Whitmore Avenue; Hatch Road, and Mitchell Road. Prior to the start of site mobilization, the project owner shall provide to the CPM photographs or videotape of these roadways.

b) Documentation of any portions of Crows Landing Road; Service Road; Whitmore Avenue; Hatch Road; and Mitchell Road that may be