
Appendix R

Preliminary Traffic Plan and Control

November 1, 2023

Preliminary Traffic Plan and Control SoCalGas Ventura Compressor Modernization

Purpose

This document provides the preliminary high-level approach to controlling traffic into and out of the SoCalGas Ventura compressor station (herein referred to as **Project Site**), including vehicle entry and exit, plan for offsite parking and storage, and critical deliveries for traffic and deliveries that may impact normal traffic flow in the vicinity of the Project Site.

Overview

In general, normal construction activities will be anticipated at the Project Site Monday through Friday, between the hours of 7:00 am and 5:00 pm (with the potential to shift plus or minus an hour to account for daylight or weather constraints) with traffic into and out of the Project Site 30 minutes before and 30 minutes after the stated working hours. On occasion, weekends and additional hours may be required to meet operation restrictions and testing requirements. The following vehicular traffic is anticipated and further discussed below:

- Craft and supervisory vehicle traffic into and out of the Project Site.
- Shipments of equipment and materials into the Project Site (and associated vehicles exiting the Project Site).
- Shipment of construction disposal/spoils and demolished materials exiting the Project Site.

Although the current primary access to the Project Site is stationed on North Olive St., SoCalGas plans to rent space (herein referred to as **Staging Area**) immediately adjacent to the Project Site (see Figure 1 and attached drawing 33900-1908-D-SKT) for the following uses:

- Temporary office trailers for construction staff.
- Craft and supervisory vehicle parking and break/lunch area(s).
- Temporary construction entrance and exit to the project site.
- Receipt and long-term storage of materials and equipment (both construction equipment and materials, as well as equipment and materials required for the proposed project).
- Drawing 33900-1908-D-SKT applies to project Phases 1 – 12, i.e., all phases.

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FIGURE 1 – ACCESS TO PROJECT SITE AND STAGING AREA

As noted in Phase 1 of the following construction phasing, a ramp will be constructed between the Project Site and the Staging Area at an existing gate between the two properties. Once this ramp is built, the primary access to the Project Site will be through the Staging Area, and the

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primary access to the Staging Area will be from West Stanley Ave. (east of California State Route 33) (refer to attached drawing 33900-1909-D-SKT). It is anticipated that:

- Construction craft and project personnel will park within the Staging Area and enter and exit the Project Site by foot or vehicle through the gate using the ramp.
- Equipment and material deliveries will be to the Staging Area, where the equipment and materials will be stored. When construction personnel are ready for specific equipment and materials, they will be loaded onto an appropriately sized transporter and transported to the Project Site through the gate using the ramp. With the following exception:
 - Construction equipment and trucks required to build the ramp. In this case, the equipment and trucks required to build the ramp may enter through the North Olive St. Entrance until the ramp is complete. The ramp will be one of the first construction activities to be completed on the project once mobilized.
 - Equipment and materials too large or heavy to pass over the ramp between the Staging Area and Project Site. In these cases, it may be necessary to direct such shipments to the Project Site through the existing North Olive St. entrance. Further details regarding this scenario are provided in this memo.
- Drawing 33900-1909-D-SKT applies to project Phases 1, 4, 6, and 12.

To aid in minimizing the impacts on traffic and the probability of traffic incidents when entering and exiting the West Staley Ave. access to the Staging Area, flagger(s) may be used in the mornings (when construction personnel arrive at the Staging Area) and in the afternoons (when construction personnel leave the Staging Area) and during timeframes when equipment and material shipments are arriving and exiting the Staging Area if there is heavy traffic present.

The traffic considerations noted above will be achieved through:

- Identifying any project equipment and materials during the engineering phase (and before construction mobilization) that may require entrance to the Project Site through North Olive St. Communications and planning of traffic control requirements are to be refined and approved with all appropriate parties.
- Training of project and construction personnel outlining parking requirements.

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- Developing and providing detailed shipping instructions for the shippers of construction and project equipment and materials regarding the appropriate Project Site entrance and exit location(s).

Throughout construction phases, the following Project Best Management Practices (BMPs) will be further developed and adhered to:

- BMP-TRA-1 – Construction Traffic Control Plan
- BMP-TRA-2 – Project Access Roads
- BMP-NOI-1 – Compliance with Noise Ordinance

Phase 1 – Site Preparation / Subsurface Exploration

Upon construction mobilization for Phase 1, construction personnel are anticipated to enter the Project Site through the North Olive St. entrance to commence construction of the ramp between the Project Site and the Staging Area. During this time required for the ramp build-out, the primary entry to / exit from the Project Site being on North Olive St., no specific traffic controls are envisioned to be required.

Once the ramp is completed, vehicles and personnel can safely use the ramp; the primary entrance into and out of the Project Site will be through the Staging Area.

Phase 2 – Existing Project Site Demolition

Phase 2 construction personnel, equipment, and deliveries are anticipated to continue access to/from the Project Site through the Staging Area as outlined above.

Phase 3 – Site Preparation and Rough Grading

Phase 3 construction personnel, equipment, and deliveries are anticipated to continue access to/from the Project Site through the Staging Area as outlined above.

Phase 4 – Foundations

Phase 4 construction personnel and equipment supporting construction activities at the Project Site will continue to access the Project Site through the Staging Area as outlined above.

Major project equipment and materials deliveries are anticipated to start in Phase 4. Cranes and other lifting and storage equipment will be mobilized to the Staging Area (through West Stanley Ave.). At that time, appropriate signage and flaggers will be mobilized at West Stanley Ave. should

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traffic need to be temporarily halted while the transporter makes the turn off West Stanley Ave. into the Staging Area. Flaggers will be present when the truck exits and turns back onto West Stanley Ave. from the Staging area after the offloading equipment and materials.

Phase 5 - Trenching / Undergrounds

Phase 5 construction personnel, equipment and deliveries supporting construction activities at the Project Site will continue to access the Project Site through the Staging Area as outlined above.

Phase 6 - Equipment, Structural Steel & Building Erection, Piping

Phase 6 construction personnel, most of the equipment and deliveries supporting construction activities at the Project Site will continue to access the Project Site through the Staging Area as outlined above.

Much of the equipment and materials installed during Phase 6 construction activities will be loaded onto transporters (which will have entered the Staging Area through West Stanley Ave.), and these transporters will transport the required equipment and materials directly to the Project Site via the gate/ramp at the property line. Once offloaded, the transporters will return from the Project Site to the Staging Area using the same access.

Larger equipment (as summarized below) may be too large and heavy to use the gate/ramp at the Project Site / Staging Area property line – this will be confirmed once the engineering and design of the equipment and ramp are completed before equipment fabrication and delivery to the Project Site. A crane will load the transporter in the Staging Area in these cases, and the transporter will exit the Staging Area to West Stanley Ave., travel eastbound, and then turn southbound on North Olive St. The transporter will travel to the south entrance of the Project Site (approximately 1,100 feet south of West Stanley Ave.). The transporter will enter the Project Site at this location. At that point, it will be offloaded and, where possible, return to the Staging Area through the gate/ramp at the west side of the Project Site (otherwise, if too large, the transporter will exit the Project Site back onto North Olive St., turning north).

For these larger shipments requiring travel through the Project Site's North Olive St. entrance, it is assumed that due to the potential size and length of the transporter(s) and their loads, lanes of traffic may need to be temporarily shut down for a short time to clear the area for the equipment to be offloaded. During the engineering phase of the project and once the equipment and transport size is further verified, the extent and timing of impacts on traffic will be quantified, and detailed traffic control plans will be developed. But, at a minimum, prior advisement of the local community and school and appropriate approvals from the City of Ventura will be requested and received

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before equipment is moved to the Project Site in this manner. Additionally, access to these transports to West Stanley Ave. and North Olive St. can be coordinated around non-peak travel times along these routes, including after-hours and weekends (provided appropriate BMPs are adhered to). Examples of project equipment and materials that may need to use the North Olive St. entrance to the Project Site include, but are not limited to:

- Gas Compressors (and associated larger components such as the exhaust stack)
- Power Distribution Center (PDC) Building
- Gas Discharge Coolers
- Sections of the new gas compressor building, warehouse building, and office building

Phase 7 – Electrical & Instrumentation

Phase 7 construction personnel, equipment, and deliveries supporting construction activities at the Project Site will continue to access the Project Site through the Staging Area as outlined above.

Phase 8 – Paving

Phase 8 construction personnel, equipment, and deliveries supporting construction activities at the Project Site will continue to access the Project Site through the Staging Area as outlined above.

Phase 9 – Painting / Insulation

Phase 9 construction personnel, equipment, and deliveries supporting construction activities at the Project Site will continue to access the Project Site through the Staging Area as outlined above.

Phase 10 – Commissioning, Startup & Testing

Any remaining Phase 10 construction and commissioning/testing personnel and equipment will continue to access the Project Site through the Staging Area as outlined above.

Phase 11 – Post-Construction / Site Restoration

Phase 11 construction personnel, equipment, and deliveries supporting post-construction and site restoration activities at the Project Site will continue to access the Project Site through the Staging Area as outlined above.

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Phase 12 - Decommissioning / Demolition

Phase 12 construction personnel and equipment supporting decommissioning and demolition activities Project Site will continue to access the Project Site through the Staging Area as outlined above.

However, towards the end of Phase 12, the ramp used throughout the project to provide direct access between the Project Site and Staging Area will be removed, and construction of a cinder block wall between the Project Site and Staging Area will be completed. This ramp removal will be completed as the site workforce decreases, major equipment and material deliveries are complete, and much of the large construction equipment has been removed from the Project Site (through the Staging Area). From that point forward, all construction traffic will enter and exit the Project Site through North Olive St., with no anticipated notable impacts to traffic.

