

Southern California Edison
Presidential Substation Project A.08-12-023

DATA REQUEST SET Presidential ED-03 (Part 3)

To: CPUC
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Title: Engineer
Dated: 05/19/2009

Question 14:

Project Description

For the acceleration and deceleration lanes on Olsen Road. How wide would the lane be? Would Olsen Road need to be widened? Describe any construction activities that would need to occur to install/make the acceleration and deceleration lanes on Olsen Road. Any permits required for this component of the Proposed Project? Update construction equipment table/personnel/emissions and required staff as necessary.

Response to Question 14:

The acceleration and deceleration lanes are anticipated to be a maximum of 12-foot wide. Detailed discussions with the City of Thousand Oaks would be required at the appropriate time to verify the ultimate width of this lane.

Olsen Road would be widened along the length of the acceleration and deceleration lanes. The length of the acceleration lane would be approximately 215 feet. The length of the deceleration lane would be approximately 220 feet.

Construction activities would consist of the removal of the curb and gutter, the metal guardrails and wood posts, and a small strip of asphalt concrete pavement. The area designated for these lanes would be graded and compacted to the city required standards prior to the placement of a new pavement section. New curb and gutter, which define the new lanes, will be constructed along the south side of Olson Road.

An encroachment permit from the City of Thousand Oaks would be issued after the approval of street improvement plans and a temporary traffic control plan. The traffic plan would be required to merge traffic away from these new lanes during the construction phase. It is anticipated that a new striping lane will be needed to direct non-Edison traffic from entering this deceleration/acceleration lane.

Because Edison has not yet had detailed discussions at this stage of the project on this specific issue with the City of Thousand Oaks, Engineering and Traffic Divisions, the above description offers the most practical method of design and construction. This is subject to change and final approval from this agency.

With respect to the request to "update construction equipment table/personnel/emissions and required staff as necessary", please note that SCE will be submitting a revised PEA Table 3.3 - Construction Equipment Use Estimations to the CPUC in mid-July 2009, which will reflect the construction and personnel information requested in this question and other similar data

request questions asking for updated equipment, personnel and construction information.

Please note, however, that with respect to emissions, the Ventura County Air Quality Assessment Guidelines considers construction-related ozone precursors (reactive organic carbon and NO_x) emissions as temporary, and they are not counted towards the significance thresholds. Likewise, the Ventura County Air Pollution Control District (VCAPCD) recommends minimizing fugitive dust during construction rather than quantifying particulate emissions. Therefore, SCE would implement the VCAPCD-recommended fugitive dust control and ozone precursor control measures as part of its Proposed Project (please see Chapter 3, Project Description for more information). These measures are listed in SCE's PEA in Table 4.3-2, VCAPCD Fugitive Dust and Ozone Precursor Control Measures.