

Southern California Edison
WODUP A.13-10-020

DATA REQUEST SET A.13-10-020 WODUP ED-SCE-10

To: ENERGY DIVISION
Prepared by: Scott Lacy, P.E.
Title: Project Engineer
Dated: 12/05/2014

Question ALT-17c:

Follow-up to ALT-15 (Data Request No. 7, regarding potential Tower Relocation): SCE's response to ALT-15(a) stated the current locations of proposed towers "have been determined based on not only the need to reserve the largest possible amount of ROW available for future expansion, but also to be placed in locations that would allow for the most efficient and safe working environment for the construction of these new towers in close proximity to the existing lines that operate through that corridor."

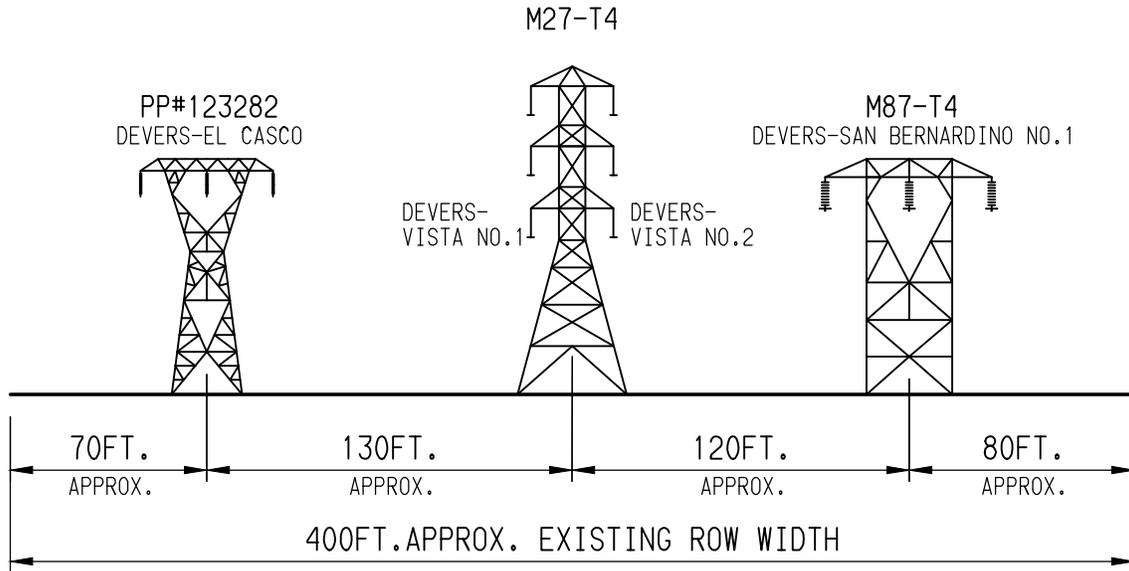
(C) SCE's response to ALT-15 states "If the new tower lines were to be redesigned farther north, to allow for added separation from the southern edge of the ROW, the construction of the northern tower would impinge within the safe working distance away from the existing double-circuit tower line that runs along the north side of Segment 6 and the center of Segment 4. The construction efforts necessary for that tower placement would therefore be significantly extended, because SCE would have to initially build the new southern tower line, string those two new circuits, and then return to the same areas again to perform similar construction activities, such as foundation construction, tower assembly and erection and line stringing, for the second (northern) tower line." What would be the minimum safe working distance from the existing double-circuit tower during construction of the new towers?

Response to Question ALT-17c:

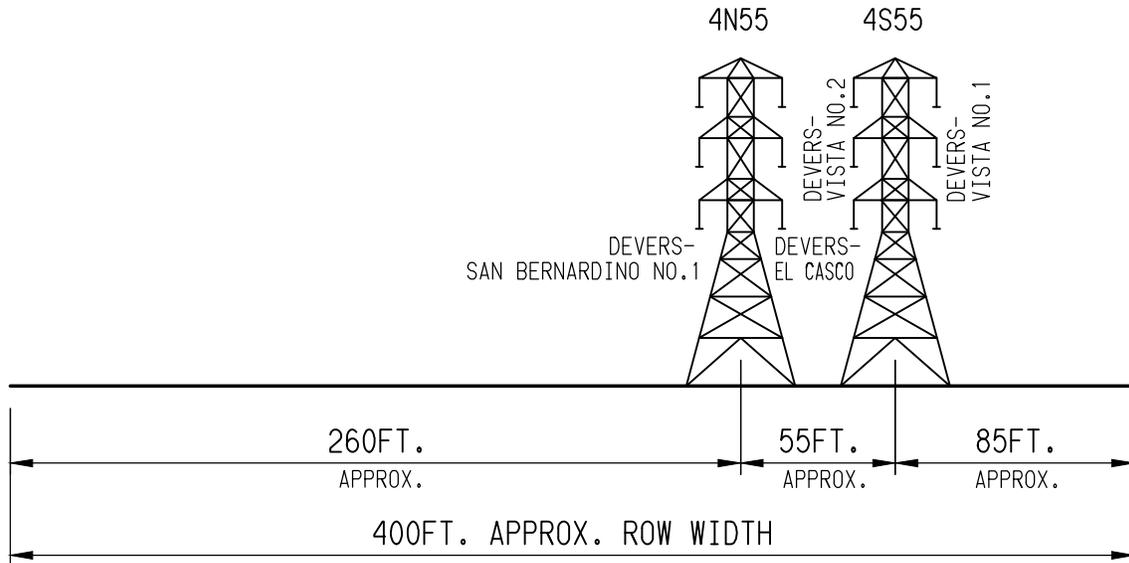
Cal-OSHA requirements (8 CCR Section 2946) require a 10-foot minimum clearance for personnel (Table 1) and a 17-foot clearance for cranes (Table 2). When combined with the 14-foot distance from the center of a typical double-circuit 220kV structure to the end of the crossarm and a 5-foot buffer to account for situations where new towers may be located mid-span in comparison to existing towers, it would be feasible to place the new northern structures no closer than 50 feet, center-to-center, away from (i.e., south of) the existing double-circuit structures ($14 + 14 + 17 + 5 = 50$).

As part of SCE's ongoing engineering efforts, the design distances from the southern right-of-way boundary to the southern tower have been increased through a portion of Segment 4 (essentially from Highland Springs Road to Interstate 10). The five cross-section drawings applicable to Segment 4 that were submitted in response to Data Request Set # 4, Question No. V-3 (dated 04/24/14) have been updated with the most current information and have been attached to this response for informational purposes.

EXISTING CONFIGURATION
LOOKING EAST TOWARD DEVERS SUBSTATION



PROPOSED CONFIGURATION
LOOKING EAST TOWARD DEVERS SUBSTATION



DIMENSIONS TO BE VERIFIED
*PROPOSED AS CONCEPTUAL DESIGN. FINAL CONFIGURATION SUBJECT TO MANAGEMENT'S APPROVAL.

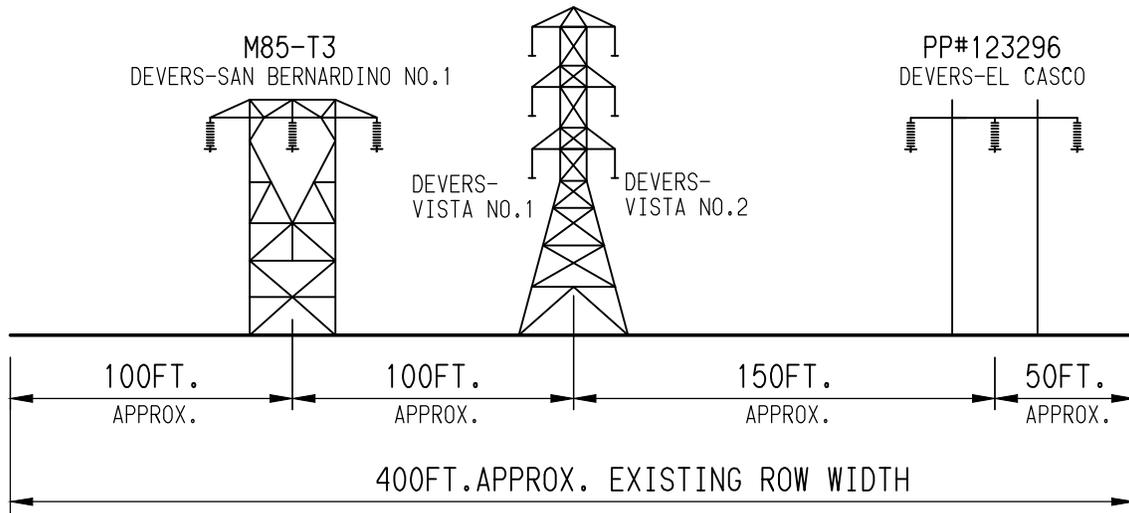
DATE:	12/23/14
MADE BY:	A.PINEDA
FILE NAME:	WOODUP-PEA CROSS SECTIONS.DWG

WEST OF DEVERS PROJECT
SEGMENT 4 CROSS SECTION NO.5



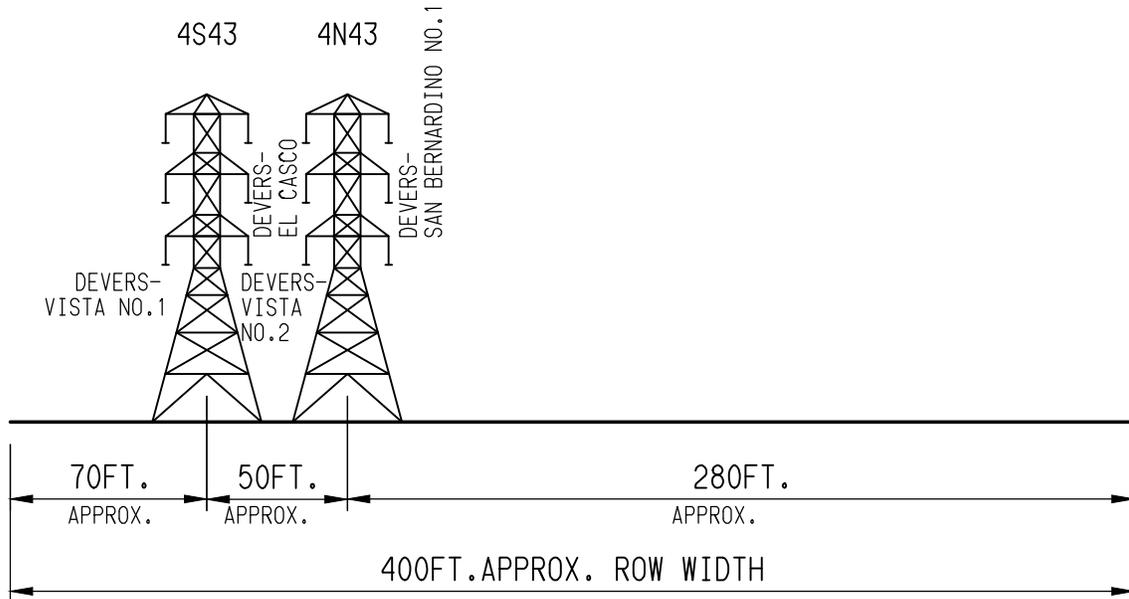
EXISTING CONFIGURATION

LOOKING NORTHWEST TOWARD VISTA SUBSTATION
M25-T3



PROPOSED CONFIGURATION

LOOKING NORTHWEST TOWARD VISTA SUBSTATION



DIMENSIONS TO BE VERIFIED

*PROPOSED AS CONCEPTUAL DESIGN. FINAL CONFIGURATION SUBJECT TO MANAGEMENT'S APPROVAL.

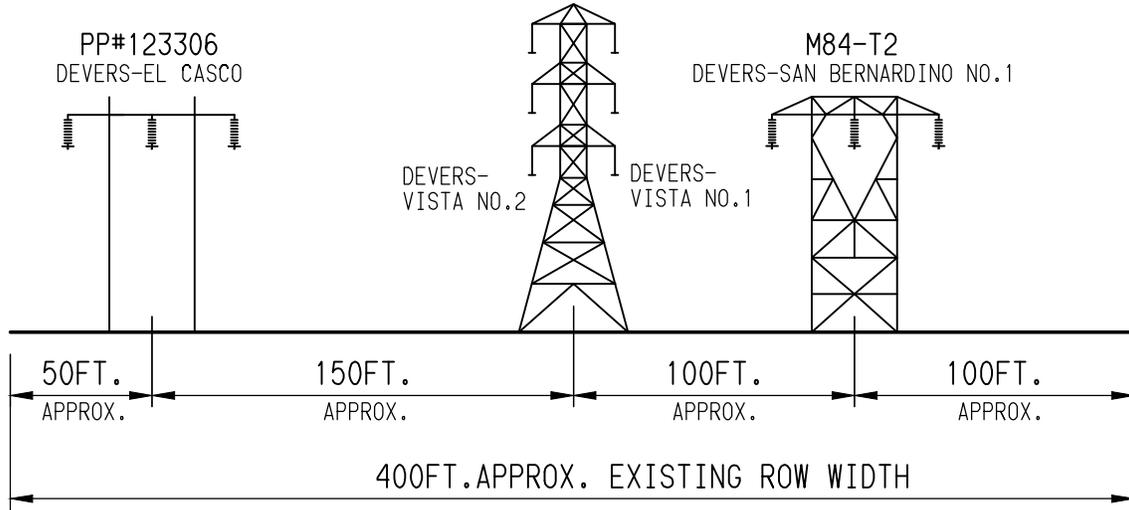
DATE:	12/23/14
MADE BY:	A. PINEDA
FILE NAME:	WOODUP-PEA CROSS SECTIONS.DWG

WEST OF DEVERS PROJECT
SEGMENT 4 CROSS SECTION NO.6



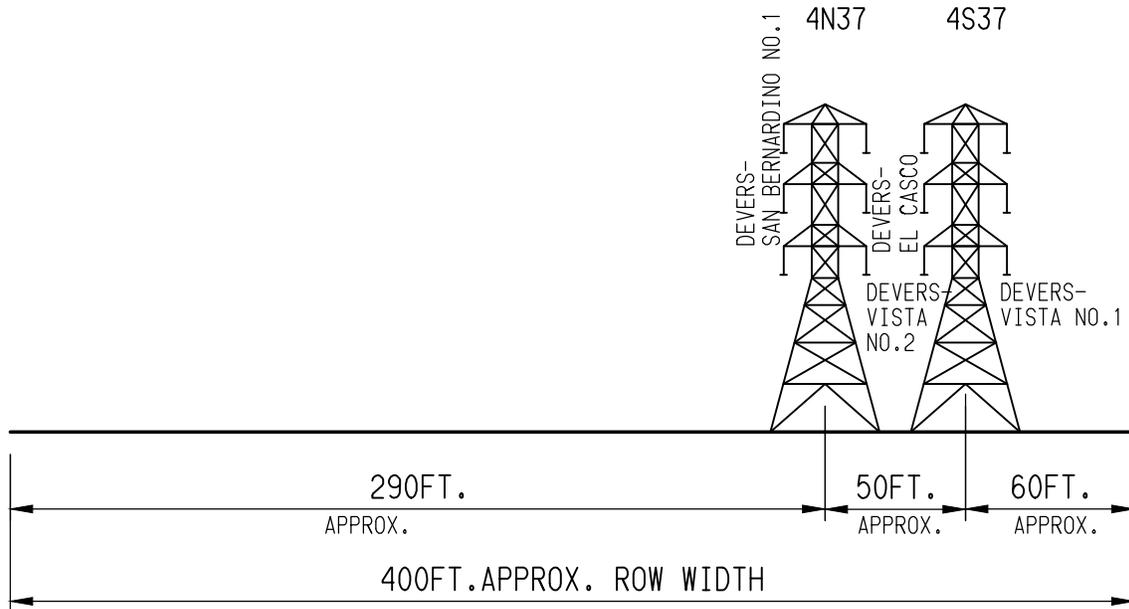
EXISTING CONFIGURATION

LOOKING SOUTHEAST TOWARD DEVERS SUBSTATION
M24-T2



PROPOSED CONFIGURATION

LOOKING SOUTHEAST TOWARD DEVERS SUBSTATION



DIMENSIONS TO BE VERIFIED

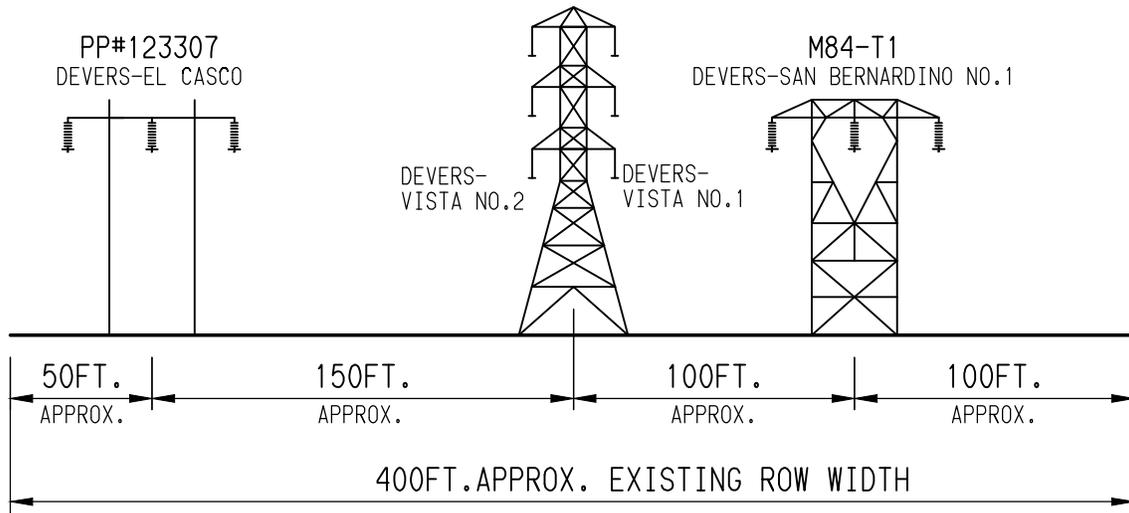
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DATE:	12/23/14
MADE BY:	A.PINEDA
FILE NAME:	WOODUP-PEA CROSS SECTIONS.DWG

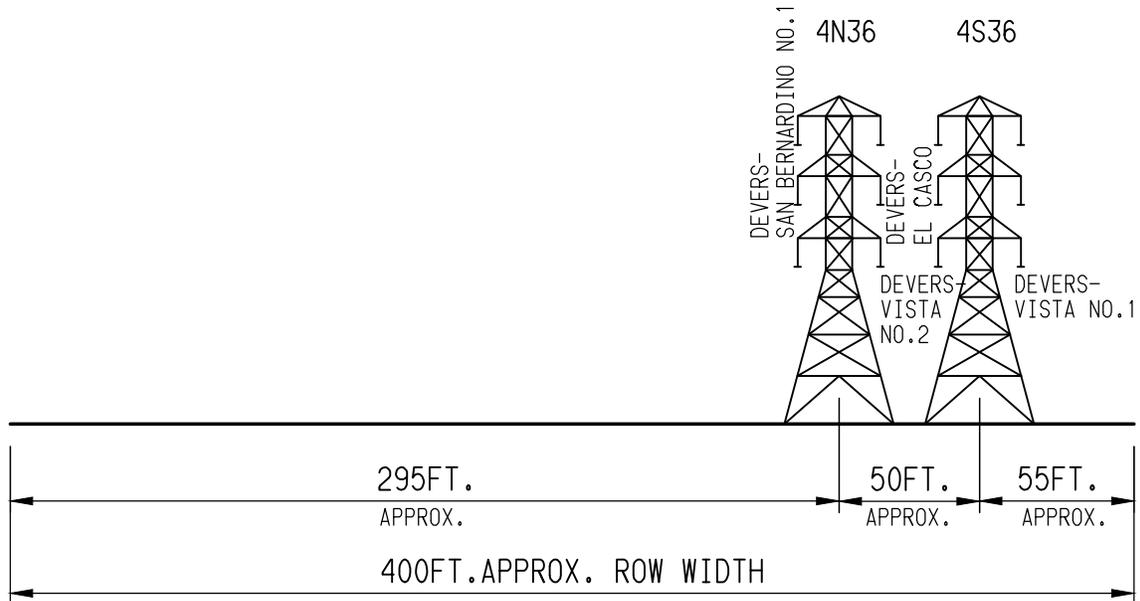
WEST OF DEVERS PROJECT
SEGMENT 4 CROSS SECTION NO.7



EXISTING CONFIGURATION
 LOOKING SOUTHEAST TOWARD DEVERS SUBSTATION
 M24-T1



PROPOSED CONFIGURATION
 LOOKING SOUTHEAST TOWARD DEVERS SUBSTATION



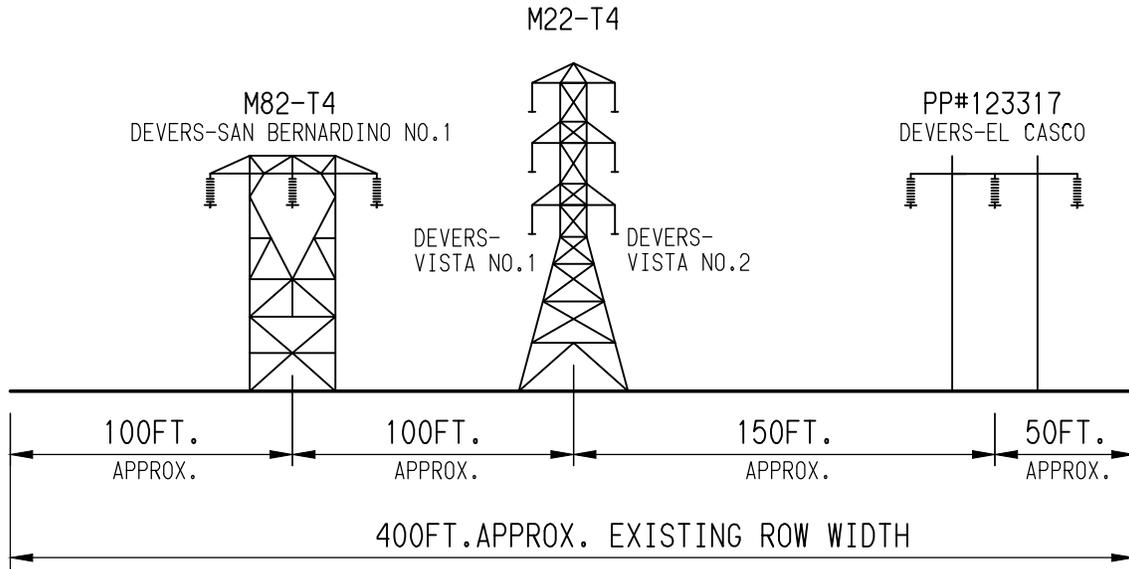
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DATE:	12/23/14
MADE BY:	A.PINEDA
FILE NAME:	WOODUP-PEA CROSS SECTIONS.DWG

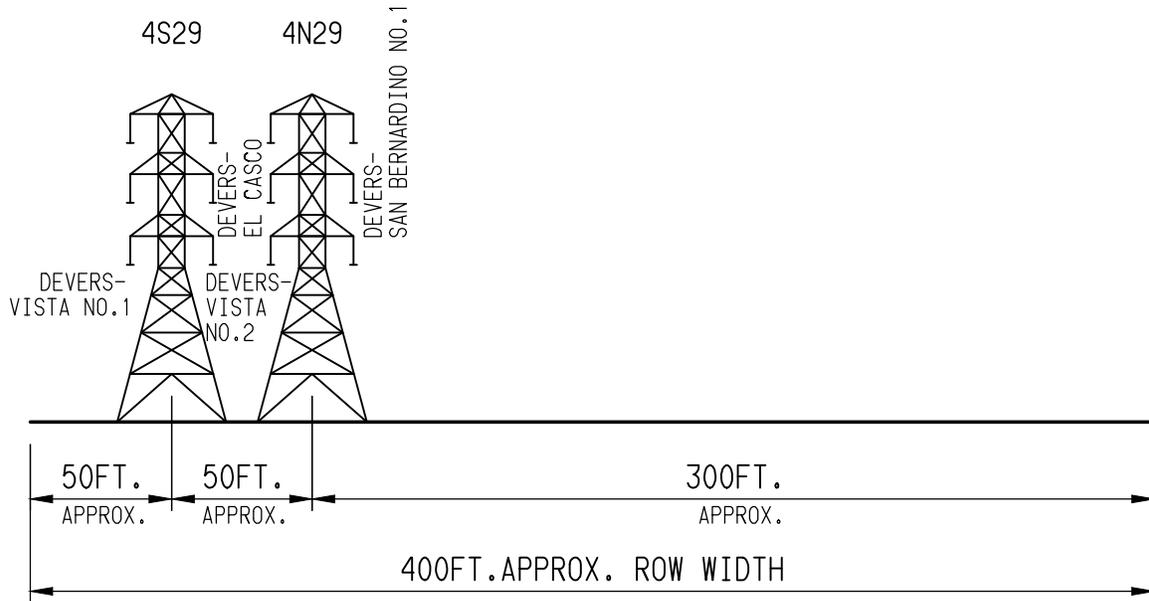
WEST OF DEVERS PROJECT
 SEGMENT 4 CROSS SECTION NO.8



EXISTING CONFIGURATION
LOOKING WEST TOWARD EL CASCO SUBSTATION



PROPOSED CONFIGURATION
LOOKING WEST TOWARD EL CASCO SUBSTATION



DIMENSIONS TO BE VERIFIED
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WEST OF DEVERS PROJECT
SEGMENT 4 CROSS SECTION NO.9

