

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

DATA REQUEST SET Presidential ED-03 (Part 3)

To: CPUC

Prepared by: Kristin Kelly

Title: Project Manager, Transmission Licensing

Dated: 05/19/2009

Question 46:

Alternatives

Alternative Subtransmission Routes – Provide estimated locations, distances and widths for new access road requirements. Describe whether newly constructed access roads would be permanent or temporary, and type of construction activities necessary.

Response to Question 46:

For Alternative Route 1, construction activities would utilize the existing paved roads on Esperance Drive, beginning at Tierra Rejada Road and continuing south for approximately one-half mile. From this point, a new permanent access road would need to be designed, constructed and acquired in order to provide access to the new 66 kV subtransmission structures south to Olsen Road. A portion of this new permanent access road may be achieved by using an existing access road that extends north approximately one-half mile from Olsen Road to an existing water tower.

Construction activities for new access road requirements on this route would typically involve the following: All new access road alignments would first be cleared and grubbed of vegetation. Roads would be blade-graded to remove potholes, ruts, and other surface irregularities, and re-compacted to provide a smooth and dense riding surface capable of supporting heavy construction equipment. The graded road would need to have a minimum drivable width of 14 feet (preferably with 2 feet of shoulder on each side) but may be wider depending on final engineering requirements and field conditions.

It is anticipated that most of the access roads constructed to accommodate new construction for this alternative would be left in place permanently to facilitate future access for operations and maintenance purposes. Gates may need to be installed where required at fenced property lines to restrict general and recreational vehicular access to access road rights-of-way. In some cases, however, construction roads across areas that are not required for future maintenance access would be removed and restored after construction is completed. An example of this type of temporary construction road would be a road constructed to provide access to a splice location during wire-stringing operations. Splice locations are used to remove temporary pulling splices and install permanent splices once the conductor is strung through the stringing travelers located on subtransmission structures.

Access roads to splice locations are sometimes required when a splice location is not accessible from an access or spur road.

For Alternative Route 2, construction activities would utilize the existing paved roads (Madera Road and Olsen Road).