Southern California Edison
WODUP A.13-10-020

DATA REQUEST SET A.13-10-020 WODUP ED-SCE-01

To: ENERGY DIVISION
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Question PD-07:

Project Description

PD-7 In Segment 4 (City of Banning), the preliminary design shows that the proposed new tower alignment shifts from the north edge of the right-of-way to the south edge of the right-of way near structures D-EC 59 and D-V164 (sheet 29) and then later shifts back to the north edge of the right-of-way near structures D-EC 9 and D-V 116 (sheet 40). What predicated this shift to the south? Conversely, what issues would need to be addressed if the alignment were to continue along the north edge of the right-of-way in this line segment?

Response to Question PD-07:

The east end of Segment 4 is consistently designed on the south edge of the right-of-way, as can be seen starting near structures D-EC 62/D-V 167 (sheet 27). Due to a dramatic widening of the right-of-way to the south, adjacent to structures D-EC 60/D-V 164A (sheet 29), it appears that the alignment is briefly in the center or north of the right-of-way near those structures, but the design transitions quickly to a similar southerly alignment within the right-of-way within three spans at structures D-EC57/D-V 162 (sheet 29) and stays in this alignment throughout most of the length of Segment 4 as it continues toward the west.

At the west end of Segment 4, the right-of-way splits, with two separate corridors routing north and south around El Casco Substation. Because the Devers-El Casco and El Casco-San Bernardino 220kV circuits will remain as the sources to El Casco Substation, and the Devers-San Bernardino circuit could be used for additional source line connections in the future, the double-circuit tower line carrying those circuits needs to follow the northerly corridor to make that connection (shown on Sheet 43). That corridor is not wide enough for two tower lines, so the tower line carrying the Devers-Vista #1 and Devers-Vista #2 circuits must continue in the existing corridor that routes around the south of El Casco Substation. Those two corridors converge again approximately 0.5 miles west of El Casco Substation (sheet 43) and the two tower lines then run along the northerly side of the right-of-way along the balance of Segment 3 as it continues toward the west until reaching the San Bernardino Junction area (sheet 63).

The determination to run the new tower lines on the northerly side of the right-of-way in Segment 3 but the southerly side of the right-of-way in Segment 4 resulted from variations of line routing options during the conceptual design phases of the Project, when it was still unclear if an agreement with the Morongo to rebuild the four West of Devers lines in the current Segment 5 area was going to be successful. These alignments within the respective rights-of-way would have simplified line construction options when considering additional bulk transmission line routes (either 220 kV or 500 kV) coming from different locations or routing

through different (and likely new) rights-of-way. After the new ROW Agreement was executed with the Morongo, which enables SCE to keep its transmission facilities located generally where they exist across their property, it was determined that the alignments in Segments 3 and 4 would still be feasible and facilitate construction with minimal line outages, so they were left as conceptually designed.

In addition, the placement of the West of Devers lines in the south side of Segment 4 better facilitates the incorporation of any future lines heading west out of Devers Substation due to the station configuration there and the available getaway corridors near that location, as well as a potential future alignment around the northerly boundaries of the Morongo. Keeping the alignment on the north side of the corridor in Segment 3 similarly allows for any future transmission lines that may be sourced from a new substation location generally south and east of El Casco Substation and running west from there towards Vista, San Bernardino, and Etiwanda Substations, among others in the Inland Empire area. While a specific future project has not been identified, these alignments would essentially provide space in the existing 220 kV corridor for some future project that could be similar to "System Alternative 1" as described in PEA Section 2.1.2.2 (beginning on page 2-4).

Changing the tower line alignment in Segment 4 to a position closer to the north edge would require a significant amount of redesign and could change the number of structures required in this Segment. This would set the Project design schedule back by several months and possibly impact the accuracy of the Draft EIR/EIS, unless its completion was delayed sufficiently to incorporate these changes. There are also some significant topology challenges in the area covered by Sheet 31 that may require additional ground disturbances due to excessive grading needed to create tower and crane pads for two adjacent structures along a stretch of land where only one structure currently exists. On the other hand, the southerly alignment provides opportunities to reuse some existing disturbance areas in this portion of the segment. Further west, through the Beaumont area, the corridor runs between developed housing on both sides, so moving the towers to the other side of the corridor would have an equivalent type of impact to essentially the same number of people, just a different group of them (i.e., the homeowners on the north side of the corridor instead of those on the south side).