

DATA REQUEST SET A.13-10-020 WODUP ED-SCE-02

To: ENERGY DIVISION
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Title: Engineer 2
Dated: 04/02/2014

Question BIO-08c:

Biological Resources

BIO-8 Impact areas.

c. Please indicate if existing access roads have been analyzed for suitability for construction use and verify that the access road impact acreages provided are accurate. The PEA does not discuss road turnouts, turnarounds, or parking areas. Are these areas included in the impact acreages provided? Are curves that need to be widened to accommodate construction vehicle access included in the impact acreages provided?

Response to Question BIO-08c:

The existing access road network has been analyzed for suitability for construction and operations and maintenance activities. All existing access roads are considered permanent impact as they may require some level of improvement due to possible changes in field conditions prior to commencement of construction activities. The road impact acreage includes impacts due to improvements to existing access roads.

The PEA does discuss road turnouts, turnarounds and parking areas. Please see PEA Section 3.2.3.1 Access and Spur Roads, p. 3-87: "New spur roads would be constructed similar to how access roads are described above. The new spur roads would typically have circle-type turnaround areas around the structure location. Where a circle-type turnaround is not practical, an alternative turnaround configuration would be constructed to provide safe ingress/egress of vehicles to access the structure location. It is common to use access roads and turnaround areas for structure access, parking, laydown areas, and as a crane pad set-up area during construction activities. In some instances, the turnaround area would remain as a permanent feature."

Ultimate improvements for all access roads will be finalized during final engineering. It is expected that permanently disturbed areas can be used as turnouts, turnarounds, or parking areas. At locations where the existing curve radius is inadequate to support all construction or operations and maintenance vehicles, additional width will be constructed to accommodate safe travel. At this time, some locations have been identified as requiring widening to accommodate vehicle access and have been included in the acreage impacts. As final engineering proceeds, additional locations where road turnouts, turnarounds, and/or parking areas are required will be identified.