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**PROJECT MEMORANDUM
ANTELOPE-PARDEE TRANSMISSION PROJECT**

To:
From: Vida Strong, Aspen Project Manager
Date: January 14, 2008
Subject: Weekly Report #1: January 7, 2008– January 11, 2008

INSTALLATION OF PRIVATE MOBILE RADIO SYSTEM (PMRS) ON SIERRA PELONA RIDGE

ANF/CPUC/Aspen Environmental Monitor (EM): Marian Kadota, Lynn Stafford

ANF Representative, Marian Kadota, was on site January 11th.
Aspen EM Lynn Stafford, was on site January 11th.

Summary of Activity:

Installation of a Private Mobile Radio System (PMRS) was begun on 1/11/08 by PAR Electrical Contractors, Inc (contractor for the Antelope-Pardee Project) and a communications sub-contractor. The five-man crew arrived at the base of ANF Road 6N08 by 0900. They proceeded to the installation site on top of Sierra Pelona Ridge. The PAR crew completed their work by 1130 hours, and left the site. The communications subcontractor left the site shortly after 1130 after unloading materials and to pick up other equipment needs. He returned to the site at approximately 1400 hours to complete the installation of the antenna and construction of the perimeter fence.

The following construction activities were conducted on Friday, January 11th, 2008:

1. A hole was dug with an auger six feet deep (see Figure 1).
2. A forty-foot utility pole was placed in the hole and secured with dirt (see Figure 2). No concrete was used.

Environmental Training

The four PAR employees and the one communications subcontractor were given environmental training by biological monitor, Brian Arnold, at the base of ANF Road 6N08 before driving to the site. The training emphasized the need to avoid damage to trees and other vegetation during the five-mile access to the site, and to avoid vehicle activity off pre-existing roads.

Environmental Compliance Activities

1. A biological and an archaeological monitor were present during the day's installation activity.
2. A dead pine tree blocked the access Road 6N08 at Mile 2.7. This tree was part of a plantation in the vicinity of Artesian Springs Campground. The tree was hauled off the road by the PAR crew using the line truck and left in place (see Figure 3). No other vegetation was disturbed.
3. The line truck, being the largest and longest vehicle in the six-vehicle party, proceeded carefully up the five-mile access Road 6N08, avoiding adjacent trees and other vegetation. No vehicle went off-road at any time during the construction activity or during entrance and egress; however, there was some minor rutting created by the vehicles given the muddy conditions.



4. At the installation site on Sierra Pelona Ridge, all vehicles remained on the road and pull-outs.
5. Before installation activities began, the biological monitor examined the site and ensured that no wild-life was present. A small cluster of rodent holes was marked for avoidance during the building of the perimeter fence (see Figure 4). The site vegetation consisted of grasses and forbs (buckwheat and California aster) less than six inches high (see Figure 5). The contractor was notified that the rodent holes shall be avoided during equipment installation over the weekend.
6. During the augering of the utility pole hole, both the biological and archaeological monitors observed no evidence of wildlife and no artifacts were found.
7. The contractor had planned to use silver galvanized cyclone fencing and was informed by the Forest Service administrator that the fencing needed to be black. He said that it would not be a big problem to change. The structure holding the equipment will be brown.
8. The Forest Service administrator talked with the monitors and it was decided they did not have to be on site during the remainder of the installation and construction of the improvements. A Forest Service administrator will complete a follow-up inspection once all the improvements are in place. (Expected completion date is January 18, 2008.)
9. SCE subcontractors were notified that the barriers shall be in place at the junction of Bouquet Canyon Road and 6N08. Even if the barriers are pushed to the side on arrival, SCE representatives need to place them back on the road to prevent the general public from entering. Eventually the District intends to install a gate, but until this is done, the barriers need to be in place.