

PUBLIC UTILITIES COMMISSION505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298

August 27, 2008

Donald Johnson
Project Manager
Southern California Edison
2131 Walnut Grove Ave.
Rosemead, C 911770

RE: SCE Antelope-Pardee 500 kV Transmission Project, Segment 1 – Variance Request #8

Dear Mr. Johnson,

On August 21, Southern Californian Edison (SCE) submitted Variance Request #8 requesting modification to the guard setup at the high voltage transmission line crossing between Construction Towers 22 and 23, also known as the Haskell Canyon Line Crossing in Segment 1, Section 1. This modification request was originally submitted as Variance Request #5, also known as the Haskell Canyon Combined Request, but has since been broken up into separate variance requests. **This Variance Request is approved by CPUC for the proposed activities based on the following factors:**

The modification will be to the guard setup at the high voltage transmission line crossing between Structures 22 and 23, also known as the Haskell Canyon Line Crossing. Removal of the wire on the old Santa Clara to Vincent 500kV line will occur over energized lines. The inability to obtain an outage calls for additional safety measures in guarding the lines. The same guard structures will remain in place for guarding the installation of new conductor and overhead ground wires for the Santa Clara – Vincent and the Antelope – Pardee 500kV double circuit lines.

The lines to be guarded include:

- SYLMAR – CELILO 1000kV line (Referred to as the DC Line)
- OWENS GORGE / RINALDI 230kV line
- CASTAIC / OLIVE #1 230kV line
- CASTAIC / Sylmar #1 230kV line
- CASTAIC / RINALOI #1 230kV line (These 4 lines will be referred to as the QUAD Lines)
- POWER PLANT / OLIVE #1 115kV line
- POWER PLANT / OLIVE #2 115kV line (Referred to as the Double Circuit Lines)

The lines will be guarded through the installation of four (4) guard poles of approximately 175-foot height with down guys (guy wires) and anchors located out at a 1:1 ratio, and the use of two (2) cranes. Both the cranes and the two (2) sets of guard poles will be connected with a ¾-inch cable to complete the guard arm setup.

One of the guard poles will require a new temporary road and crane pad so that the equipment needed to drill the guard pole hole can access the location and perform the work. A second temporary road will also be needed to access one of the other guard poles for drilling and pole setting. The remaining two guard poles will be accessed via existing roads and disturbance areas previously depicted for guard setup. The two cranes will also utilize the guard space previously identified on the maps.

With the exception of the southeastern most guard pole, which is located further away due to terrain restraints, the guards will be set up at a distance of 20-25 feet away from the energized line. A 50-foot buffer will be designated around the guard pole locations to allow for activities. The locations of the anchors have also been designated on the map, since the 1:1 ratio requires they be placed outside of the 50-foot buffer area. The new, temporary, access roads will be 15 feet in width, with the southernmost road having additional width (turning radius) at the curve in the road to allow for the equipment to manage the turn. Most of the turning radius on this road should be encompassed within the area allotted for the crane pad on the southeastern most guard pole.

This guard setup is necessary to safely protect the crews and the public during the energized line crossing.

A Supplemental Archaeological Assessment (August 2008) for the variance request area was prepared by Cogstone Resource Management, Inc. No known archaeological sites were identified at the proposed variance request area.

A Biological Survey Report dated August 18, 2008 from Brian Arnold of Burns & McDonnell to Tracey Alsobrook of SCE was provided with this variance request. No target special interest plant or wildlife species were observed during the June, July and August 2008 surveys.

The conditions noted below shall be met by SCE and its contractors:

- All project mitigation measures, compliance plans, and permit conditions shall be implemented during construction activities. Some measures are on-going/time-sensitive requirements and shall be implemented prior to and during construction where applicable.
- Copies of all relevant permits, compliance plans, and this Variance shall be available on site for the duration of construction activities.
- SCE has assigned Biological Monitors to the Project. They are responsible for ensuring that impacts to special-status species, native vegetation, wildlife habitat, or unique resources are minimized to the fullest extent possible. The Biological Monitor shall be on-site to monitor all work and shall conduct sweeps of the approved areas which will be impacted. If breeding birds with active nests are found, a biological monitor shall establish a 300-foot buffer around the nest and no activities will be allowed within the buffer until the young have fledged from the nest or the nest fails. The 300-foot buffer may be adjusted to reflect existing conditions including ambient noise and disturbance only with the approval of the CDFG and/or USFWS (Please note that the CPUC must be notified prior to the onset of construction). The biological monitor shall conduct regular monitoring of the nest to determine success/failure and to ensure that project activities are not conducted within the buffer until the nesting cycle is complete or the nest fails. If nesting birds move into the work area SCE will monitor the nest to ensure that their activities do not result in the loss or failure of the nest. A preliminary 300-foot buffer area around the nest will be established and SCE shall coordinate with the CPUC, CDFG and/or USFWS.
- After use, all areas proposed under this Variance shall be completely restored to preexisting conditions following the construction activities.
- Prior to the commencement of construction activities, all crew personnel including crane, haul truck and concrete truck drivers shall be appropriately WEAP trained on environmental issues including protocols for air quality, hazardous materials, biological resources, known and unanticipated cultural

materials, as well as SWPPP BMPs. A log shall be maintained on-site with the names of all crew personnel trained.

- All work boundaries shall be flagged prior to construction. No movement or staging of construction vehicles or equipment shall be allowed outside of the approved areas.

Sincerely,

John Boccio
CPUC Environmental Project Manager

cc: V. Strong, Aspen