



Aspen *Environmental Group*

PROJECT MEMORANDUM SDG&E – MIGUEL-MISSION 230 kV #2 PROJECT

To: Jensen Uchida, CPUC
From: Vida Strong, Aspen Project Manager
Date: December 14, 2004
Subject: Weekly Report #19: December 5–11, 2004

CPUC ENVIRONMENTAL MONITOR (EM): Christopher Meyer

Rain fell on the right-of-way during the previous weekend and on December 8, during the CPUC EM site visit. PAR, foundation/excavation/line contractor, did not work on December 8 because of the rain.

FANITA JUNCTION TO LOS COCHES SEGMENT

Summary of Activity:

The CPUC EM conducted site visits on December 7 and 8. Grading, stringing, concrete pouring, and drilling work occurred in the area covered by Notice to Proceed (NTP) #1 and NTP #3 during the site visit.

The grading of the pads for the 230 kV towers at Fanita Junction, on Miramar Naval Air Station, started during the subject week. Crews worked in the rain to excavate the pad on the side-hill for Tower Site G (see Figure 1). An operator worked with an excavator to remove the spoils from the cut bank (see Figure 2). Material hauling was suspended due to the slippery condition of the right-of-way. Haul trucks needed assistance up the slope from Tower Site G. The access road to the Fanita Junction locations was not easily accessible with the rain and the contractor graded the road and cut several outlets for water and graded mud (see Figure 3). SDG&E and the Essex Environmental Inspector (EI) reviewed the situation and required clean-up of several of the locations and straw waddle installation at the others.

For the, 138/69 kV tower installation, stringing has reached the Summit Road yard and crews installed guy wires to keep the steel pole from deflecting under the pull of the cables (see Figure 4). Stringing cannot proceed until the upper section of Tower 1300 is placed. Guy wires were placed on the steel towers at Santee Lakes and also on poles that were deflected between 5 and 7 feet at the tops under the pull of the cable. The guy wires were placed in-line with the transmission line and impacts were limited to the approved project area.

The Low Drill drilling machine worked at Tower Site 1160 during the site visit (see Figure 5). The access road to the site was not passable for the CPUC EM after the rain on Wednesday.

PAR worked above the Los Coches Substation at Tower Site 1140 on Tuesday pouring concrete for the foundation (see Figure 6). The access roads to the sites had been repaired and were passable by the concrete trucks on Tuesday.

Environmental Compliance:

Best Management Practices (BMPs) have been installed around the pad locations and crews have repaired the pads and the access roads that were not passable after the early season storms. The access roads on this segment were not impacted by erosion to the same extent as the roads on the Los Coches to Miguel

Substation Segment. The recent rains were not significant enough to cause erosion, but access was limited to four-wheel drive vehicles with appropriate tires after the light rain on Wednesday.

No environmental issues were noted on the segment during the site visit. Fugitive dust was not an issue with the dampness of the right-of-way.

An Essex Environmental Inspector (EI) was on-site for spot-checking environmental compliance issues on the segment. The paleontological monitor was on-site to monitor the excavation on Miramar Naval Air Station during the subject week. No fossils or fossil bearing soils were noted during the week.

LOS COCHES TO MIGUEL SUBSTATION SEGMENT

Summary of Activity:

No activities were observed in the area covered by Notice to Proceed (NTP) #2 during the subject week.

The CPUC EM conducted site visits on December 7 and 8. The PAR crews did not work on December 8 and no crews were observed working on the segment on December 7.

The CPUC EM met with the SDG&E Project Manager and transmission engineer to review site conditions at Tower Site 481. The field visit was in response to the letter from local residents received by the CPUC Project Manager with complaints about pole location. The steep side-slope in the area restricts the location of the pole location (see Figure 7). The existing poles are off-set and the potential sway of the existing and proposed lines restricts the safe location of the poles. The alternate location proposed by the property owners would move the visual impact to the view line of other property owners, one of which has expressed concern over the alternate location. The CPUC EM verified that the location where the pad grading and foundation drilling have been completed match the location in the project documents (Figures 2-2 and 4-10 in the Environmental Impact Report).

Environmental Compliance:

The CPUC EM noted that the contractor has used the time between the storms to address many of the SWPPP issues from the previous weeks. Several water bars have been added to the segment to protect the pads from erosion due to storm water flowing down the existing access roads.

SDG&E is looking at ways to stabilize the cut slopes that are partially rock. These slopes are a mix of topsoil and bedrock and cannot be easily stabilized by matting.

No significant erosion or sediment issues were noted during the site visit after the recent rains and during light rain on Wednesday.

NOTICES TO PROCEED (NTP):

NTPs #1 and #2 have been issued by CPUC for access road upgrade/construction and 138/69 kV tower installation along the Fanita Junction to Los Coches and Los Coches to Miguel segments. NTP #3 to address the 230 kV construction work on Miramar Naval Air Station was issued by CPUC November 16. Construction activities were initiated at Miramar Naval Air Station during the subject week.

SDG&E submitted the request for NTP #4 that will cover the 230 kV stringing on the project on December 13. In addition pre-construction compliance materials were provided for several mitigation measures. The CPUC EM requested that SDG&E address as many temporary work space and stringing site issues as possible in the NTP request to minimize future Variance Requests. The CPUC EM visited Mission Trail Regional Park with the Essex Lead EI and the SDG&E archaeologist to locate an archaeological site near the proposed stringing location. The old and vague map placed the archaeological site near the stringing

location, however field verification placed the site on a small hill to the south. In any case, the proposed stringing location is within the disturbed road cut and no disturbance to archaeological resources is anticipated during the proposed stringing activities. SDG&E will address this site in the NTP request.

VARIANCE REQUESTS:

No Variance Requests were received during the subject week.

TABLE 1. VARIANCE REQUEST STATUS
(Updated 12/14/04)

| Variance Request # | Date Submitted | Description | Status | CPUC Approval Date |
|--------------------|----------------|---|-----------|--------------------|
| 1 | 07/07/04 | Use of five storage and staging areas on the Los Coches to Fanita Junction Section for the duration of the project. | Completed | 07/23/04 |
| 2 | 08/10/04 | Clearing of coastal sage scrub habitat before September 1 on the Miguel to Fanita Junction section during the 2003/2004 nesting season. | Completed | 08/13/04 |
| 3 | 09/01/04 | Grading and clearing in quino checkerspot butterfly habitat after October 15. | Completed | 09/14/04 |
| 4 | 09/06/04 | Allow work on Saturdays near recreational facilities. | Completed | 09/14/04 |
| 5 | 09/27/04 | Use of six storage and staging areas on the Los Coches to Fanita Junction Section for the duration of the project. | Completed | 10/06/04 |
| 6 | 10/20/04 | Work on Sunday, October 31 at Tower Site 925 to comply with a Cal ISO outage schedule. | Completed | 10/26/04 |

UPCOMING ITEMS: SDG&E holds weekly meetings on Tuesday mornings to review issues and upcoming events.

AGENCY PERSONNEL CONTACTS: None

TABLE 2. TEWS TRACKING
(Updated 12/14/04)

| Number | Segment | Date Received | Description | Status | Approval Date ¹ |
|--------|----------------------|---------------|--|------------------------------|----------------------------|
| * | Los Coches to Miguel | 07/06/04 | 14000 Block of Willow Road, San Diego County | Approved from 7/08 to 9/08 | See Variance Request #1 |
| * | Los Coches to Miguel | 07/06/04 | Vista de Montemar ½ mile north of La Cresta Road, San Diego County | Approved from 7/08 to 9/08 | See Variance Request #1 |
| * | Los Coches to Miguel | 07/06/04 | Vista de Montemar ½ mile north of La Cresta Road, San Diego County | Approved from 7/08 to 9/08 | See Variance Request #1 |
| 1 | Los Coches to Miguel | 07/24/04 | Vista de Montemar ½ mile north of La Cresta Road, San Diego County | Approved from 7/26 to 9/26 | See Variance Request #2 |
| 2 | Los Coches to Miguel | 08/14/04 | 1600 Block Sweeney Court, San Diego County | Approved from 08/16 to 10/16 | See Variance Request #2 |
| 3 | Los Coches to Miguel | 08/14/04 | 2300 Willow Glen Drive, San Diego County | Approved from 08/16 to 10/16 | See Variance Request #2 |
| 4 | Los Coches to Miguel | 08/14/04 | South of terminus of Camino Monte Sombra, San Diego County | Approved from 08/16 to 10/16 | See Variance Request #2 |
| 5 | Los Coches to Miguel | 08/14/04 | Southeast of 2600 block Pence Drive, San Diego County | Approved from 08/16 to 10/16 | See Variance Request #2 |
| 6 | Los Coches to Miguel | 08/26/04 | North side of Singing Vista Way, San Diego County | Approved from 08/27 to 10/27 | See Variance Request #2 |

¹For **TEWS Requests**, Approval Date reflects EM approval date. TEWS approvals valid for 60 days only.

*TEWS submitted as a contingency while Variance Request #1 was under review.

Photographs



Figure 1 – The Union crew worked on the activities covered under NTP #3, on Miramar Naval Air Station, during the subject week.



Figure 2 – The paleontologist was on-site at Tower Site G to monitor during excavation. No fossils or fossiliferous material was noted.



Figure 3 – The contractor worked on the access road to Fanita Junction and created erosion and sediment issues that were addressed by Essex and SDG&E.



Figure 4 – The PAR stringing crew worked to anchor the guy wire from the steel pole to the bulldozer to prevent the pole from bending under the pull of the cable.



Figure 5 – The Low Drill moved to Tower Site 1160 and started drilling during the end of the previous week. Work continued on December 7.



Figure 6 – The PAR crew worked to pour concrete in the foundation forms at Tower Site 1140.



Figure 7 – Location of Tower Site 481 (excavation covered with black plastic on bottom right) relative to existing lattice towers. Note the steep side slope.