



## CLEVELAND NATIONAL FOREST POWER LINE REPLACEMENT PROJECTS



### MINOR PROJECT REFINEMENT REQUEST FORM

<b>Date Submitted:</b>	10-16-18	<b>Request #:</b>	022
<b>Date Approval Required:</b>	11-20-18	<b>Landowner:</b>	Various
<b>APN:</b>	XXX-XXX-XX, XXX-XXX-XX, XXX-XXX-XX, XXX-XXX-XX, XXX-XXX-XX, XXX-XXX-XX, XXX-XXX-XX, XXX-XXX-XX, XXX-XXX-XX, XXX-XXX-XX,		
<b>Refinement from (check all that apply):</b>			
<input type="checkbox"/> Mitigation Measure	<input type="checkbox"/> APM	<input checked="" type="checkbox"/> Project Description	<input type="checkbox"/> Drawing <input type="checkbox"/> Other
<b>Identify source (mitigation measure, project description, etc.):</b>			
<p>In April 2015, San Diego Gas &amp; Electric Company’s (SDG&amp;E’s) responses to Data Request #10 were submitted to the California Public Utilities Commission (CPUC). The responses included Attachment B.3 TL629 Route Map<sup>1</sup> for the Cleveland National Forest Power Line Replacement Projects (Project), which depicted approved facilities, stringing sites, and access roads. Page B-44 through Page B-50 of the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) describes the Project’s temporary workspace requirements for access, stringing sites, guard structures, undergrounding, and pole work areas, as well as construction methodology for pole removal and installation and undergrounding.</p> <p>The information in this Minor Project Refinement (MPR) request discusses SDG&amp;E’s requested refinements to the 2015 baseline data (described in the Project description of the Final EIR/EIS) for Transmission Line (TL) 6958 (formerly referred to as TL629D). A brief description and justification of the refinements are provided on pages 2 and 3 of this MPR request.</p>			
<b>Attachments (check all that apply):</b>			
<input checked="" type="checkbox"/> Refinement Request Screening Form (see Attachment A: Minor Project Refinement Request Screening Form)	<input type="checkbox"/> Photos	<input checked="" type="checkbox"/> Maps (See Attachment B: Comparison Map)	<input checked="" type="checkbox"/> Other (See Attachment C: Impacts Table)
<p><b>Under Order 2 of the Decision Granting SDG&amp;E Permit to Construct the Cleveland National Forest Power Line Replacement Projects (D.16-05-038), the CPUC may approve minor project refinements under certain circumstances. In accordance with Order 2 of the Decision, respond “yes” or “no” to the following questions (a) through (d).</b></p>			
<p><b>(a) Is the proposed refinement outside the geographic boundary of the EIR/EIS study area?</b></p> <p>The requested refinements are located within the geographic boundary of the Final EIR/EIS study area, which is depicted in Figure ES-1 Regional Overview Map in the Final EIR/EIS. However, some of the refinement areas occur outside of the baseline survey areas. As a result, supplemental hydrological, biological, and cultural resources surveys were conducted in 2016, 2017, and 2018. Additional details regarding the specific surveys conducted are provided in</p>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	

<sup>1</sup> Attachment B.3 TL629 Route Map depicts the 2015 baseline components.

each applicable resource section in Attachment A: Minor Project Refinement Request Screening Form.		
<b>(b) Will the proposed refinement result in a new significant impact or a substantial increase in the severity of a previously identified significant impact based on the criteria used in the EIR/EIS?</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>(c) Does the proposed refinement conflict with any mitigation measure or applicable law or policy?</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>(d) Does the proposed refinement trigger an additional permit requirement?</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Describe refinement being requested (attach drawings and photos as needed):</b>		
<p>SDG&amp;E requests the following refinements along TL6958:</p> <ul style="list-style-type: none"> <li>• addition of 15 anchors, work at two existing anchors<sup>2</sup>, and removal of 39 anchors, as well as associated anchor work areas;</li> <li>• reconfiguration of three approved stringing sites, conversion of one approved stringing site into two stringing sites, and the addition of 11 stringing sites for a total of 16 new or adjusted stringing sites;</li> <li>• addition of seven temporary access/entry/turnaround work areas to provide safe access, vehicle turnaround, and parking;</li> <li>• addition of one guard structure;</li> <li>• addition of approximately 1.91 miles of construction-only access roads (vegetation clearing and minor grading may occur);</li> <li>• installation of approximately 70 feet of underground fiber optic cable and addition of an associated temporary underground work area;</li> <li>• shifting of four 69 kilovolt (kV) wood-to-steel replacement poles (Poles Z40992, Z40994, Z41000, and Z43044) and the associated temporary pole work areas by 10 to 17 feet;</li> <li>• changing of two 69 kV wood-to-steel replacement poles to become pole removals;</li> <li>• removal of eight poles; and</li> <li>• addition of two new steel poles, three 12 kV wood-to-steel replacement poles, and 10 pole-top work-only poles, as well as the associated temporary pole work areas.</li> </ul> <p>Attachment B: Comparison Map depicts the 2015 baseline data in comparison to the final design for TL6958, as described in this MPR request. The activities associated with the construction and utilization of the refinement areas will occur in the same manner as described in the Final EIR/EIS for construction of the Project. The requested refinements will result in a total of approximately 4.75 acres of temporary impacts (of which approximately 2.33 acres are classified as native vegetation) and less than 0.01 acre of permanent impacts.<sup>3</sup> The breakdown of the temporary and permanent impacts is summarized in Attachment C: Impacts Table.</p>		
<b>Provide need for refinement (attach drawings and photos as needed):</b>		
<p>The requested refinements described in this MPR request are required due to changes between the preliminary design presented in the Final EIR/EIS and Data Request #10 and the final design. SDG&amp;E submitted responses to Data Request #10 in April 2015 once the preliminary design contained sufficient detail to address the requested information. However, SDG&amp;E conducted constructability reviews in 2017 and 2018 and continued to refine the engineering design to better position stringing sites, as well as add the required guard structure and access roads. In addition, the final pole locations and fiber optic work were determined, and all associated electrical work (e.g., anchor installations/removals and overhead equipment adjustments, such as pole-top work) was identified. Therefore, minor refinements were deemed necessary.</p>		
<b>Date refinement is expected to be implemented:</b>	11-20-18	

<sup>2</sup> Work at the existing anchors will include replacing the down guy wire from the anchor to the replacement pole. No ground disturbance will be required.

<sup>3</sup> Several refinements are reconfigurations or expansions of the approved 2015 baseline components. Therefore, any area that overlaps with the 2015 baseline components is not included in the temporary and permanent impact totals.

<b>Resource Agency Coordination</b>					
<b>Resource Agency</b>	<b>Name</b>	<b>Action Required</b>	<b>Date</b>	<b>Documentation (see attached if yes)</b>	
Not Applicable (N/A)	N/A	N/A	N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> No



**ATTACHMENT A: MINOR PROJECT REFINEMENT REQUEST SCREENING FORM**



# MINOR PROJECT REFINEMENT REQUEST SCREENING FORM

## RESOURCE EVALUATION

The requested refinements were evaluated to verify that they will not result in a new significant impact or a substantial increase in the severity of a previously identified significant impact based on the criteria used in the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the San Diego Gas & Electric Company (SDG&E) Cleveland National Forest (CNF) Power Line Replacement Projects (Project). The following Final EIR/EIS Consistency Checklist answers the consistency questions for each resource category and includes a description and justification below each resource category, as necessary. The consistency questions were developed using the California Environmental Quality Act Checklist provided in the Final EIR/EIS. Refer to the Final EIR/EIS for details on the Project's impact evaluation.

Final EIR/EIS Consistency Checklist			
Would the proposed action(s) result in a new impact, or increase the severity of a previously analyzed impact to:	No Change	Potentially Significant Change	N/A
<p><b>Visual Resources</b> (e.g., adversely affect scenic vistas, damage scenic resources within a state scenic highway, degrade the existing visual character of the site and its surroundings, create sources of light or glare, or result in an inconsistency with applicable scenic integrity objectives)?</p> <p><i>Final EIR/EIS evaluation<sup>4</sup>: Significant and unavoidable (Class I)/Adverse and unavoidable</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Summary of Proposed Minor Project Refinement Impacts on Visual Resources:</b></p> <p>The requested refinements are mostly minor, temporary workspace/access additions or adjustments to the locations of existing facilities and/or approved Project components that occur within or near the transmission line right-of-way (ROW). The additional two new steel distribution poles and three 12 kilovolt wood-to-steel replacement poles will not substantially increase impacts to visual resources as they will be adjacent to or within the transmission line ROW. In addition, the approximately 70 feet of underground fiber optic work will occur adjacent to the Cameron Substation and will not result in additional impacts to visual resources due to its negligible length, its proximity to the substation, and the short duration of construction in this location. Further, 10 poles are being removed, which will improve visual resources in those areas.</p> <p>Impacts to the visual character of the area that may occur as a result of minor grading, vegetation clearing, and undergrounding will be temporary and reduced with the implementation of Applicant-Proposed Measure (APM) VIS-01 and APM VIS-02. The requested refinements will be consistent with the visual resource analysis defined in the Final EIR/EIS, and they will not impact scenic vistas, substantially affect existing views from an eligible State Scenic Highway (i.e., Interstate [I-] 8) and County of San Diego Scenic Routes (i.e., Buckman Springs Road and Old Highway 80), or result in an inconsistency with a Bureau of Land Management (BLM) Visual Resources Management objective. Therefore, the requested refinements will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to visual resources as identified in the Final EIR/EIS.</p>			

<sup>4</sup> The Final EIR/EIS evaluations of impact significance are provided for each resource; this table notes the most significant determination within each resource section identified in the Final EIR/EIS.

<b>Final EIR/EIS Consistency Checklist</b>			
<b>Would the proposed action(s) result in a new impact, or increase the severity of a previously analyzed impact to:</b>	<b>No Change</b>	<b>Potentially Significant Change</b>	<b>N/A</b>
<b>Air Quality</b> (e.g. produce additional emissions, conflict with applicable local air quality plans, or expose sensitive receptors to additional pollutants)? <i>Final EIR/EIS evaluation: Significant and unavoidable (Class I)/Adverse and unavoidable</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Summary of Proposed Minor Project Refinement Impacts on Air Quality:</b> Activities associated with construction and utilization of the requested refinement areas (e.g., the type of equipment used and the number of truck trips) will be consistent with those discussed in the Final EIR/EIS and will not increase air emissions beyond what was analyzed. The refinement areas are located within 1,000 feet of sensitive receptors, which is consistent with the 2015 baseline data and was analyzed in the Final EIR/EIS. The approximately 70 feet of underground fiber optic work will result in a negligible increase in air quality impacts due to the short length of the underground component. The additional minor grading and vegetation clearing required for the refinement areas may result in a minor increase in air quality impacts in localized areas. However, these activities will be short term and temporary, and they will move along the alignment linearly. With the implementation of APM AIR-01 through APM AIR-05, use of the refinement areas will not expose nearby sensitive receptors to substantial pollutant concentrations, which is consistent with the analysis in the Final EIR/EIS. Therefore, the requested refinements will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to air quality as identified in the Final EIR/EIS.			

**Final EIR/EIS Consistency Checklist**

Would the proposed action(s) result in a new impact, or increase the severity of a previously analyzed impact to:	No Change	Potentially Significant Change	N/A
<p><b>Biological Resources</b> (e.g., result in temporary or permanent loss of native vegetation, preserve areas, native wildlife and/or their habitats; cause an adverse effect to jurisdictional waters or sensitive or special-status species; result in the introduction of invasive, non-native, or noxious plant species; conflict with local, regional, or state habitat conservation plan; or interfere with the movement of any resident or migratory wildlife)?</p> <p><i>Final EIR/EIS evaluation: Less than significant with mitigation (Class II)/Adverse</i></p>	☒	☐	☐

**Summary of Proposed Minor Project Refinement Impacts on Biological Resources:**

The majority of the requested refinement areas were previously surveyed for sensitive vegetation communities and special-status plant and wildlife species during initial surveys that were conducted for the Project. In addition, the requested refinement areas were surveyed in 2017 and 2018 during engineering field reviews and the Pre-Activity Survey Report process in accordance with SDG&E’s Subregional Natural Community Conservation Plan. Other supplemental surveys conducted in 2017 and 2018 along Transmission Line (TL) 6958 included a bat roost assessment and focused surveys for Townsend’s big-eared bat (*Corynorhinus townsendii*) and all other sensitive bat species, protocol-level surveys for Quino checkerspot butterfly (*Euphydryas editha quino*), and focused surveys for rare plants.

The requested refinements will result in a total of approximately 4.75 acres of temporary impacts and less than 0.01 acre of permanent impacts. This includes approximately 2.42 acres of total impacts (i.e., temporary and permanent impacts) to developed/disturbed areas and approximately 2.33 acres of total impacts to the following vegetation communities:

- approximately 0.65 acre of chamise chaparral,
- approximately 0.03 acre of native grassland,
- less than 0.01 acre of non-native grassland,
- approximately 1.22 acres of oak savanna, and
- approximately 0.43 acre of southern mixed chaparral.

Sticky geraea (*Geraea viscida*), Ramona spineflower (*Chorizanthe leptotheca*), San Bernardino aster (*Symphyotrichum defoliatum*), and Jacumba milkvetch (*Astragalus douglasii* var. *perstrictus*)—which are all sensitive plant species—are located within or adjacent to the requested refinement areas. Impacts to these plants will be avoided to the maximum extent possible by installing fencing/flagging near known locations.<sup>5</sup> Temporary impacts to approximately 1.65 acres of United States (U.S.) Fish and Wildlife Service-designated critical habitat for arroyo toad (*Anaxyrus californicus*) and approximately 1.63 acres of U.S. Forest Service occupied habitat for arroyo toad will occur.<sup>6</sup> All APMs and mitigation measures (MMs) defined in the Project’s Mitigation Monitoring, Compliance, and Reporting Program—as well as other permit and plan conditions—will be implemented as applicable to minimize or mitigate for additional impacts. Thus, the requested refinements will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to biological resources as identified in the Final EIR/EIS.

<sup>5</sup> Per the Project’s approved Special-Status Plant Species Salvage and Relocation Plan, no treatment is required for these plant species.

<sup>6</sup> Several refinements are reconfigurations or expansions of the approved 2015 baseline components. Therefore, any area that overlaps with the 2015 baseline components is not included in the temporary totals.

<b>Final EIR/EIS Consistency Checklist</b>			
<b>Would the proposed action(s) result in a new impact, or increase the severity of a previously analyzed impact to:</b>	<b>No Change</b>	<b>Potentially Significant Change</b>	<b>N/A</b>
<p><b>Cultural and Paleontological Resources</b> (e.g., cause an adverse change to Traditional Cultural Properties or historical, archeological, or paleontological resources; or disturb any human remains)?</p> <p><i>Final EIR/EIS evaluation: Less than significant with mitigation (Class II)/Adverse</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Summary of Proposed Minor Project Refinement Impacts on Cultural and Paleontological Resources:</b></p> <p>Some of the requested refinement areas were previously surveyed for cultural resources during pre-construction and cultural resources inventory work in 2008, 2009, 2010, and 2011, as described in the <i>Inventory, Evaluation and Treatment of Cultural Resources in the Cleveland National Forest Transmission and Distribution Line Increased Fire Safety Project in support of the Proponent's Environmental Assessment</i> (Schaefer and Williams, 2011 [Revised 2013]). Supplemental intensive pedestrian surveys were conducted by ASM Affiliates, Inc. in 2016, 2017, and 2018 for the refinement areas that were identified as being outside of the previous 2011 survey area. No new cultural resources were recorded during the supplemental surveys, and no previously recorded cultural resources were identified near the refinement areas. In addition, all of the refinements are located within the Project's area of potential effect, as defined in the Project's Programmatic Agreement. Therefore, the requested refinements will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to cultural resources as defined in the Final EIR/EIS.</p> <p>The requested refinement areas are underlain by geologic rock units/formations assigned a rank of Potential Fossil Yield Classification (PFYC) Class 1 (very low sensitivity) and Class 2 (low sensitivity). Because none of the refinements require pole installation underlain by rock units with a PFYC Class 3 (moderate or unknown sensitivity) ranking, additional paleontological monitoring and an update to the Paleontological Monitoring &amp; Treatment Plan will not be required. Therefore, the requested refinements will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to paleontological resources as identified in the Final EIR/EIS.</p>			
<p><b>Greenhouse Gases</b> (e.g., result in a net increase of greenhouse gas emissions, or conflict with an applicable plan, policy, or regulation that reduces greenhouse gas emissions)?</p> <p><i>Final EIR/EIS evaluation: Less than significant (Class III)/Not adverse</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Summary of Proposed Minor Project Refinement Impacts on Greenhouses Gases:</b></p> <p>Activities associated with construction and utilization of the requested refinement areas are consistent with the greenhouse gas (GHG) analysis in the Final EIR/EIS. Although additional minor grading, vegetation clearing, and undergrounding will occur, they will not trigger an exceedance of the GHG threshold of 10,000 metric tons of carbon dioxide equivalent per year or the County of San Diego Climate Action Plan criteria for annual grading and land clearing due to the small change in acreage. Therefore, the requested refinements will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to GHG emissions as identified in the Final EIR/EIS.</p>			

<b>Final EIR/EIS Consistency Checklist</b>			
<b>Would the proposed action(s) result in a new impact, or increase the severity of a previously analyzed impact to:</b>	<b>No Change</b>	<b>Potentially Significant Change</b>	<b>N/A</b>
<p><b>Public Health and Safety</b> (e.g., result in a significant hazard to the public or the environment through the transport, use, or disposal of hazardous materials; emit hazardous waste within one-quarter mile of a school; be located on a hazardous materials site; result in a safety hazard for people residing or working in the Project area; interfere with an adopted emergency plan; or create safety hazards due to structural failure)?</p> <p><i>Final EIR/EIS evaluation: Less than significant with mitigation (Class II)/Adverse</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Summary of Proposed Minor Project Refinement Impacts on Public Health and Safety:</b></p> <p>The requested refinements occur within the area assessed in the <i>Report on ASTM Phase I Environmental Site Assessment Cleveland National Forest Electric Safety and Reliability Project San Diego County, California</i>. No known hazardous materials sites are located in the refinement areas. Therefore, the requested refinements will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to public health and safety as identified in the Final EIR/EIS.</p>			
<p><b>Fire and Fuels Management</b> (e.g., increase the probability of a wildfire, reduce the effectiveness of firefighting, or introduce non-native plants that would contribute to ignition potential)?</p> <p><i>Final EIR/EIS evaluation: Less than significant with mitigation (Class II)/Adverse</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Summary of Proposed Minor Project Refinement Impacts on Fire and Fuels Management:</b></p> <p>The requested refinements will be located within the High and Very High Fire Hazard Severity Zones, which is consistent with the Fire and Fuels Management analysis in the Final EIR/EIS. The potential risk of wildfire ignition and spread associated with the refinement areas will be managed in compliance with the Project's Construction Fire Prevention/Protection Plan. Therefore, the requested refinements will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to fire and fuels management as identified in the Final EIR/EIS.</p>			

<b>Final EIR/EIS Consistency Checklist</b>			
<b>Would the proposed action(s) result in a new impact, or increase the severity of a previously analyzed impact to:</b>	<b>No Change</b>	<b>Potentially Significant Change</b>	<b>N/A</b>
<p><b>Hydrology and Water Quality</b> (e.g., result in increased levels of turbidity, introduce contaminants, deplete groundwater supplies, or degrade water quality)?</p> <p><i>Final EIR/EIS evaluation: Significant and unavoidable (Class I)/Adverse and unavoidable</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Summary of Proposed Minor Project Refinement Impacts on Hydrology and Water Quality:</b></p> <p>TL6958 was surveyed for the presence of waters of the state and/or the U.S. (i.e., jurisdictional wetlands or non-wetland waters) during initial surveys that were conducted for the Project. In addition, supplemental water resource surveys of the refinement areas were conducted in 2018. Although some of the refinement areas are located near La Posta Creek, drainages, and storm water conveyance features, impacts to these waters will be avoided. Therefore, impacts to waters of the state and/or U.S. will be avoided, and no jurisdictional water permitting will be required from the California Department of Fish and Wildlife, Regional Water Quality Control Board, or the U.S. Army Corps of Engineers for the refinement areas.</p> <p>To minimize potential impacts from erosion and off-site sedimentation during construction, the refinement areas were incorporated into a Change of Information (COI) that will add TL6958 to the Storm Water Pollution Prevention Plan for Circuit (C) 440 and C442 (Waste Discharge Identification No. 9 37C381630). The COI was submitted to the State Water Resources Control Board’s Storm Water Multiple Applications and Report Tracking System on October 8, 2018. In conclusion, the requested refinements will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to hydrology and water quality as identified in the Final EIR/EIS.</p>			

**Final EIR/EIS Consistency Checklist**

Would the proposed action(s) result in a new impact, or increase the severity of a previously analyzed impact to:	No Change	Potentially Significant Change	N/A
<p><b>Land Use</b> (e.g., disturb land uses at or near the Project components, divide an established community, or conflict with a land use plan, policy, or regulation of an agency with jurisdiction over the Project)?</p> <p><i>Final EIR/EIS evaluation: Significant and unavoidable (Class I)/Adverse and unavoidable</i></p>	☒	☐	☐
<p><b>Summary of Proposed Minor Project Refinement Impacts on Land Use:</b></p> <p>In accordance with the Construction Notification Plan and MM LU-1, property owners within 1,000 feet of TL6958 will be notified of construction activities associated with Notice to Proceed request #19, and the property owners within 1,000 feet of the requested refinements will be included in that notification process. The requested refinements will not introduce a new land use, establish a permanent barrier or obstacle between uses, or create a physical division or separation of use. In addition, the requested refinements are located in the same County of San Diego land use and zoning designations and CNF Land Management Plan land use zones that were analyzed in the Final EIR/EIS. There are four refinements (Stringing Site 11, Temporary Access/Entry/Turnaround [TA] 6, TA 7, and the construction-only access road along Cameron Truck Trail) that will occur partially or fully within the La Posta/Jewell Valley Management Area, which is managed by the BLM, and will result in approximately 0.13 acre of temporary impacts to the management area. According to the BLM’s 1994 South Coast Resource Management Plan (RMP) and Record of Decision, the designated land tenure adjustment for this management area is Protective Disposal<sup>7</sup> and the majority of the management area is designated as the Cameron and Clover Flat Grazing Allotments. In the Final EIR/EIS, it was identified that the baseline components for TL629 traverse the Grazing Allotments, but the management area as a whole was not discussed. However, the requested refinements areas are consistent with SDG&amp;E’s typical operation and maintenance activities that are conducted within SDG&amp;E’s right-of-way on BLM lands. In conclusion, the requested refinements will not result in new significant impacts or a substantial increase in the severity of a previously analyzed impact to land use as identified in the Final EIR/EIS.</p>			
<p><b>Noise</b> (e.g., disturb sensitive receptors and violate local rules, standards, and/or ordinances; or cause ground borne vibration)?</p> <p><i>Final EIR/EIS evaluation: Less than significant with mitigation (Class II)/Adverse</i></p>	☒	☐	☐
<p><b>Summary of Proposed Minor Project Refinement Impacts on Noise:</b></p> <p>Additional construction-related noise will be generated within the requested refinement areas due to anchor and pole work, vegetation clearing, minor grading, stringing conductor, undergrounding, and large equipment operation. The refinements areas are located within 1,000 feet of sensitive receptors, which is consistent with the 2015 baseline data and was analyzed in the Final EIR/EIS. Use of the refinement areas may result in temporary increases in noise levels; however, the construction activities will be short term and temporary at any given location and will move along the alignment linearly. In addition, with implementation of noise-related MMs and APMs, noise impacts from construction activities associated with the refinement areas will be the same as those analyzed in the Final EIR/EIS. Therefore, the requested refinements will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to noise as identified in the Final EIR/EIS.</p>			

<sup>7</sup> Protective Disposal areas are parcels that contain sensitive resources, are isolated from other public lands, and are suitable for disposal, providing that the sensitive resources will be protected by the new landowner/manager.

<b>Final EIR/EIS Consistency Checklist</b>			
<b>Would the proposed action(s) result in a new impact, or increase the severity of a previously analyzed impact to:</b>	<b>No Change</b>	<b>Potentially Significant Change</b>	<b>N/A</b>
<p><b>Public Services and Utilities</b> (e.g., result in construction of new, or expansion of existing, facilities for fire protection, municipal water supplies, telecommunications, and solid waste; or disrupt electric service)?</p> <p><i>Final EIR/EIS evaluation: Less than significant with mitigation (Class II)/Adverse</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Summary of Proposed Minor Project Refinement Impacts on Public Services and Utilities:</b></p> <p>The requested refinements are consistent with the public services and utilities analysis in the Final EIR/EIS, and will not require new or expanded facilities or services. In addition, any applicable refinements will be included in ongoing coordination with AT&amp;T in accordance with MM PSU-1. Therefore, the requested refinements will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to public services and utilities as identified in the Final EIR/EIS.</p>			
<p><b>Recreation</b> (e.g., reduce access and visitation to recreation areas, preclude recreational activities, or result in increased, unauthorized access to specially designated or restricted areas)?</p> <p><i>Final EIR/EIS evaluation: Less than significant with mitigation (Class II)/Adverse</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Summary of Proposed Minor Project Refinement Impacts on Recreation:</b></p> <p>The requested refinement areas will be located within or adjacent to the approved TL6958 alignment. Similar to the 2015 baseline components that were analyzed in the Final EIR/EIS, the refinement areas will also be located near/adjacent to the proposed La Posta Creek/Old Highway 80 Pathway, the existing Buckman Springs Road Pathway, the existing La Posta Truck Trail West Trail, and the existing Private Road Trail; and they will traverse the existing Kitchen Creek and Cameron Truck trails. Consistent with the TL629 analysis in the Final EIR/EIS, use of the refinement areas will not substantially reduce or preclude access or visitation to the previously mentioned recreational areas, nor will they increase the possibility of unauthorized access to specially designated or restricted areas. Therefore, the requested refinements will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to recreation as identified in the Final EIR/EIS.</p>			

<b>Final EIR/EIS Consistency Checklist</b>			
<b>Would the proposed action(s) result in a new impact, or increase the severity of a previously analyzed impact to:</b>	<b>No Change</b>	<b>Potentially Significant Change</b>	<b>N/A</b>
<p><b>Transportation and Traffic</b> (e.g., conflict with an applicable congestion management program or a plan, ordinance, or policy associated with the circulation system or alternative transportation; increase hazards due to a design feature; or result in inadequate emergency access)?</p> <p><i>Final EIR/EIS evaluation: Less than significant with mitigation (Class II)/Adverse</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Summary of Proposed Minor Project Refinement Impacts on Transportation and Traffic:</b></p> <p>The requested refinements will not require additional or different types of construction vehicles and equipment than those discussed in the Final EIR/EIS for construction of the approved Project. In addition, the total number of truck trips associated with construction of the Project will not change, and the use of the requested refinements will affect the same roadways analyzed in the Final EIR/EIS (e.g., Old Highway 80, Buckman Springs Road, Cameron Truck Trail, La Posta Truck Tail, and I-8), as well as some smaller public and private roads. With the implementation of APM TRANS-01 through APM TRANS-05, potential temporary impacts to the existing levels of service (LOS)<sup>8</sup> will be adequately addressed. Therefore, the requested refinements will not result in a new significant impact or a substantial increase in the severity of a previously analyzed impact to transportation and traffic as identified in the Final EIR/EIS.</p>			

---

<sup>8</sup> Old Highway 80 has an LOS of A through D; Buckman Springs Road, Cameron Truck Trail, and I-8 have an LOS of A through C; and an LOS does not exist for La Posta Truck Trail and the smaller public and private roads.



**ATTACHMENT B: COMPARISON MAP**

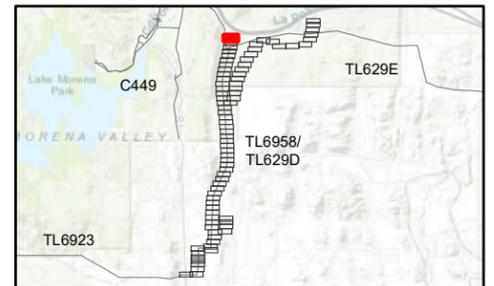


**Attachment B:  
Comparison Map  
TL6958 Map 1 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Fly Yard
-  Staging Area
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement
-  U.S. Forest Service



**Final Design**

**NTP #19**

-  Staging Area (Previously Approved)
-  Fly Yard/Staging Area (Previously Approved)
-  Maintained Access Road
-  Navigation Access Road

**MPR #22**

-  Construction-Only Access Road
-  U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

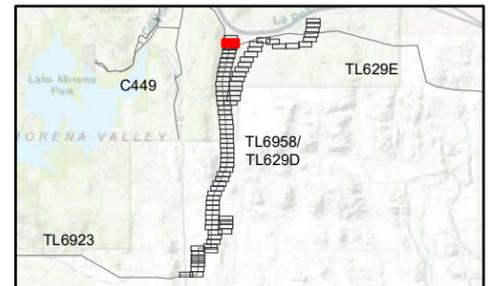


**Attachment B:  
Comparison Map  
TL6958 Map 2 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Fly Yard
-  Stringing Site
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement
  
-  U.S. Forest Service

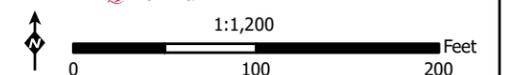


**Final Design**

- NTP #19**
-  Fly Yard/Staging Area (Previously Approved)
-  Maintained Access Road
- MPR #22**
-  Stringing Site
-  Construction-Only Access Road
  
-  U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

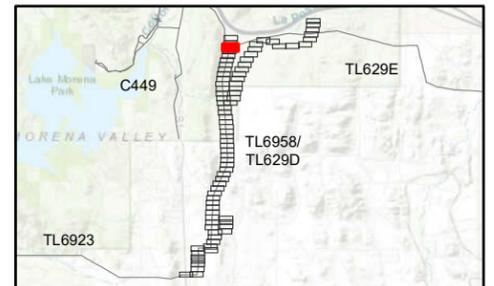


**Attachment B:  
Comparison Map  
TL6958 Map 3 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Removal
-  Wood-to-Steel Replacement
-  Stringing Site
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement
-  U.S. Forest Service



**Final Design**

**NTP #19**

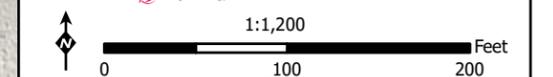
-  Pole Top Work Only (approved with NTP #17/MPR #19)
-  Temporary Pole Work Area (approved with NTP #1/MPR #2)
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement

**MPR #22**

-  Stringing Site
-  Construction-Only Access Road
-  U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

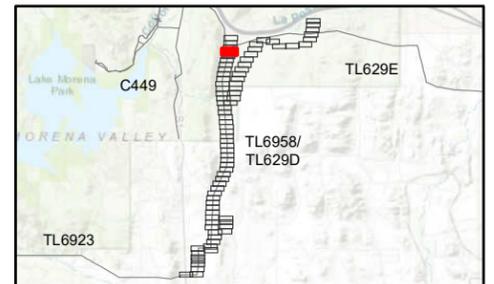


**Attachment B:  
Comparison Map  
TL6958 Map 4 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Stringing Site
-  Navigation Access Road
-  Wood-to-Steel Replacement
-  U.S. Forest Service



**Final Design**

**NTP #19**

-  Wood-to-Steel Replacement
-  Wood-to-Steel Replacement

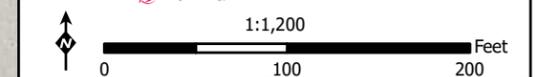
**MPR #22**

-  Remove from Service Anchor
-  Anchor Work Area
-  Stringing Site
-  Construction-Only Access Road

-  U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

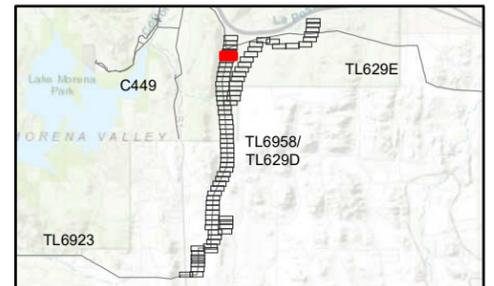


**Attachment B:  
Comparison Map  
TL6958 Map 5 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Navigation Access Road
-  Wood-to-Steel Replacement
-  U.S. Forest Service



**Final Design**

**NTP #19**

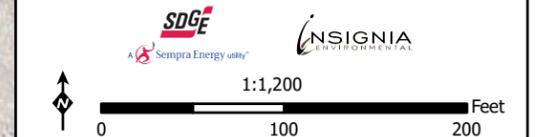
-  Wood-to-Steel Replacement
-  Footpath
-  Wood-to-Steel Replacement

**MPR #22**

-  Remove from Service Anchor
-  Anchor Work Area
-  Temporary Access/Entry/Turnaround
-  Construction-Only Access Road

-  U.S. Forest Service

Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

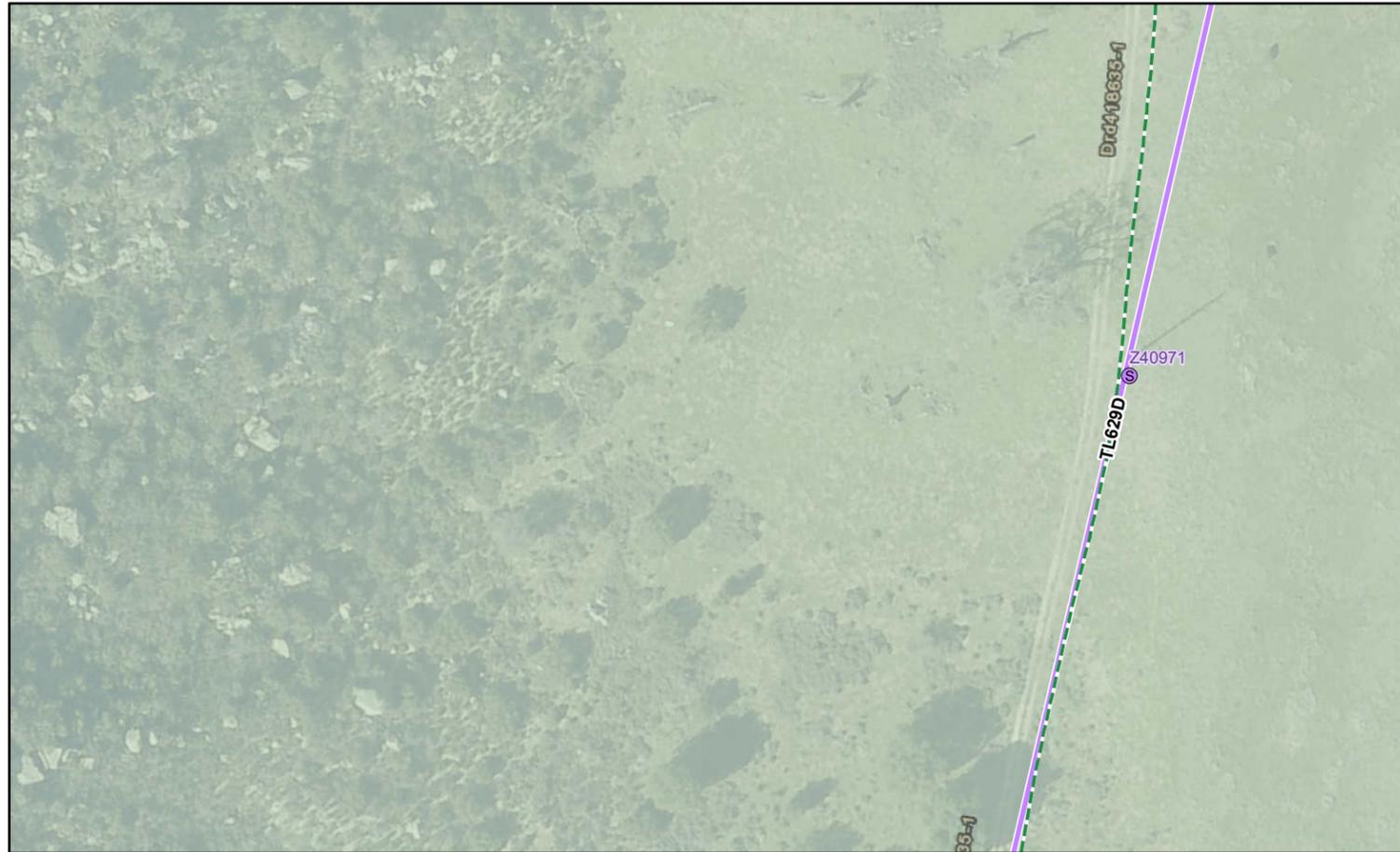
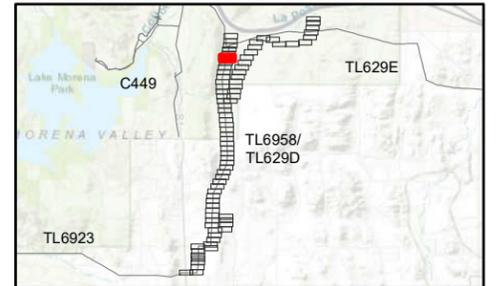


**Attachment B:  
Comparison Map  
TL6958 Map 6 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Navigation Access Road
-  Wood-to-Steel Replacement
-  U.S. Forest Service



**Final Design**

**NTP #19**

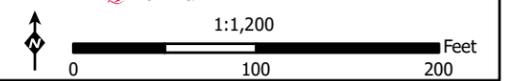
-  Wood-to-Steel Replacement
-  Wood-to-Steel Replacement

**MPR #22**

-  Construction-Only Access Road
-  U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

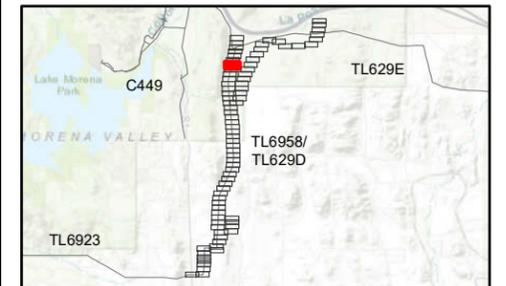


**Attachment B:  
Comparison Map  
TL6958 Map 7 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Navigation Access Road
-  Wood-to-Steel Replacement
-  U.S. Forest Service



**Final Design**

**NTP #19**

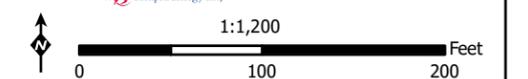
-  Wood-to-Steel Replacement
-  Wood-to-Steel Replacement

**MPR #22**

-  Construction-Only Access Road
-  U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

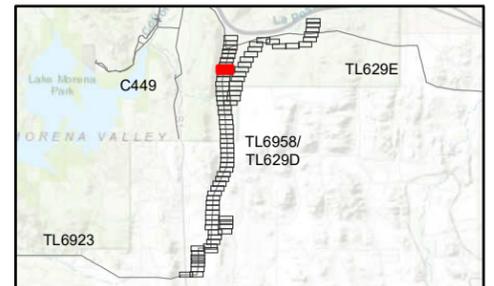


**Attachment B:  
Comparison Map  
TL6958 Map 8 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Navigation Access Road
-  Wood-to-Steel Replacement
-  U.S. Forest Service



**Final Design**

**NTP #19**

-  Wood-to-Steel Replacement
-  Navigation Access Road
-  Wood-to-Steel Replacement

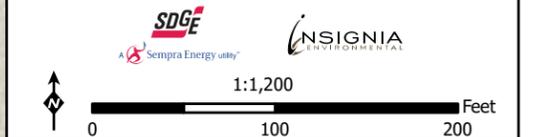
**MPR #22**

-  Construction-Only Access Road

-  U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

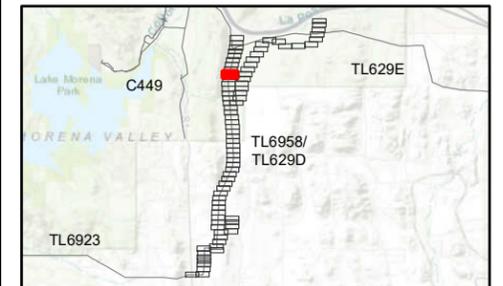


**Attachment B:  
Comparison Map  
TL6958 Map 9 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Navigation Access Road
-  Wood-to-Steel Replacement



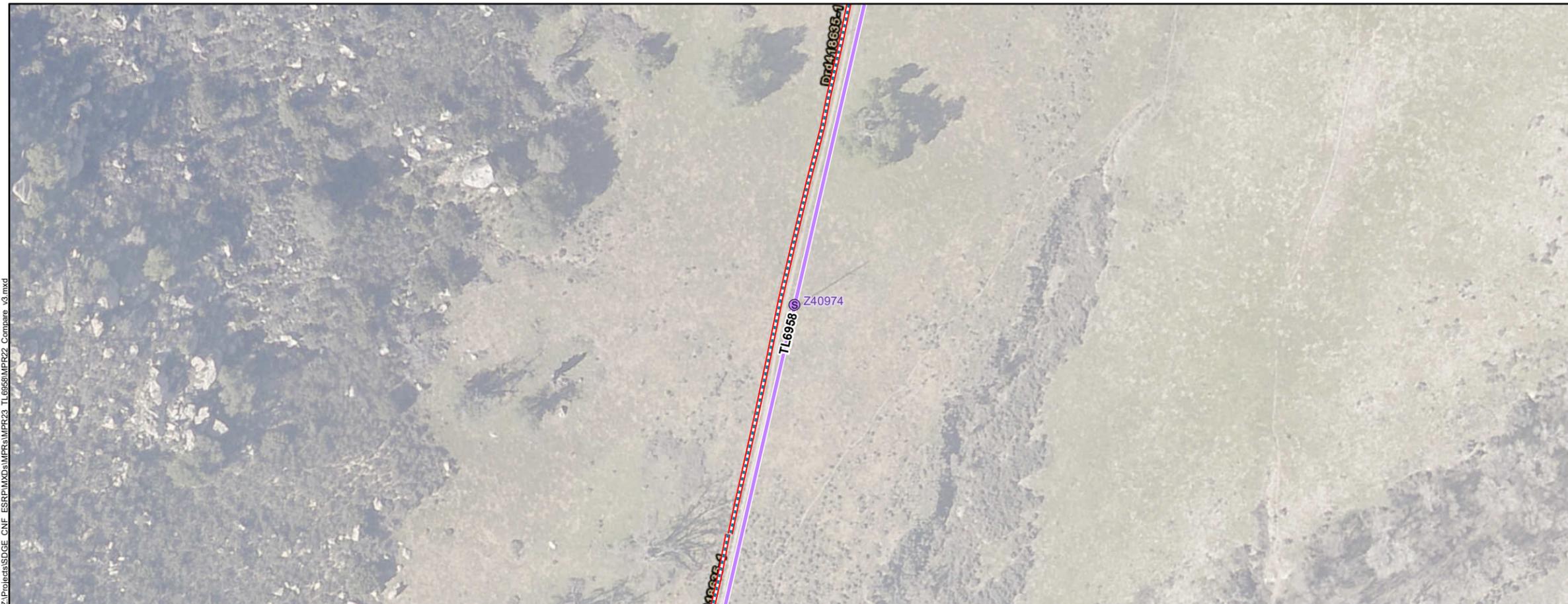
**Final Design**

**NTP #19**

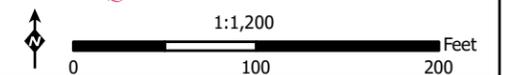
-  Wood-to-Steel Replacement
-  Wood-to-Steel Replacement

**MPR #22**

-  Construction-Only Access Road



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

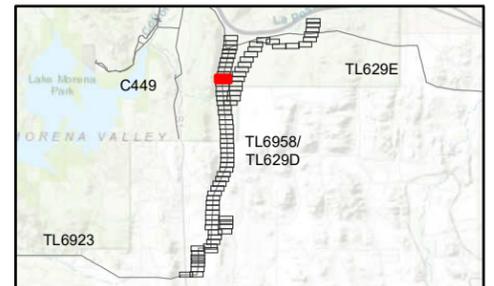


**Attachment B:  
Comparison Map  
TL6958 Map 10 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Navigation Access Road
-  Wood-to-Steel Replacement



**Final Design**

**NTP #19**

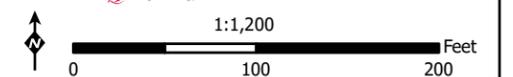
-  Wood-to-Steel Replacement
-  Wood-to-Steel Replacement

**MPR #22**

-  Construction-Only Access Road



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

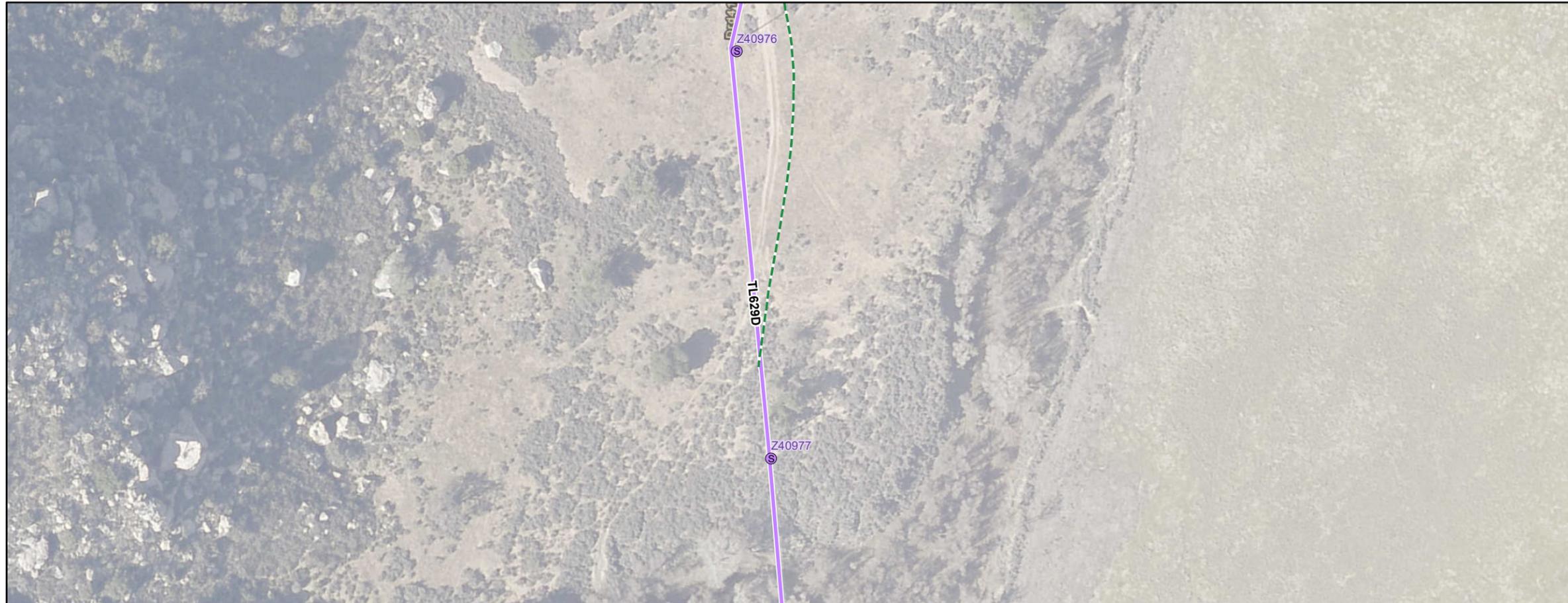
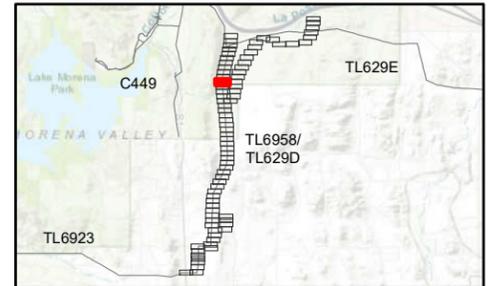


**Attachment B:  
Comparison Map  
TL6958 Map 11 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Navigation Access Road
-  Wood-to-Steel Replacement



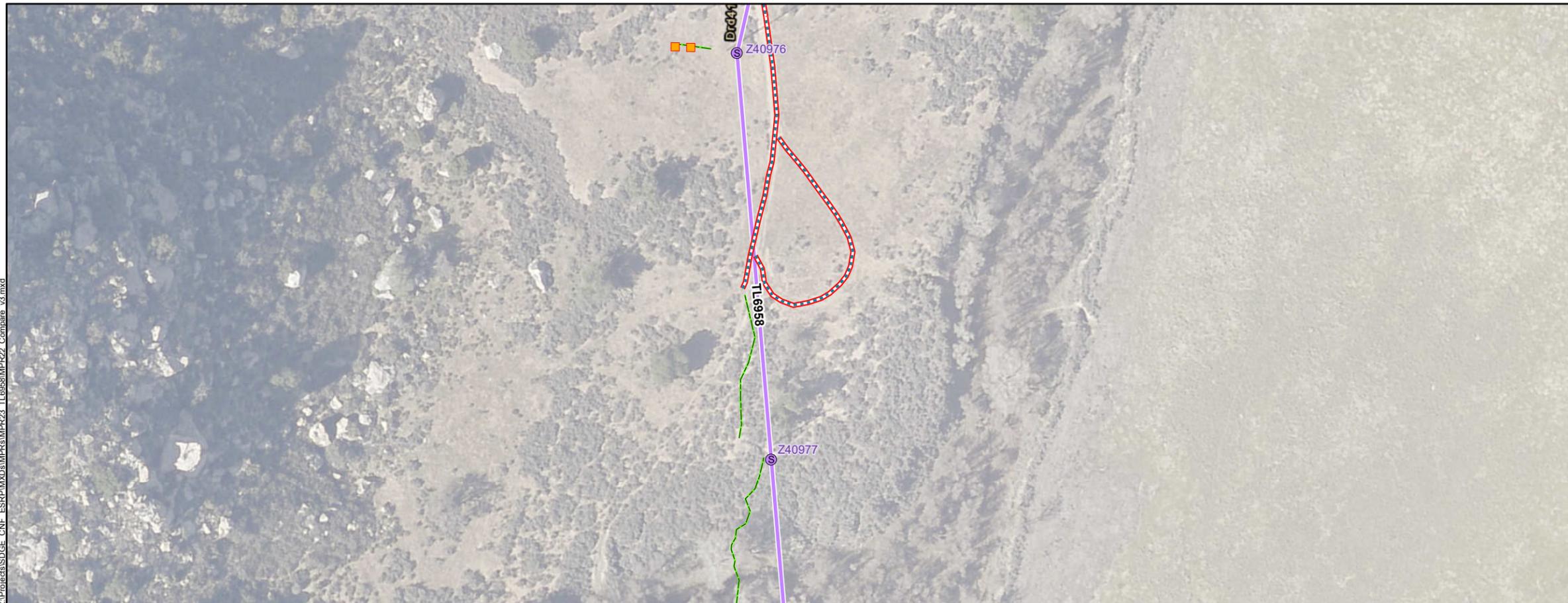
**Final Design**

**NTP #19**

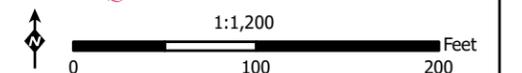
-  Wood-to-Steel Replacement
-  Footpath
-  Wood-to-Steel Replacement

**MPR #22**

-  Remove from Service Anchor
-  Anchor Work Area
-  Construction-Only Access Road



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

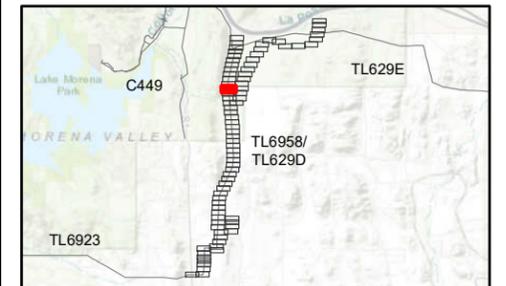


**Attachment B:  
Comparison Map  
TL6958 Map 12 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Navigation Access Road
-  Wood-to-Steel Replacement



**Final Design**

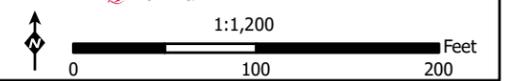
**NTP #19**

-  Wood-to-Steel Replacement
-  Footpath
-  Wood-to-Steel Replacement

**MPR #22**



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

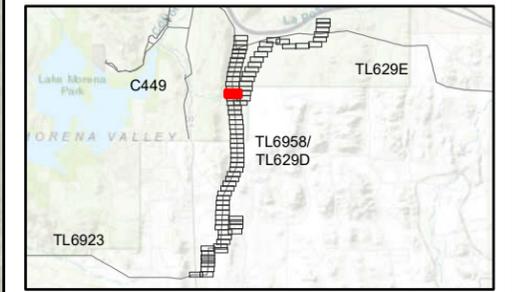


**Attachment B:  
Comparison Map  
TL6958 Map 13 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Navigation Access Road
-  Wood-to-Steel Replacement



**Final Design**

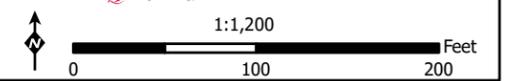
**NTP #19**

-  Wood-to-Steel Replacement
-  Footpath
-  Wood-to-Steel Replacement

**MPR #22**



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

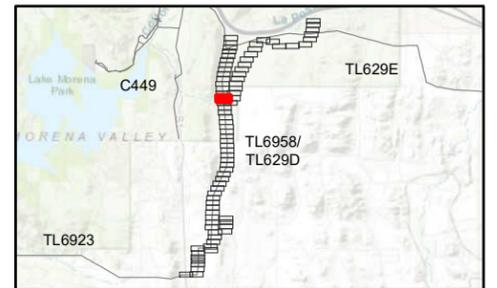


Z:\Projects\SDGE\_CNF\_ESRPI\MXD\MPRs\MPR23\_TL6958\MPR23\_Compare\_v3.mxd

**Attachment B:  
Comparison Map  
TL6958 Map 14 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

- 2015 Preliminary Design**
-  Wood-to-Steel Replacement
  -  Navigation Access Road
  -  Wood-to-Steel Replacement
  -  U.S. Forest Service



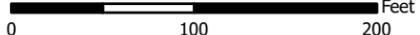
- Final Design**
- NTP #19**
-  Wood-to-Steel Replacement
  -  Footpath
  -  Wood-to-Steel Replacement
- MPR #22**
-  U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.




1:1,200



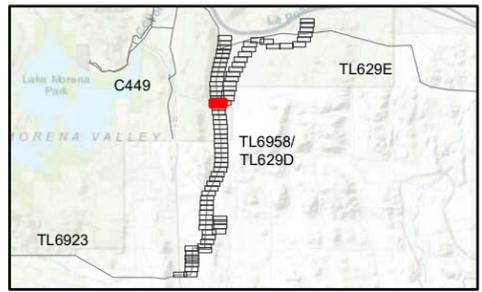
Z:\Projects\SDGE\_CNF\_ESRP\MXD\MPRs\MPR23\_TL6958\MPR23\_Compare\_v3.mxd

**Attachment B:  
Comparison Map  
TL6958 Map 15 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Navigation Access Road
-  Wood-to-Steel Replacement
-  U.S. Forest Service



**Final Design**

**NTP #19**

-  Wood-to-Steel Replacement
-  Footpath
-  Navigation Access Road
-  Wood-to-Steel Replacement

**MPR #22**

-  U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.




1:1,200

0 100 200 Feet

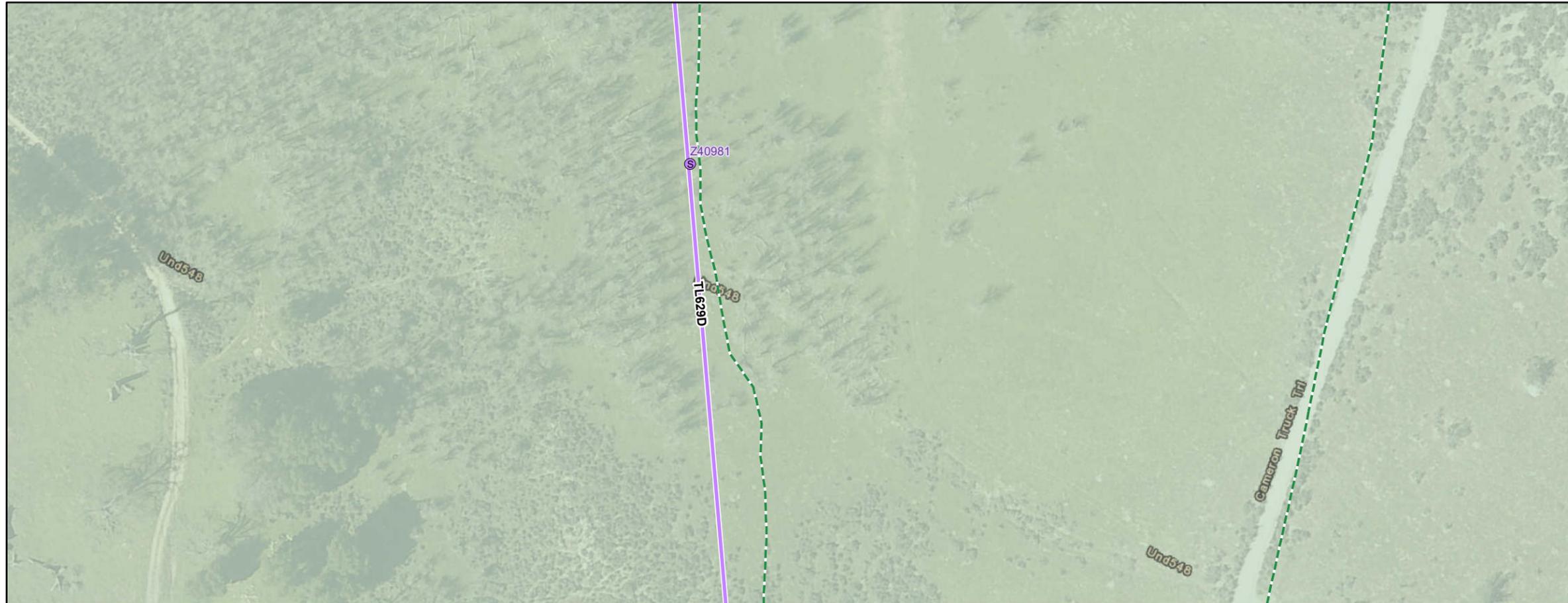
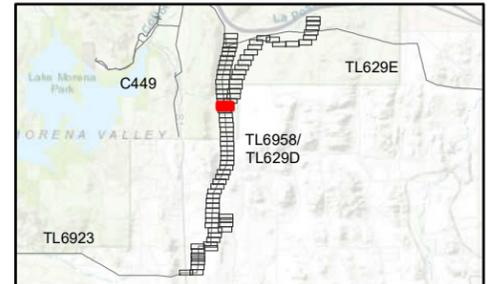
Z:\Projects\SDGE\_CNF\_ESRPI\MXD\MPRs\MPR23\_TL6958\MPR23\_Compare\_v3.mxd

**Attachment B:  
Comparison Map  
TL6958 Map 16 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Navigation Access Road
-  Wood-to-Steel Replacement
-  U.S. Forest Service



**Final Design**

**NTP #19**

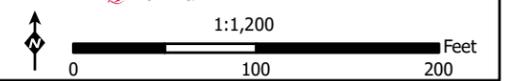
-  Wood-to-Steel Replacement
-  Footpath
-  Navigation Access Road
-  Wood-to-Steel Replacement

**MPR #22**

-  U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.



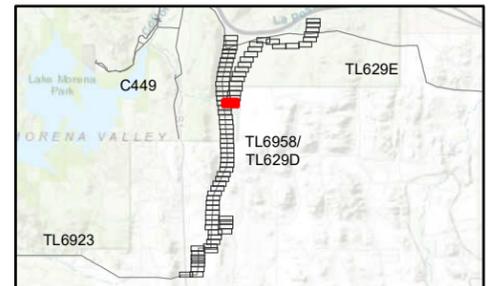
**Attachment B:  
Comparison Map  
TL6958 Map 17 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

Navigation Access Road

U.S. Forest Service



**Final Design**

**NTP #19**

Footpath

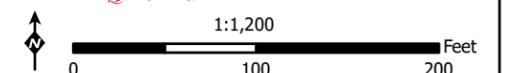
Navigation Access Road

Wood-to-Steel Replacement

**MPR #22**

U.S. Forest Service

Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

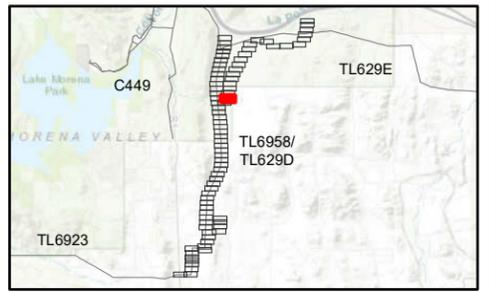


**Attachment B:  
Comparison Map  
TL6958 Map 18 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Navigation Access Road
-  U.S. Bureau of Land Management
-  U.S. Forest Service



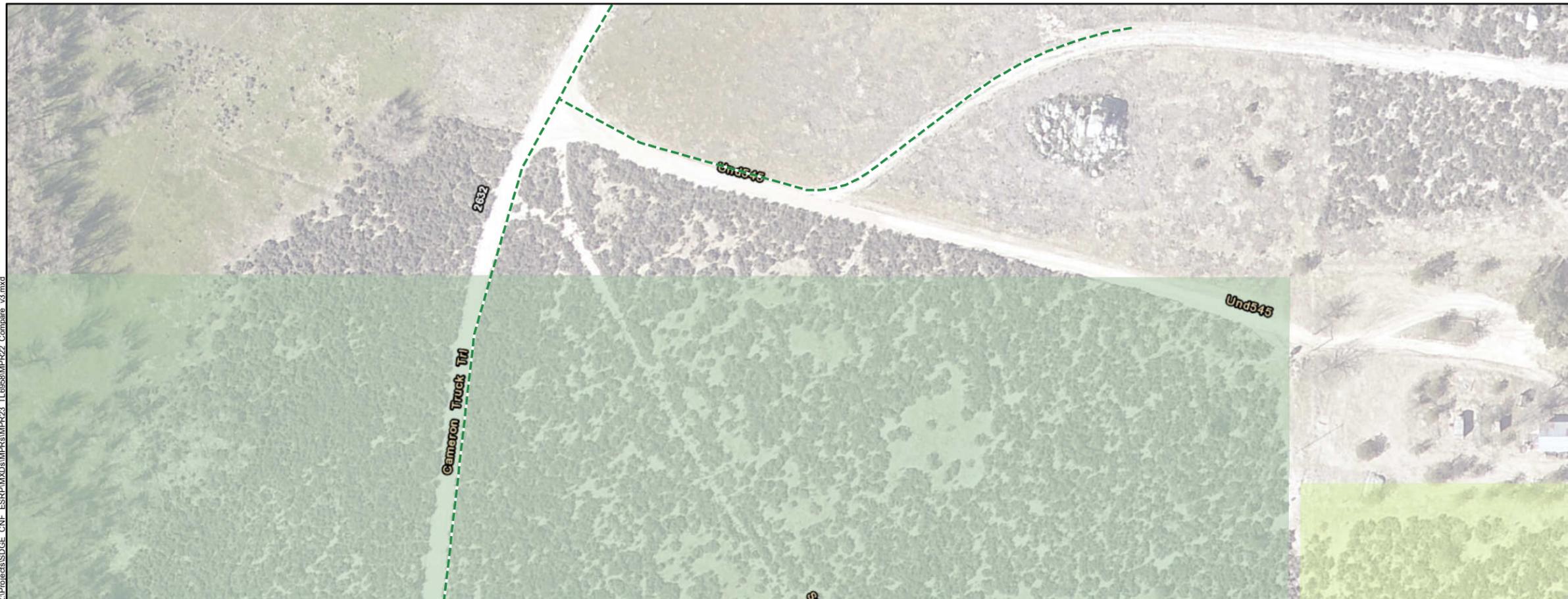
**Final Design**

**NTP #19**

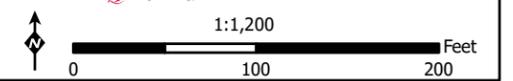
-  Navigation Access Road

**MPR #22**

-  U.S. Bureau of Land Management
-  U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

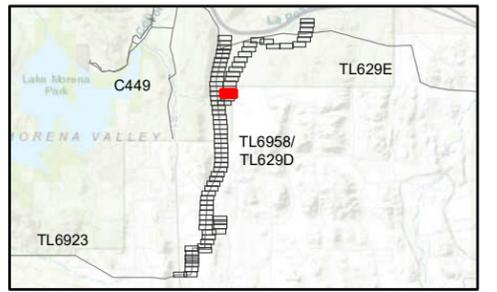


Z:\Projects\SDGE\_CNF\_ESRP\MXD\MPRs\MPR23\_TL6958\MPR23\_Compare\_v3.mxd

**Attachment B:  
Comparison Map  
TL6958 Map 19 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**  
 Navigation Access Road



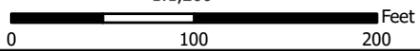
**Final Design**  
**NTP #19**  
 Navigation Access Road  
**MPR #22**



Note:  
 1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.



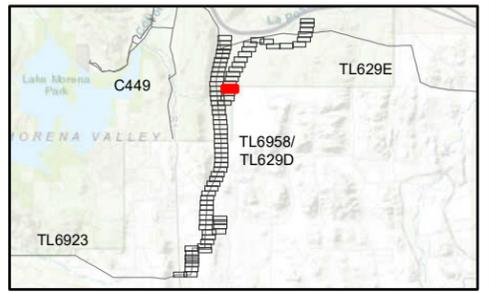



 1:1,200 Feet

**Attachment B:  
Comparison Map  
TL6958 Map 20 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

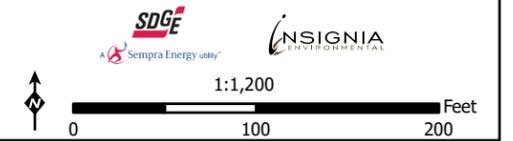
2015 Preliminary Design  
 Navigation Access Road



Final Design  
 NTP #19  
 Navigation Access Road  
 MPR #22



Note:  
 1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.



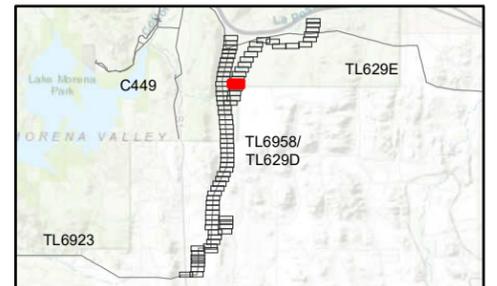
**Attachment B:  
Comparison Map  
TL6958 Map 21 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

--- Navigation Access Road

■ U.S. Forest Service



**Final Design**

**NTP #19**

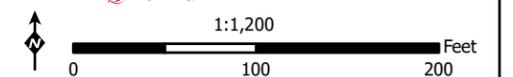
--- Navigation Access Road

**MPR #22**

■ U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.



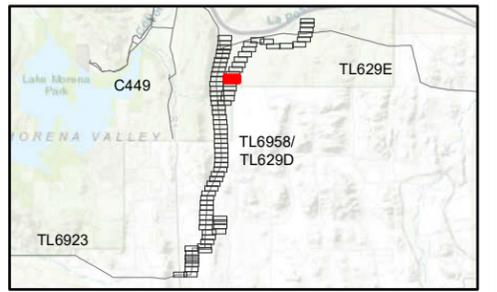
**Attachment B:  
Comparison Map  
TL6958 Map 22 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

--- Navigation Access Road

■ U.S. Forest Service



**Final Design**

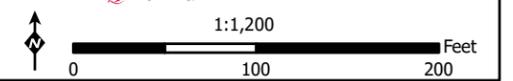
**NTP #19**

--- Navigation Access Road

**MPR #22**

■ U.S. Forest Service

Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.



Z:\Projects\SDGE\_CNF\_ESRP\MXD\MPRs\MPR23\_TL6958\MPR22\_Compare\_v3.mxd

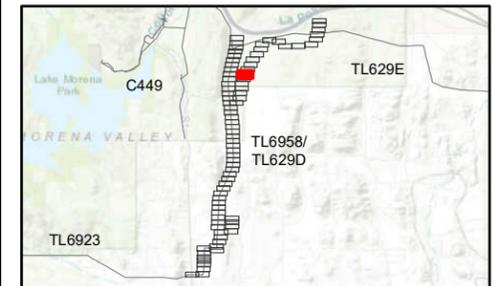
**Attachment B:  
Comparison Map  
TL6958 Map 23 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

--- Navigation Access Road

■ U.S. Forest Service



**Final Design**

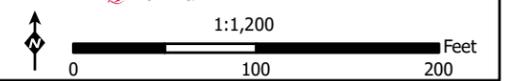
**NTP #19**

--- Navigation Access Road

**MPR #22**

■ U.S. Forest Service

Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.



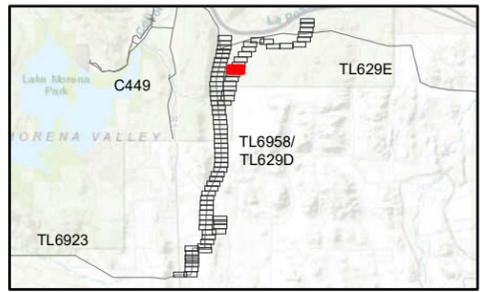
**Attachment B:  
Comparison Map  
TL6958 Map 24 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

--- Navigation Access Road

■ U.S. Forest Service



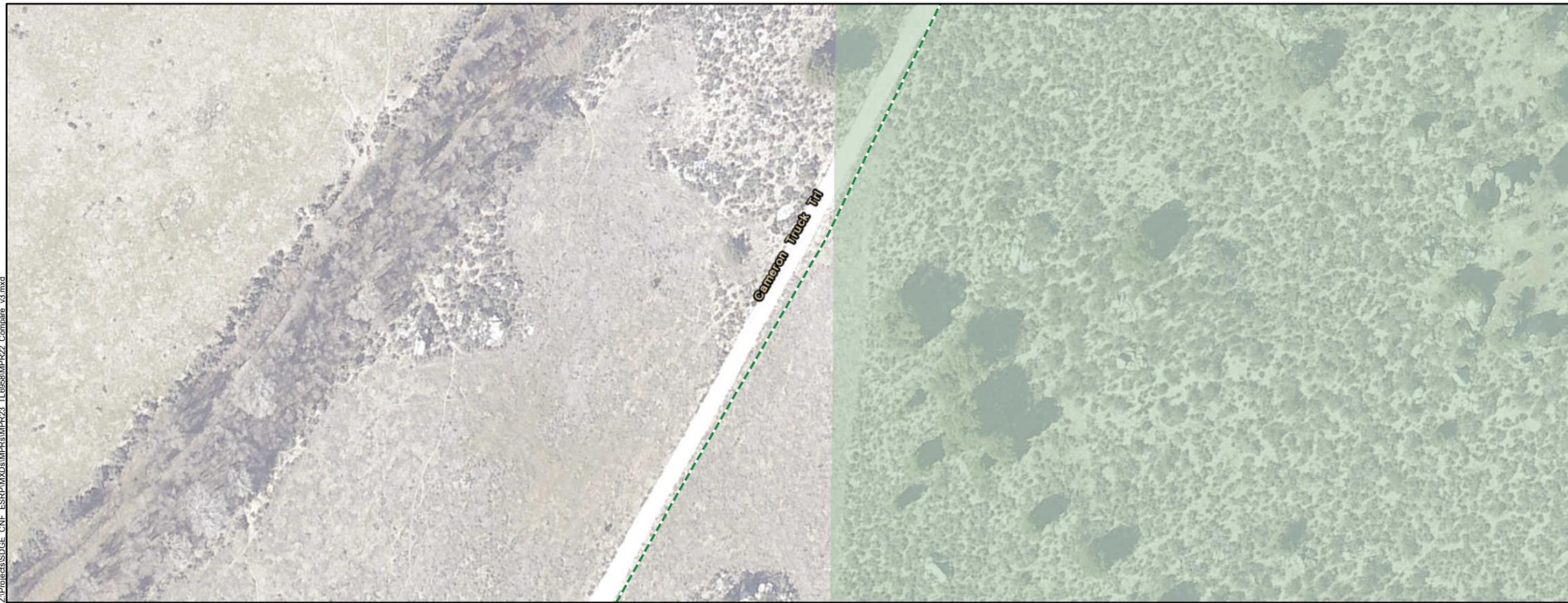
**Final Design**

**NTP #19**

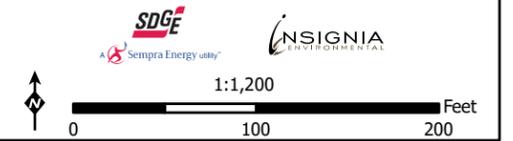
--- Navigation Access Road

**MPR #22**

■ U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.



Z:\Projects\SDGE\_CNF\_ESRP\MXD\MPRs\MPR23\_TL6958\MPR23\_Compare\_v3.mxd

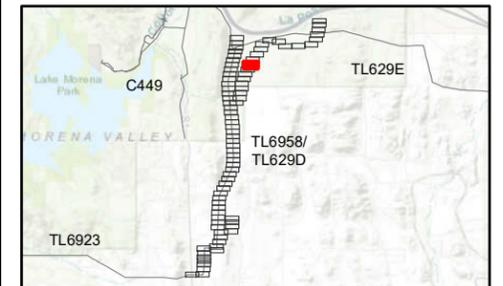
**Attachment B:  
Comparison Map  
TL6958 Map 25 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

--- Navigation Access Road

■ U.S. Forest Service



**Final Design**

**NTP #19**

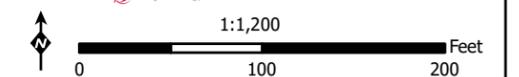
--- Navigation Access Road

**MPR #22**

■ U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.



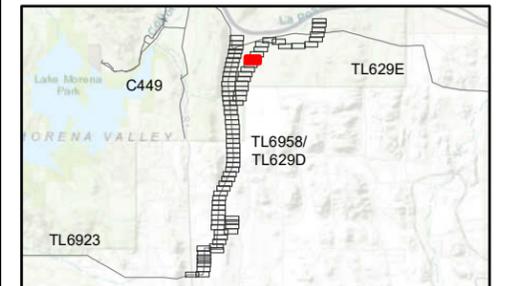
**Attachment B:  
Comparison Map  
TL6958 Map 26 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

--- Navigation Access Road

■ U.S. Forest Service



**Final Design**

**NTP #19**

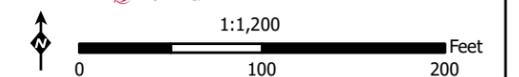
--- Navigation Access Road

**MPR #22**

■ U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.



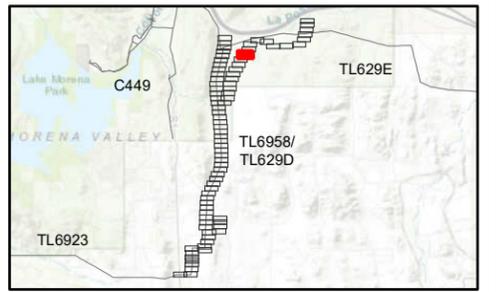
**Attachment B:  
Comparison Map  
TL6958 Map 27 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

Navigation Access Road

U.S. Forest Service



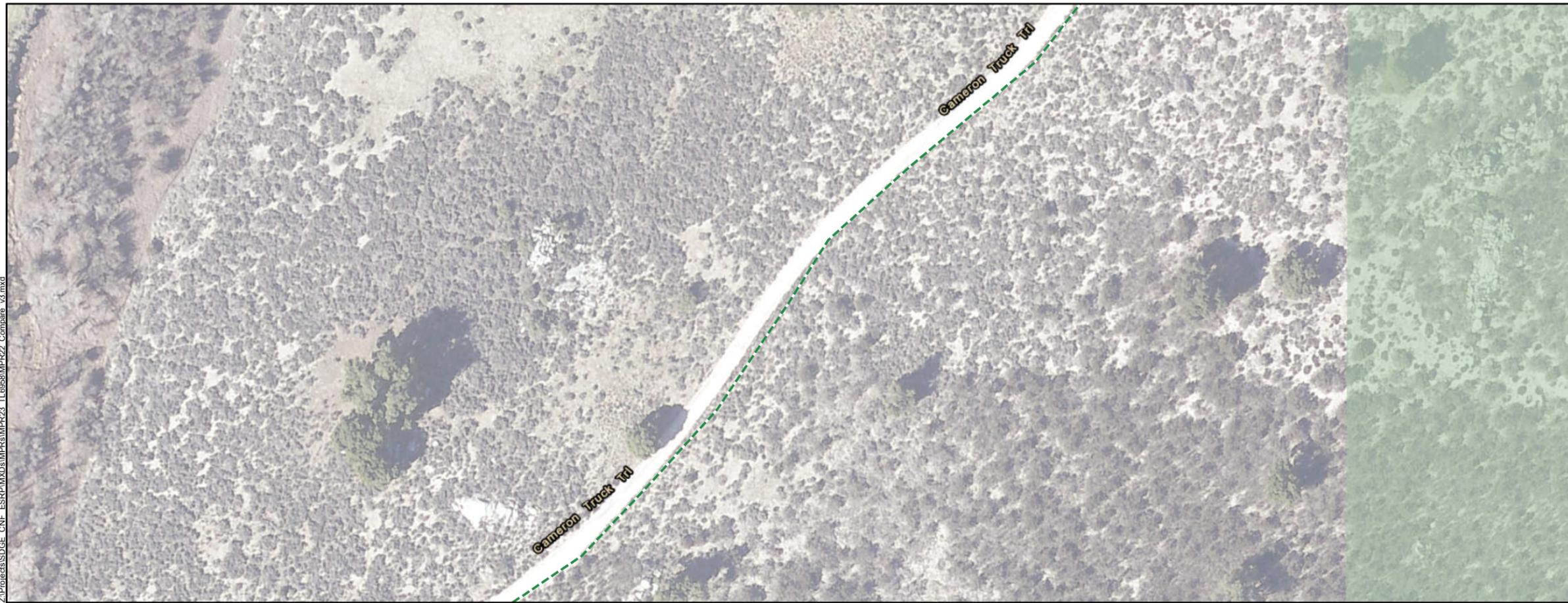
**Final Design**

NTP #19

Navigation Access Road

MPR #22

U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

1:1,200

0 100 200 Feet

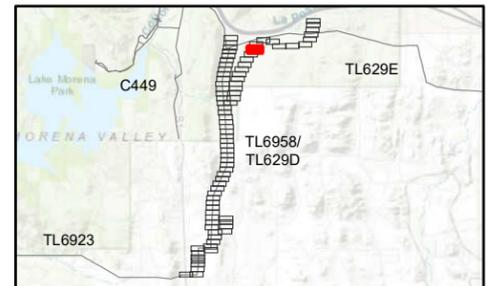
**Attachment B:  
Comparison Map  
TL6958 Map 28 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

Navigation Access Road

U.S. Forest Service



**Final Design**

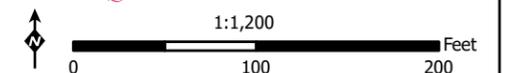
**NTP #19**

Navigation Access Road

**MPR #22**

U.S. Forest Service

Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.



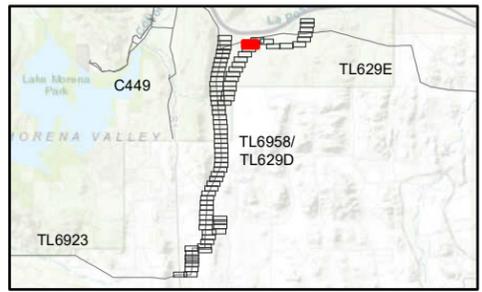
**Attachment B:  
Comparison Map  
TL6958 Map 29 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

--- Navigation Access Road

■ U.S. Forest Service



**Final Design**

**NTP #19**

--- Navigation Access Road

**MPR #22**

■ U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

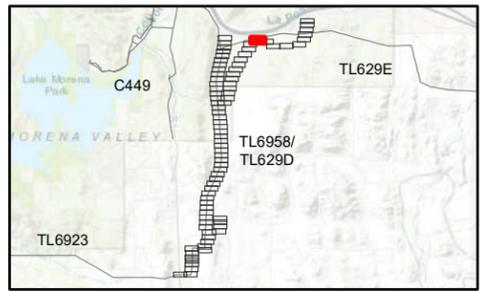
1:1,200

0 100 200 Feet

**Attachment B:  
Comparison Map  
TL6958 Map 30 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

- 2015 Preliminary Design**
-  Wood-to-Steel Replacement
  -  Construction-Only Access Road
  -  Navigation Access Road
  -  Wood-to-Steel Replacement



- Final Design**
- NTP #19**
  -  Navigation Access Road
  - MPR #22**



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.




1:1,200

0 100 200 Feet

Z:\Projects\SDGE\_CNF\_ESRPI\MXD\MPRs\MPR23\_TL6958\MPR22\_Compare\_v3.mxd

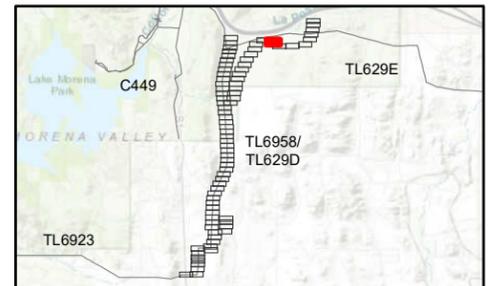
**Attachment B:  
Comparison Map  
TL6958 Map 31 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

- - - - Construction-Only Access Road
- - - - Navigation Access Road

U.S. Forest Service



**Final Design**

**NTP #19**

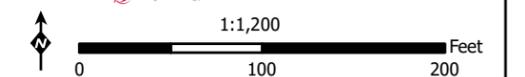
- - - - Navigation Access Road

**MPR #22**

U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.



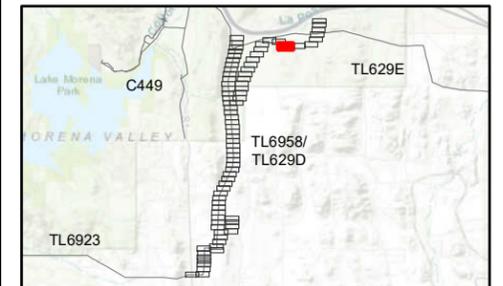
**Attachment B:  
Comparison Map  
TL6958 Map 32 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

Navigation Access Road

U.S. Forest Service



**Final Design**

NTP #19

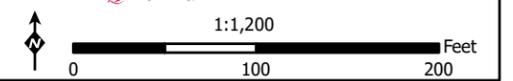
Navigation Access Road

MPR #22

U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.



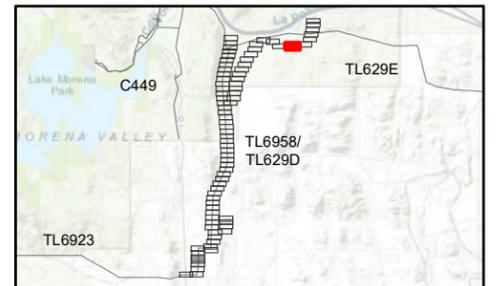
**Attachment B:  
Comparison Map  
TL6958 Map 33 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

Navigation Access Road

U.S. Forest Service



**Final Design**

**NTP #19**

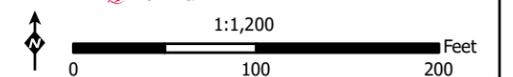
Navigation Access Road

**MPR #22**

U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.



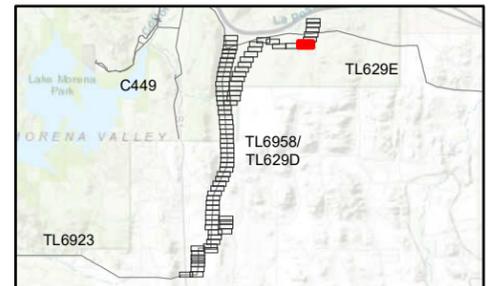
**Attachment B:  
Comparison Map  
TL6958 Map 34 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

--- Navigation Access Road

■ U.S. Forest Service



**Final Design**

**NTP #19**

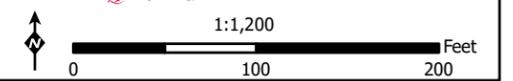
--- Navigation Access Road

**MPR #22**

■ U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

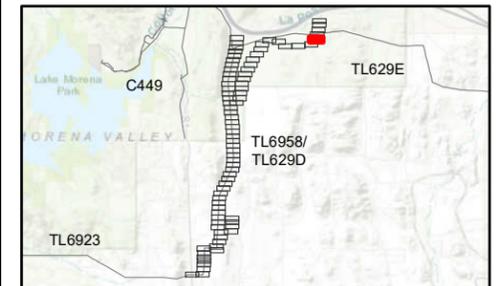


**Attachment B:  
Comparison Map  
TL6958 Map 35 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

- Fly Yard
- Navigation Access Road
- U.S. Forest Service



**Final Design**

**NTP #19**

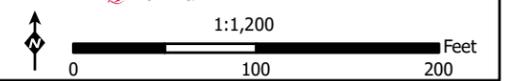
- Navigation Access Road

**MPR #22**

- U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

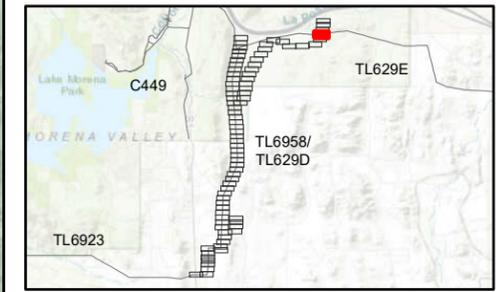




**Attachment B:  
Comparison Map  
TL6958 Map 36 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

- 2015 Preliminary Design**
- Wood-to-Steel Replacement
  - Staging Area
  - Stringing Site
  - Maintained Access Road
  - Navigation Access Road
  - Wood-to-Steel Replacement
  - U.S. Forest Service



- Final Design**
- NTP #19**
  - Navigation Access Road
  - MPR #22**
  - U.S. Forest Service

Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

1:1,200

0 100 200 Feet

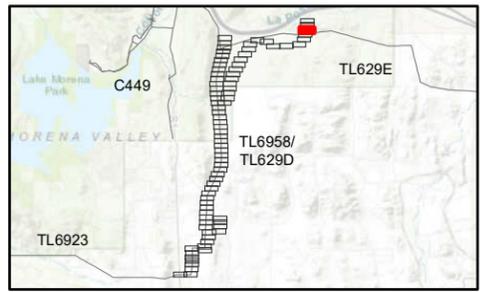
Z:\Projects\SDGE\_CNF\_ESRP\MXDs\MPRs\MPR23\_TL6958\MPR23\_Compare\_v3.mxd

**Attachment B:  
Comparison Map  
TL6958 Map 37 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Staging Area
-  Navigation Access Road
-  U.S. Forest Service



**Final Design**

- NTP #19**
-  Navigation Access Road
- MPR #22**
-  U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.




1:1,200

0 100 200 Feet

Z:\Projects\SDGE\_CNF\_ESRP\MXD\MPRs\MPR23\_TL6958\MPR23\_Compare\_v3.mxd



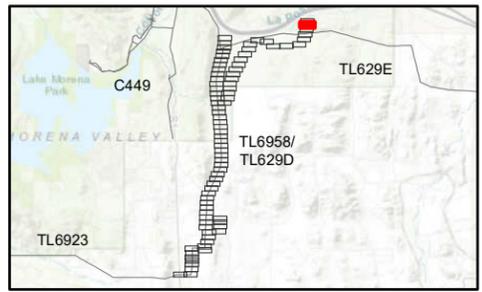
**Attachment B:  
Comparison Map  
TL6958 Map 38 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

--- Navigation Access Road

■ U.S. Forest Service



**Final Design**

**NTP #19**

--- Navigation Access Road

**MPR #22**

■ U.S. Forest Service

Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.




1:1,200

0 100 200 Feet

Z:\Projects\SDGE\_CNF\_ESRPI\MXD\MPRs\MPR23\_TL6958\MPR23\_Compare\_v3.mxd

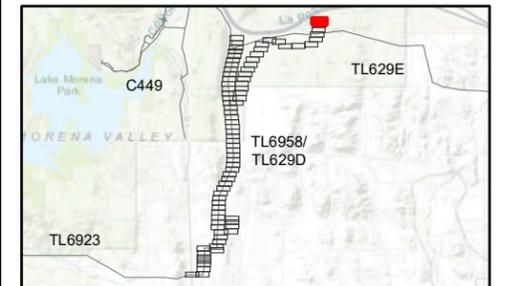
**Attachment B:  
Comparison Map  
TL6958 Map 39 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

--- Navigation Access Road

■ U.S. Forest Service



**Final Design**

**NTP #19**

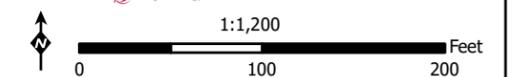
--- Navigation Access Road

**MPR #22**

■ U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

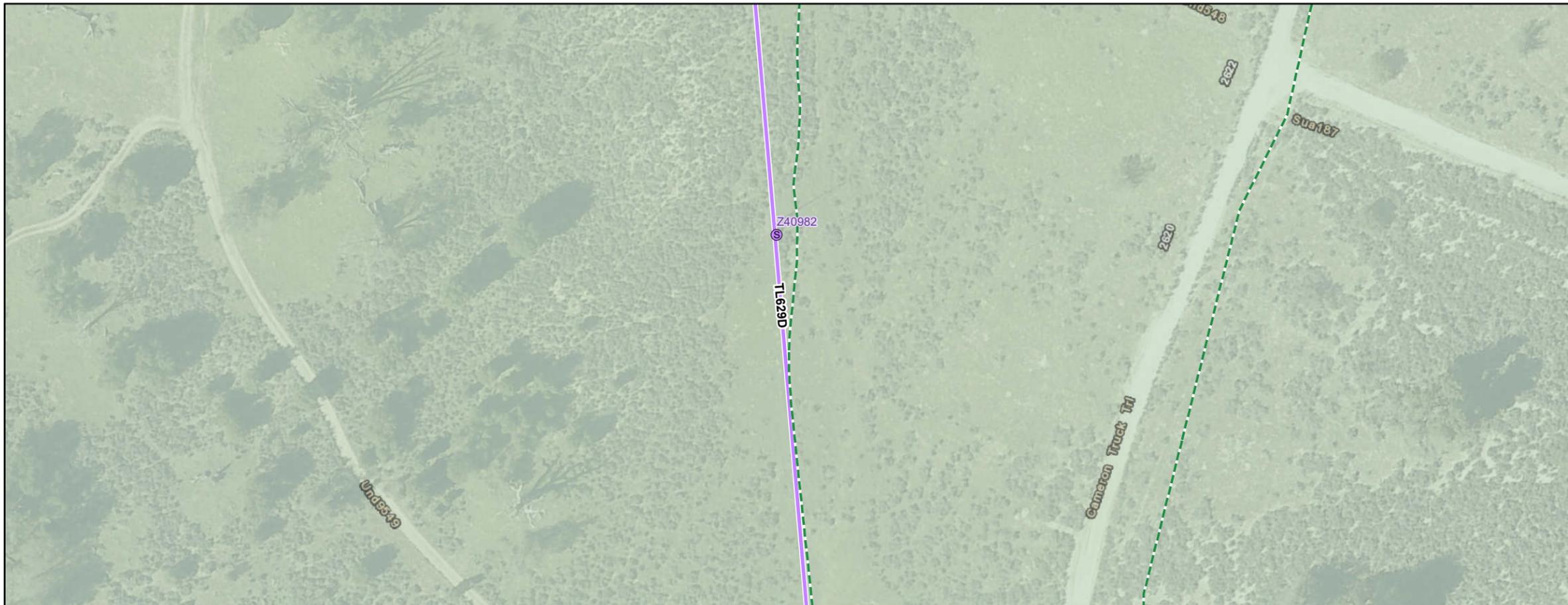
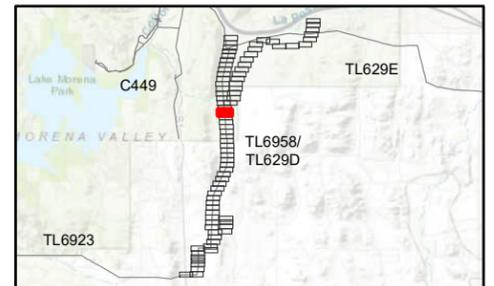


**Attachment B:  
Comparison Map  
TL6958 Map 40 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Navigation Access Road
-  Wood-to-Steel Replacement
-  U.S. Forest Service



**Final Design**

**NTP #19**

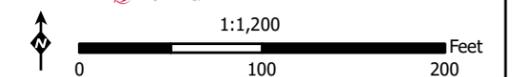
-  Wood-to-Steel Replacement
-  Navigation Access Road
-  Wood-to-Steel Replacement

**MPR #22**

-  U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

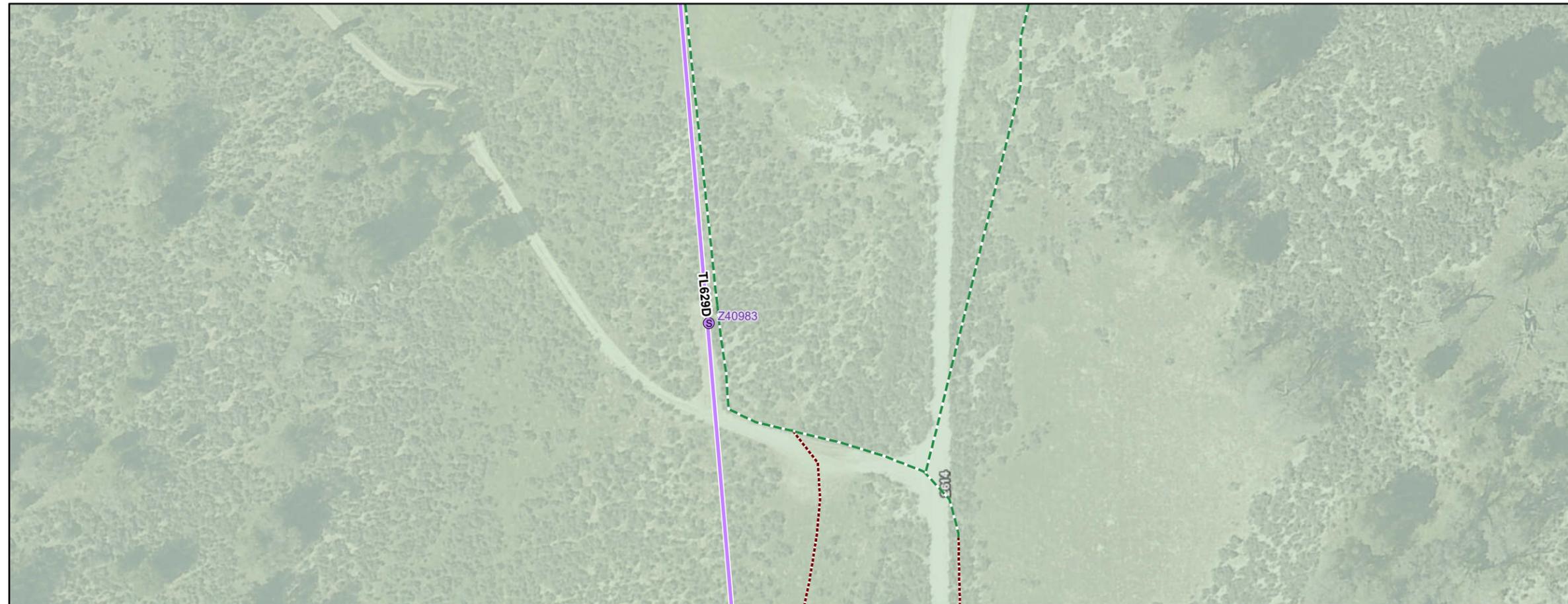
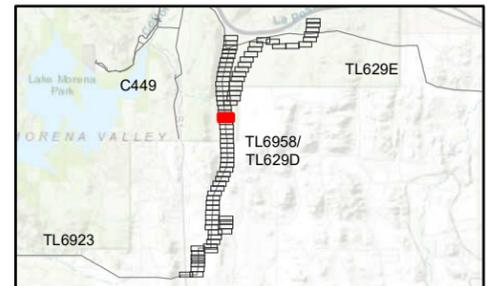


**Attachment B:  
Comparison Map  
TL6958 Map 41 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement
-  U.S. Forest Service



**Final Design**

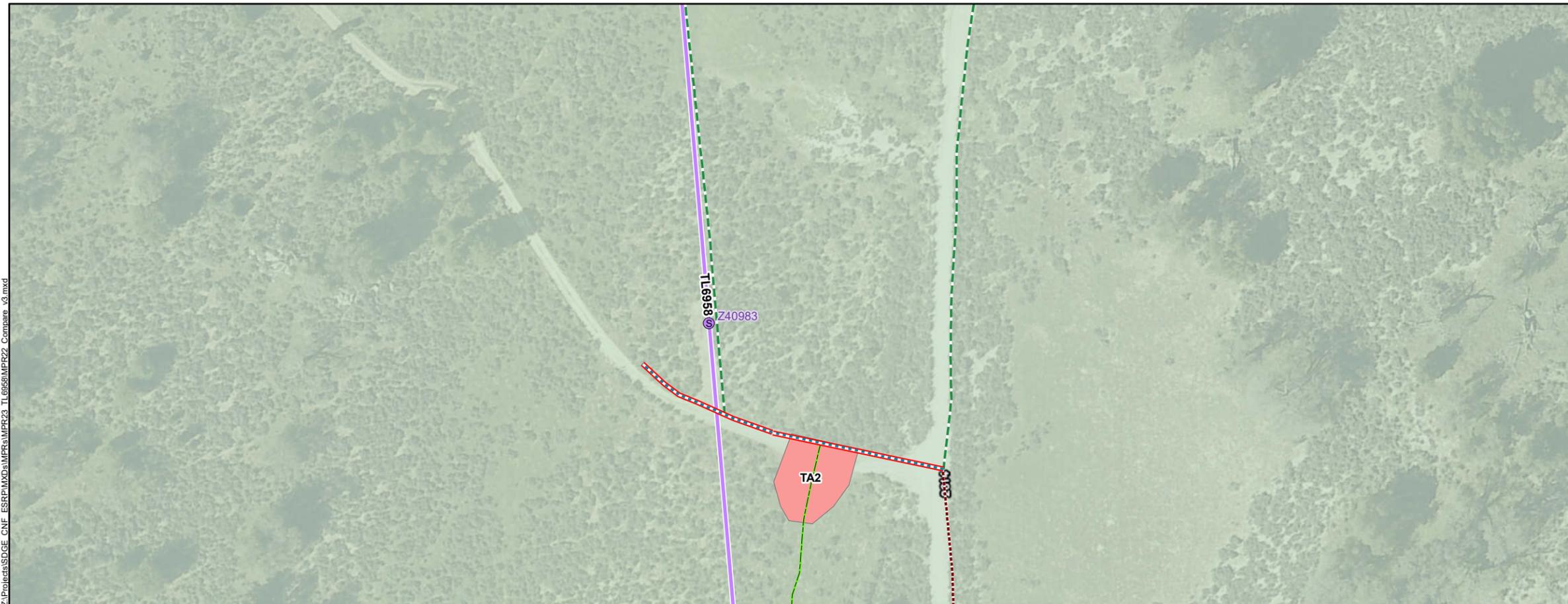
**NTP #19**

-  Wood-to-Steel Replacement
-  Footpath
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement

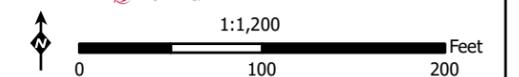
**MPR #22**

-  Temporary Access/Entry/Turnaround
-  Construction-Only Access Road

-  U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

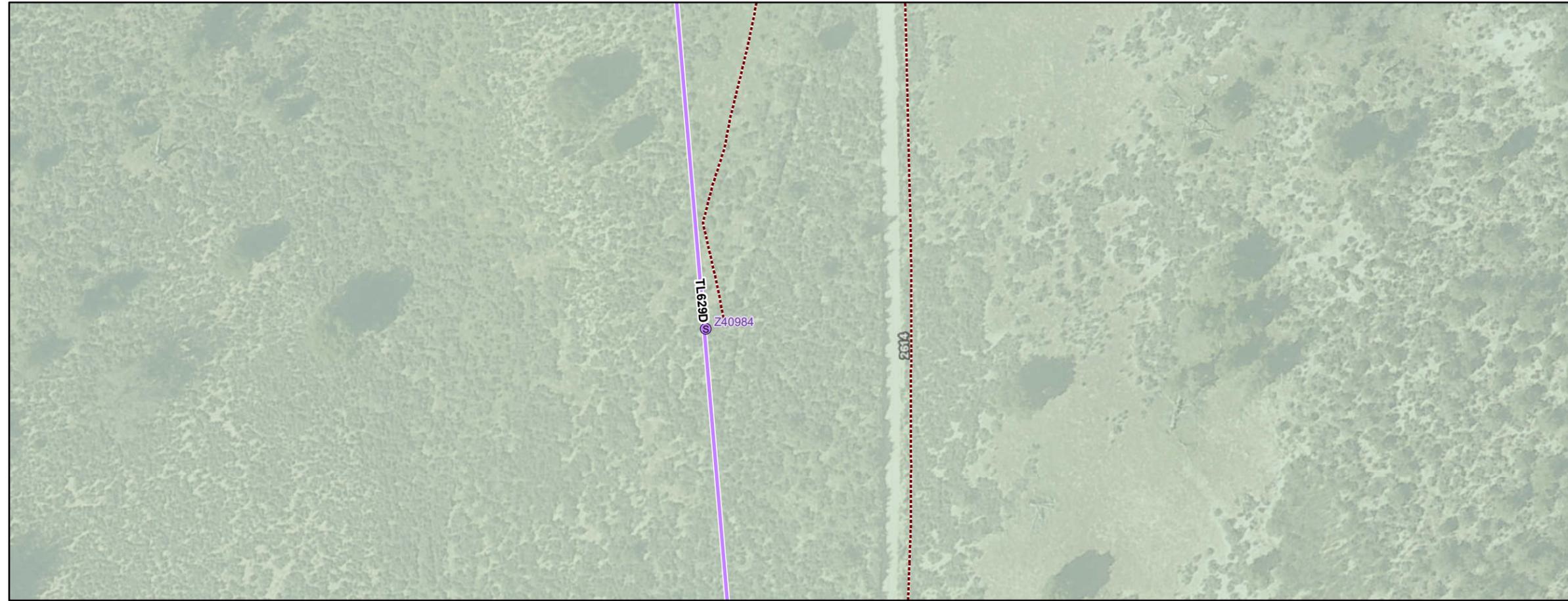
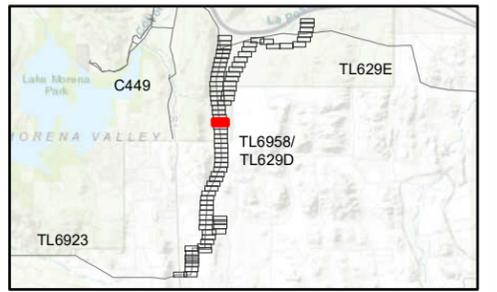


**Attachment B:  
Comparison Map  
TL6958 Map 42 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Wood-to-Steel Replacement
-  U.S. Forest Service



**Final Design**

**NTP #19**

-  Wood-to-Steel Replacement
-  Footpath
-  Maintained Access Road
-  Wood-to-Steel Replacement

**MPR #22**

-  U.S. Forest Service



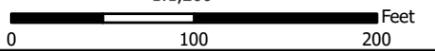
Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.



A Semptra Energy company



1:1,200



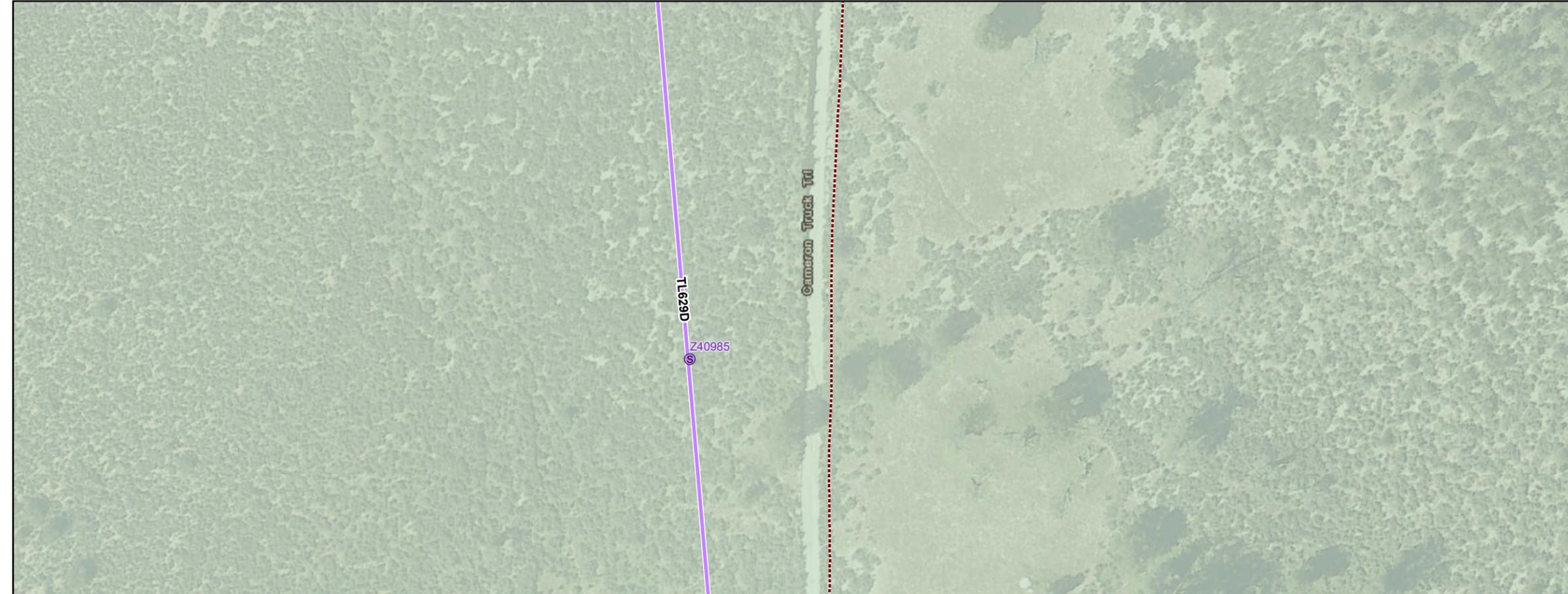
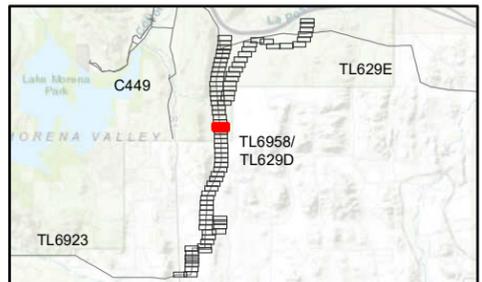
0 100 200 Feet

**Attachment B:  
Comparison Map  
TL6958 Map 43 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Wood-to-Steel Replacement
-  U.S. Forest Service



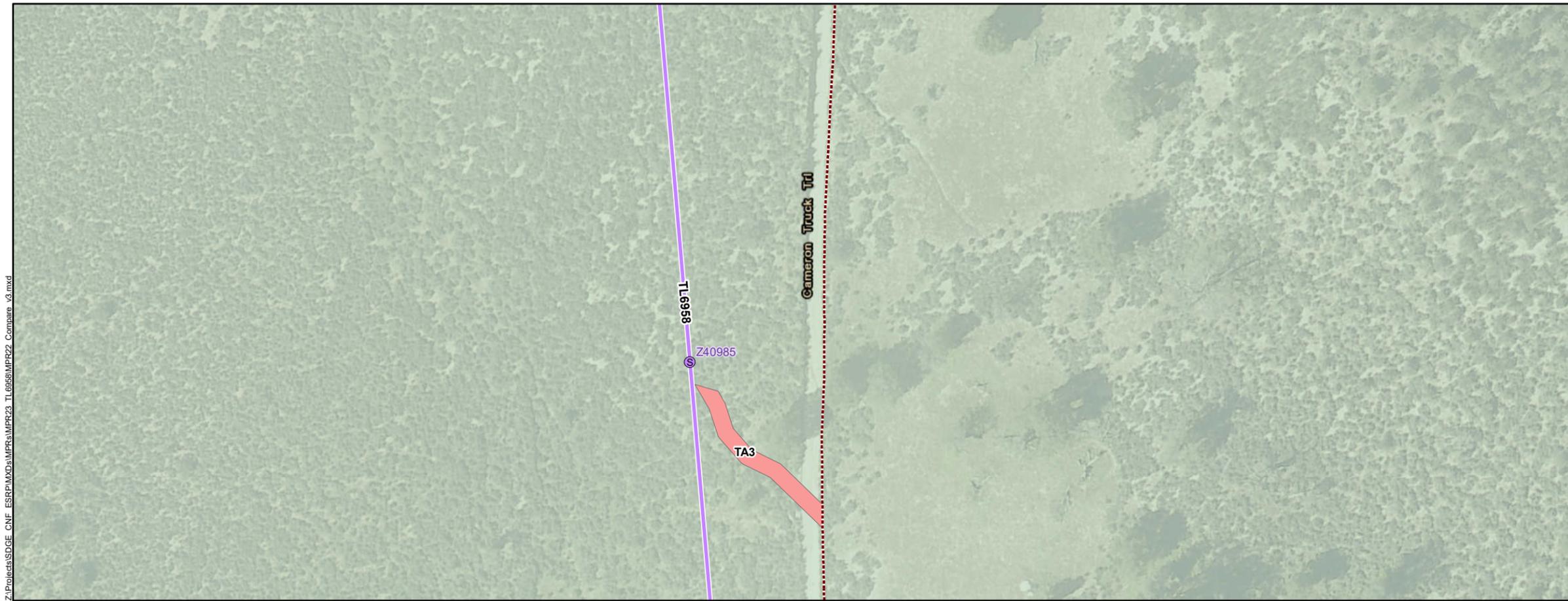
**Final Design**

**NTP #19**

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Wood-to-Steel Replacement

**MPR #22**

-  Temporary Access/Entry/Turnaround
-  U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

1:1,200

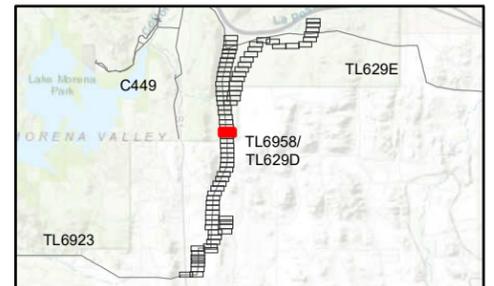
Z:\Projects\SDGE\_CNF\_ESRP\MXD\MPRs\MPR23\_TL6958\MPR22\_Compare\_v3.mxd

**Attachment B:  
Comparison Map  
TL6958 Map 44 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Wood-to-Steel Replacement
-  U.S. Forest Service



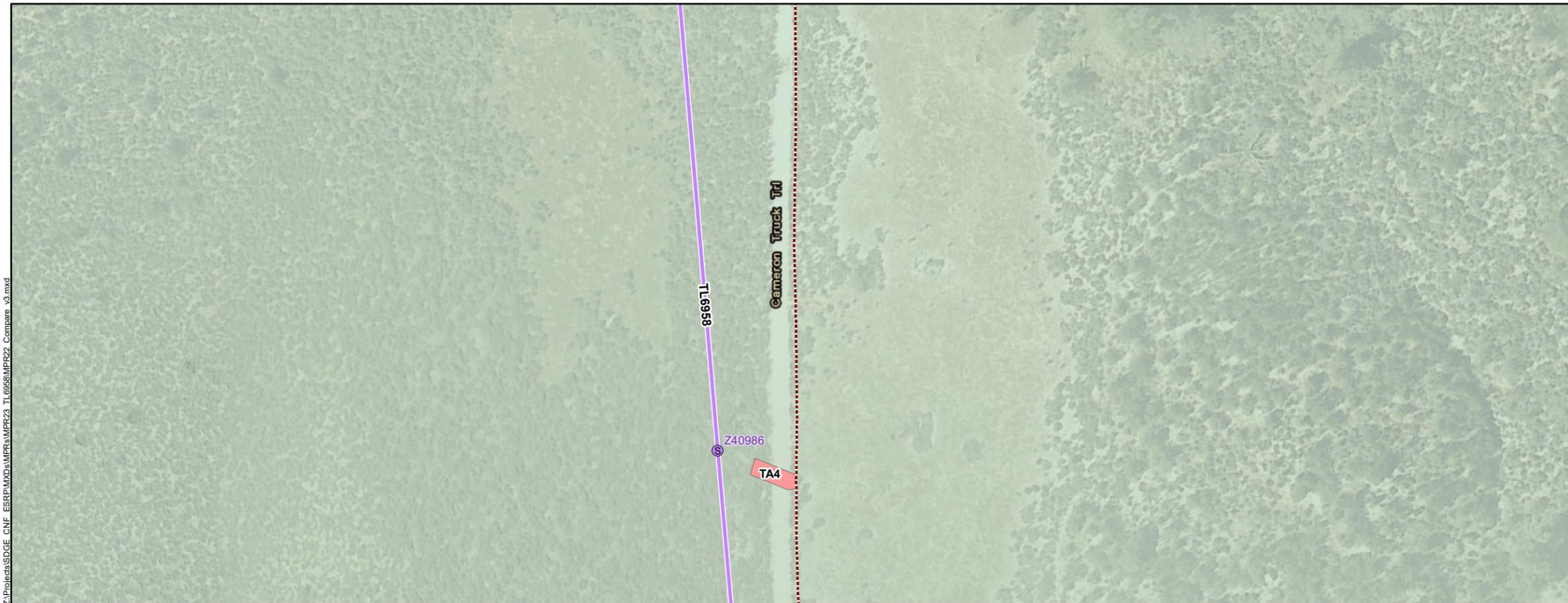
**Final Design**

**NTP #19**

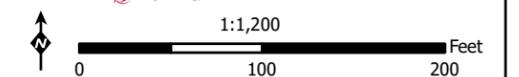
-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Wood-to-Steel Replacement

**MPR #22**

-  Temporary Access/Entry/Turnaround
-  U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

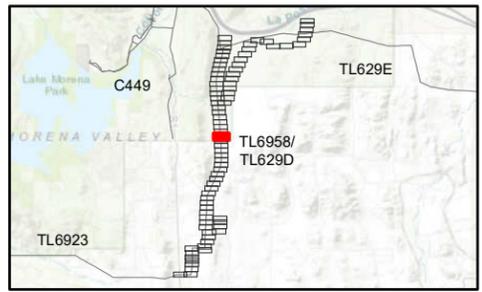


**Attachment B:  
Comparison Map  
TL6958 Map 45 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Stringing Site
-  Maintained Access Road
-  Wood-to-Steel Replacement
-  U.S. Forest Service



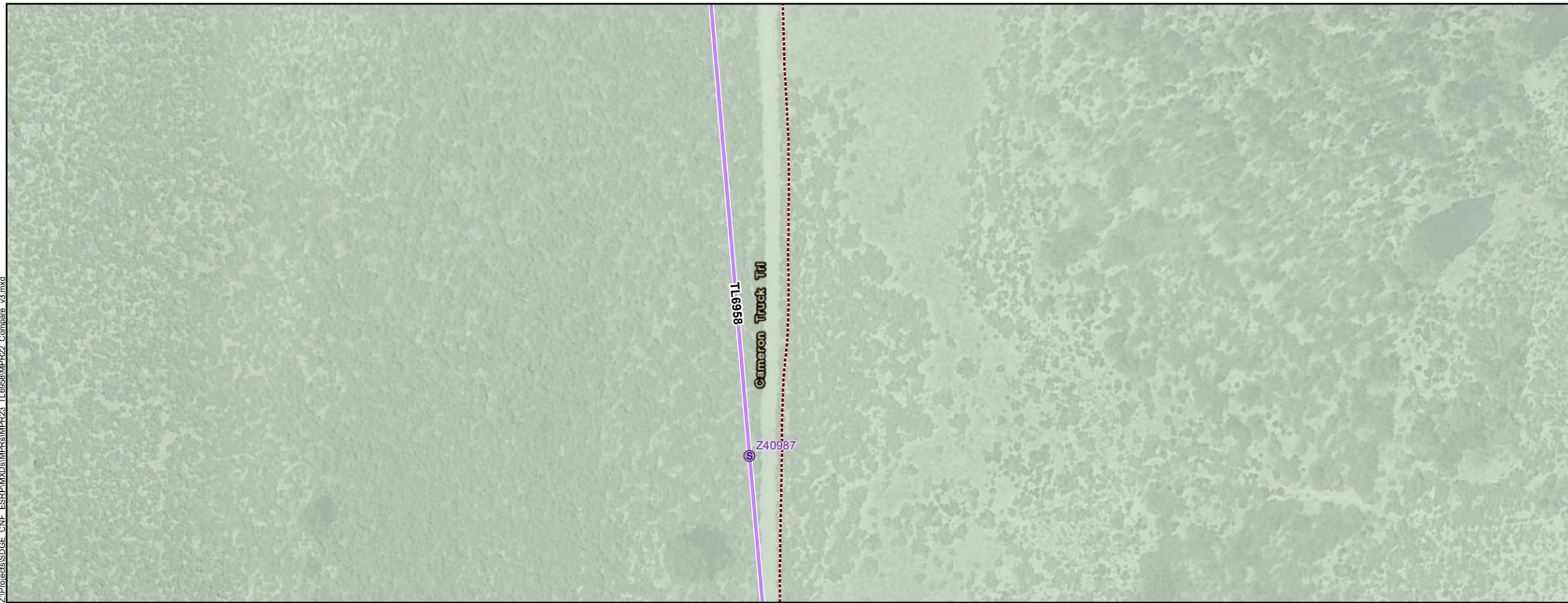
**Final Design**

**NTP #19**

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Wood-to-Steel Replacement

**MPR #22**

-  U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.




1:1,200

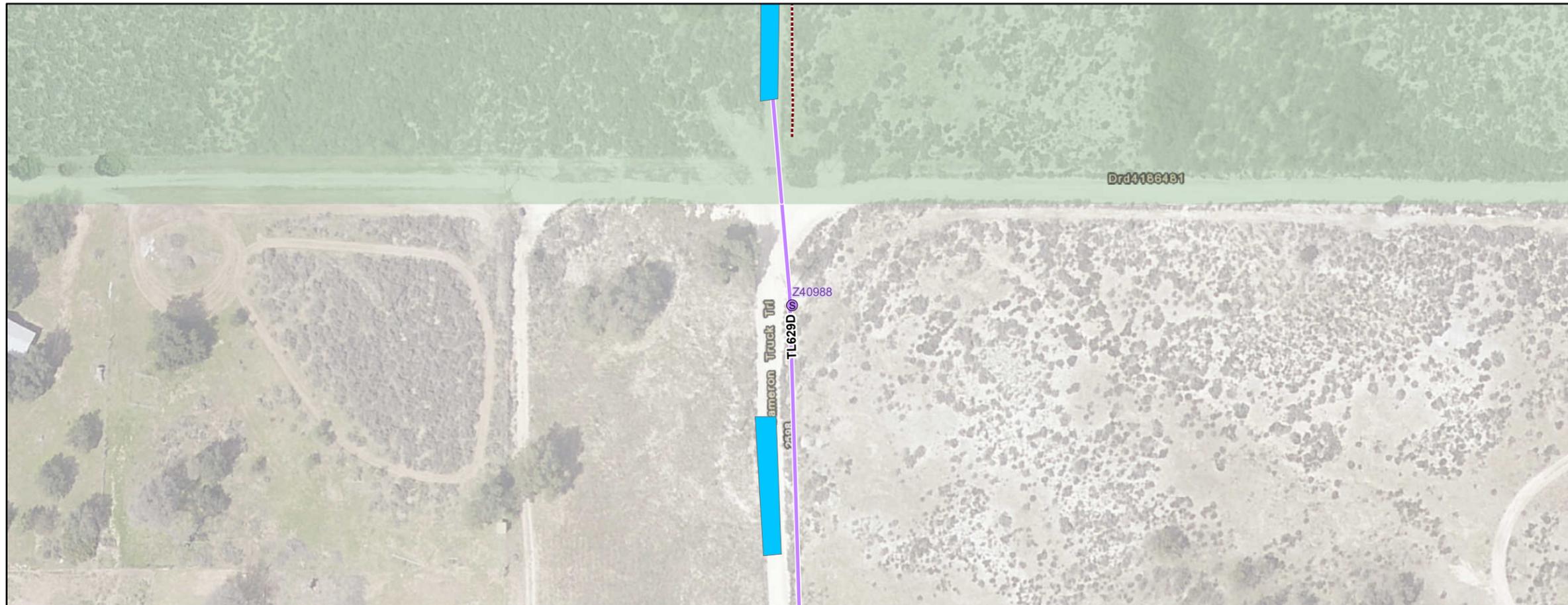
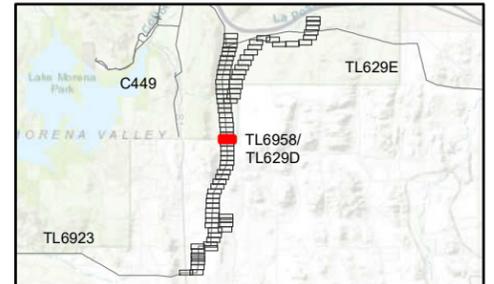
0 100 200 Feet

**Attachment B:  
Comparison Map  
TL6958 Map 46 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Stringing Site
-  Maintained Access Road
-  Wood-to-Steel Replacement
-  U.S. Forest Service



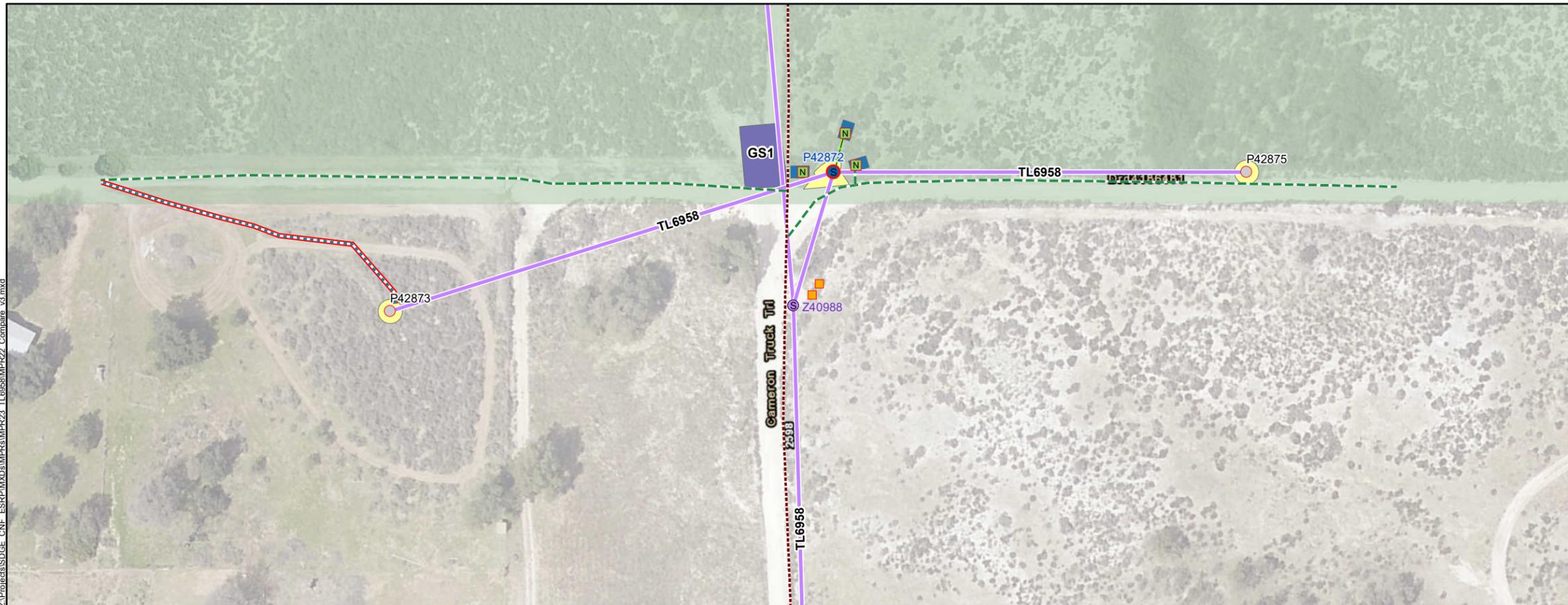
**Final Design**

**NTP #19**

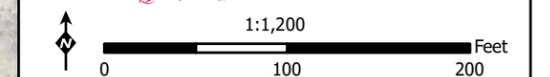
-  Wood-to-Steel Replacement
-  Footpath
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement

**MPR #22**

-  Pole Top Work Only
-  Wood-to-Steel Replacement 12 kV Only
-  New Anchor
-  Remove from Service Anchor
-  Anchor Work Area
-  Guard Structure Work Area
-  Temporary Pole Work Area
-  Construction-Only Access Road
-  U.S. Forest Service



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

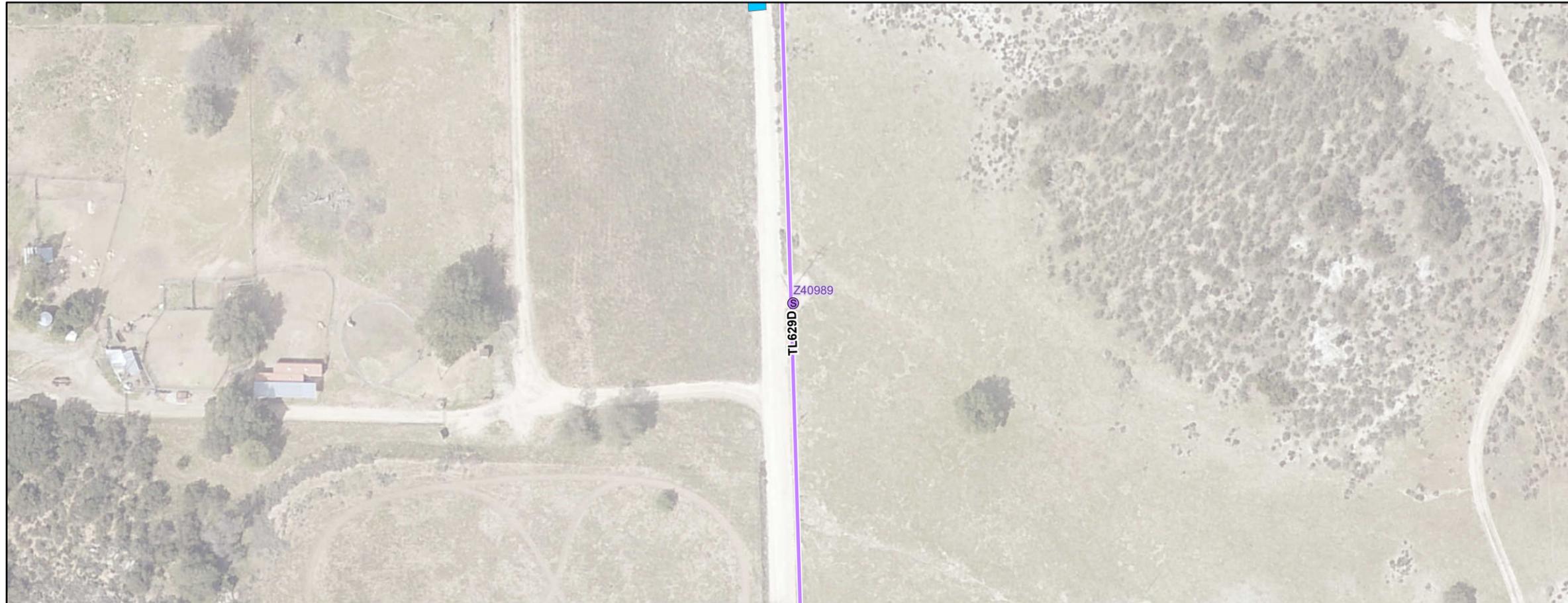
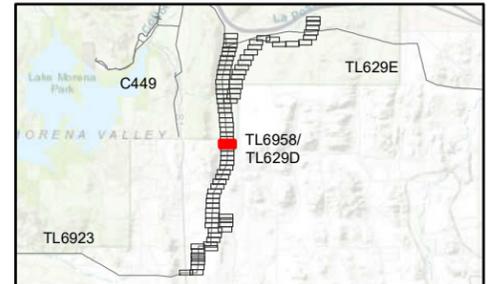


**Attachment B:  
Comparison Map  
TL6958 Map 47 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Stringing Site
-  Wood-to-Steel Replacement



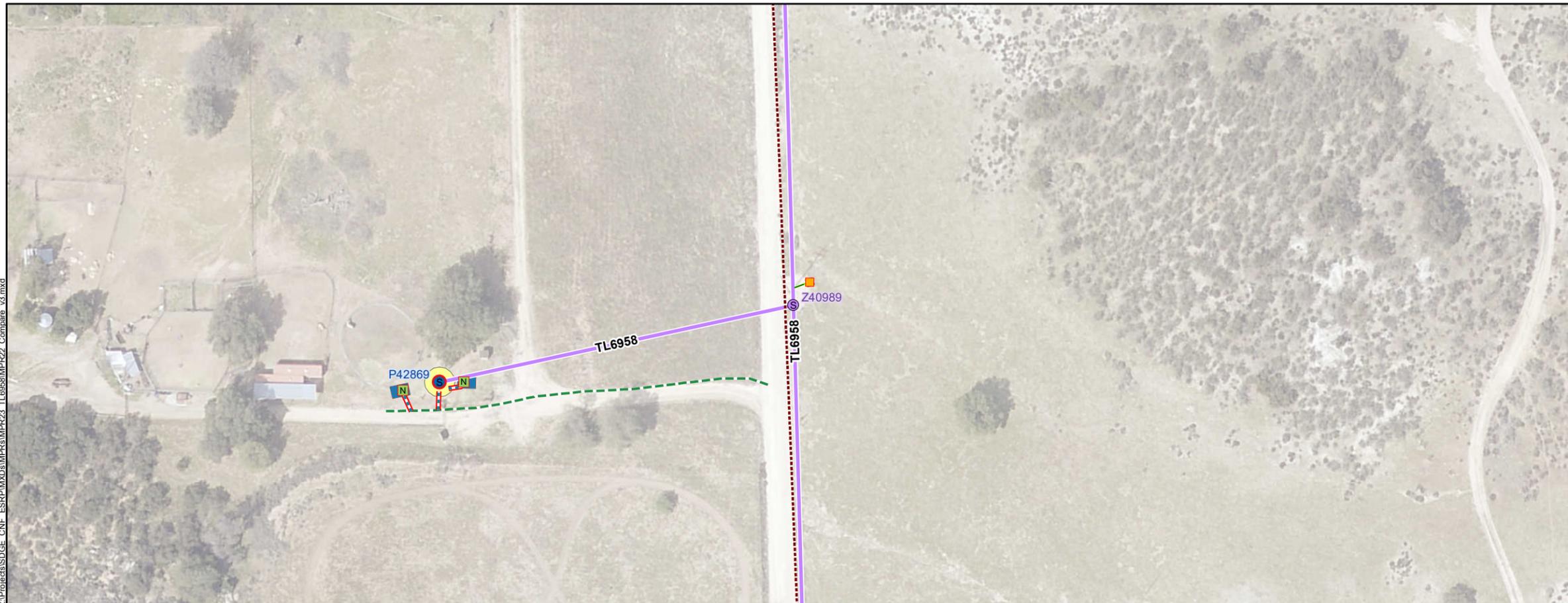
**Final Design**

**NTP #19**

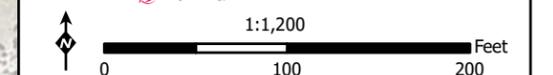
-  Wood-to-Steel Replacement
-  Footpath
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement

**MPR #22**

-  Wood-to-Steel Replacement 12 kV Only
-  New Anchor
-  Remove from Service Anchor
-  Anchor Work Area
-  Temporary Pole Work Area
-  Construction-Only Access Road



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

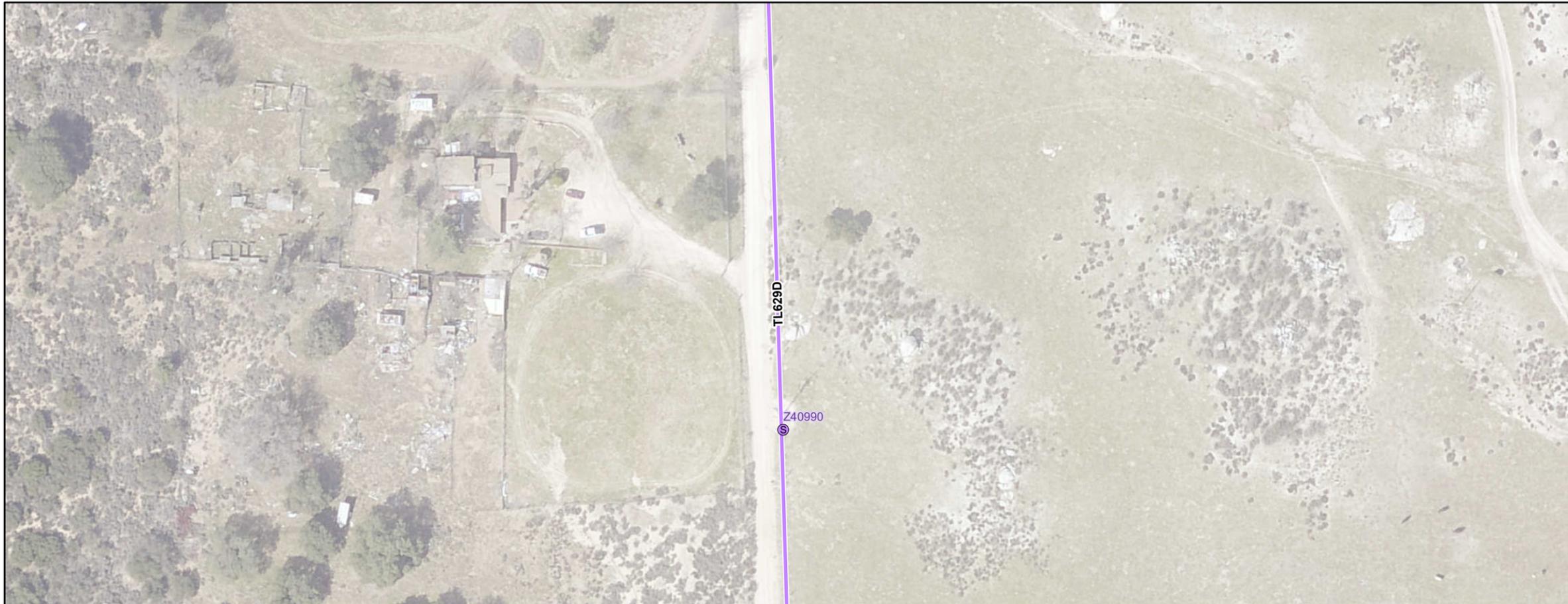
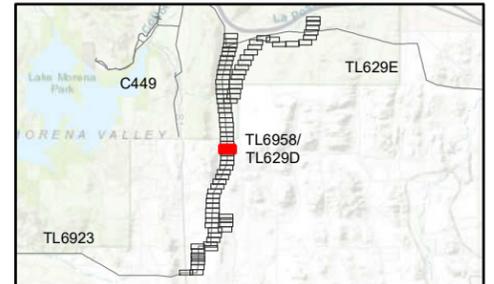


**Attachment B:  
Comparison Map  
TL6958 Map 48 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Wood-to-Steel Replacement



**Final Design**

**NTP #19**

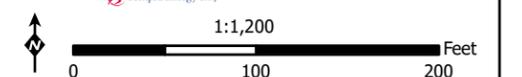
-  Wood-to-Steel Replacement
-  Footpath
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement

**MPR #22**

-  Pole Top Work Only
-  Existing Anchor
-  Remove from Service Anchor
-  Anchor Work Area
-  Temporary Pole Work Area
-  Construction-Only Access Road



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

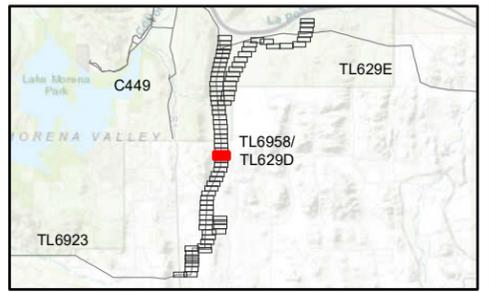


**Attachment B:  
Comparison Map  
TL6958 Map 49 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Wood-to-Steel Replacement



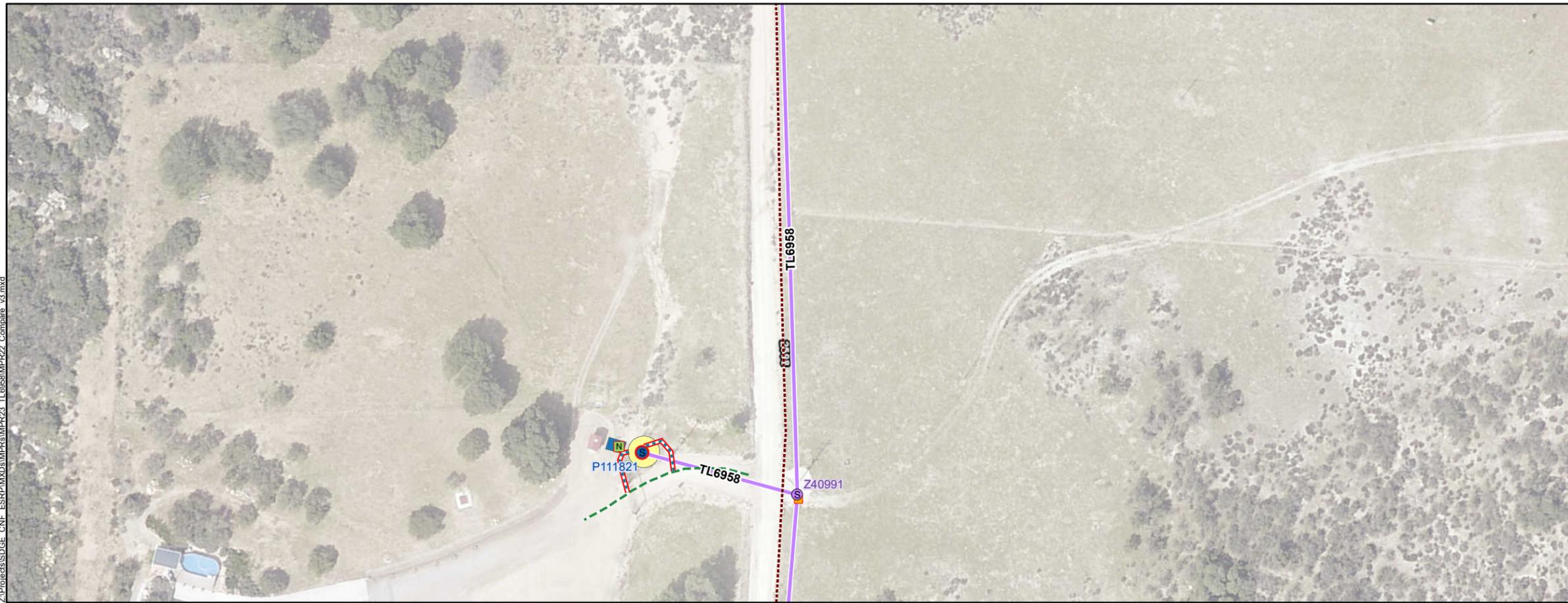
**Final Design**

**NTP #19**

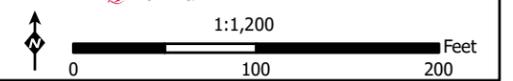
-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement

**MPR #22**

-  Wood-to-Steel Replacement 12 kV Only
-  New Anchor
-  Remove from Service Anchor
-  Anchor Work Area
-  Temporary Pole Work Area
-  Construction-Only Access Road



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.



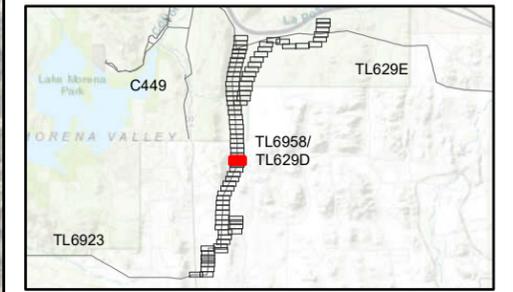
Z:\Projects\SDGE\_CNF\_ESRPI\MXD\MPR23\_TL6958\MPR23\_Compare\_v3.mxd

**Attachment B:  
Comparison Map  
TL6958 Map 50 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Wood-to-Steel Replacement



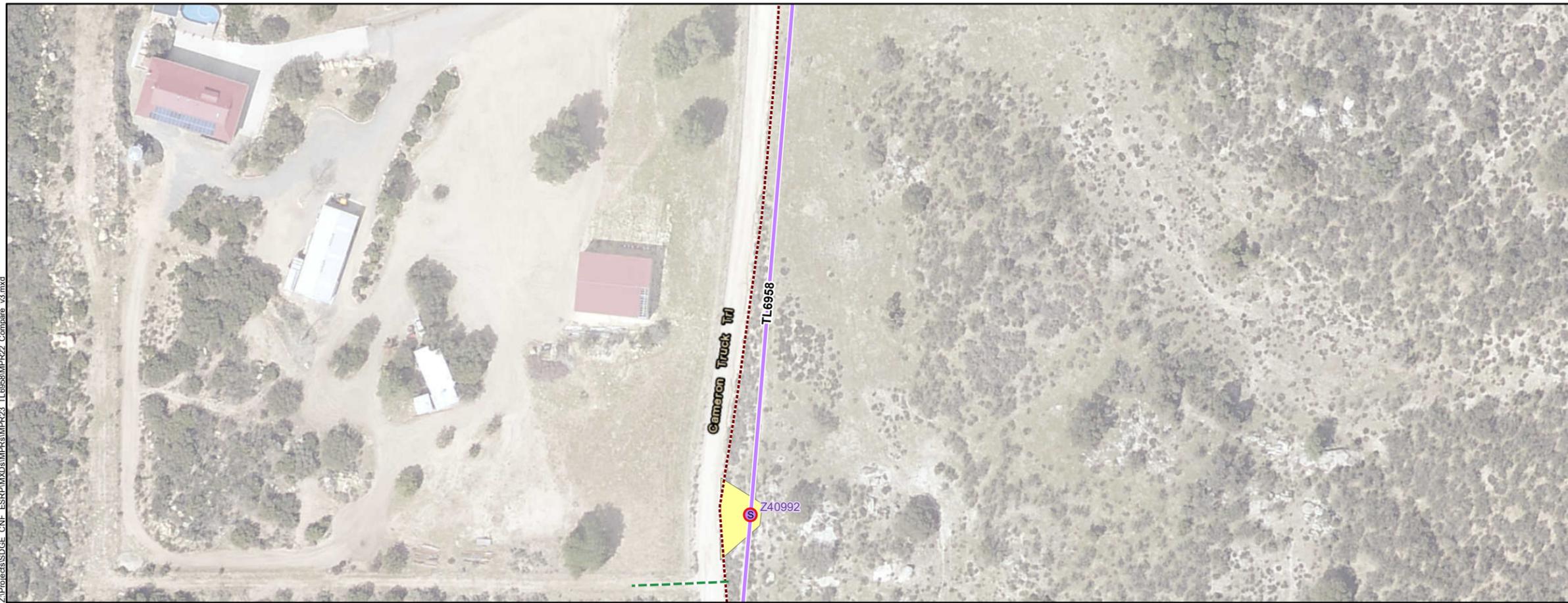
**Final Design**

**NTP #19**

-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement

**MPR #22**

-  Wood-to-Steel Replacement
-  Temporary Pole Work Area



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.




1:1,200

0 100 200 Feet

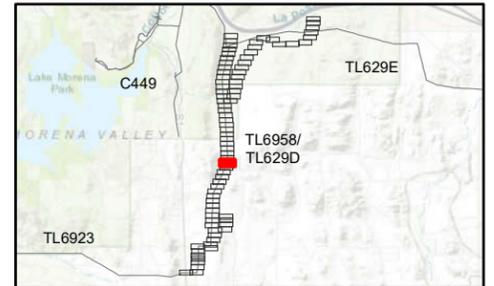
Z:\Projects\SDGE\_CNF\_ESRPI\MXD\MPRs\MPR23\_TL6958\MPR23\_Compare\_v3.mxd

**Attachment B:  
Comparison Map  
TL6958 Map 51 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Stringing Site
-  Construction-Only Access Road
-  Wood-to-Steel Replacement
-  U.S. Bureau of Land Management



**Final Design**

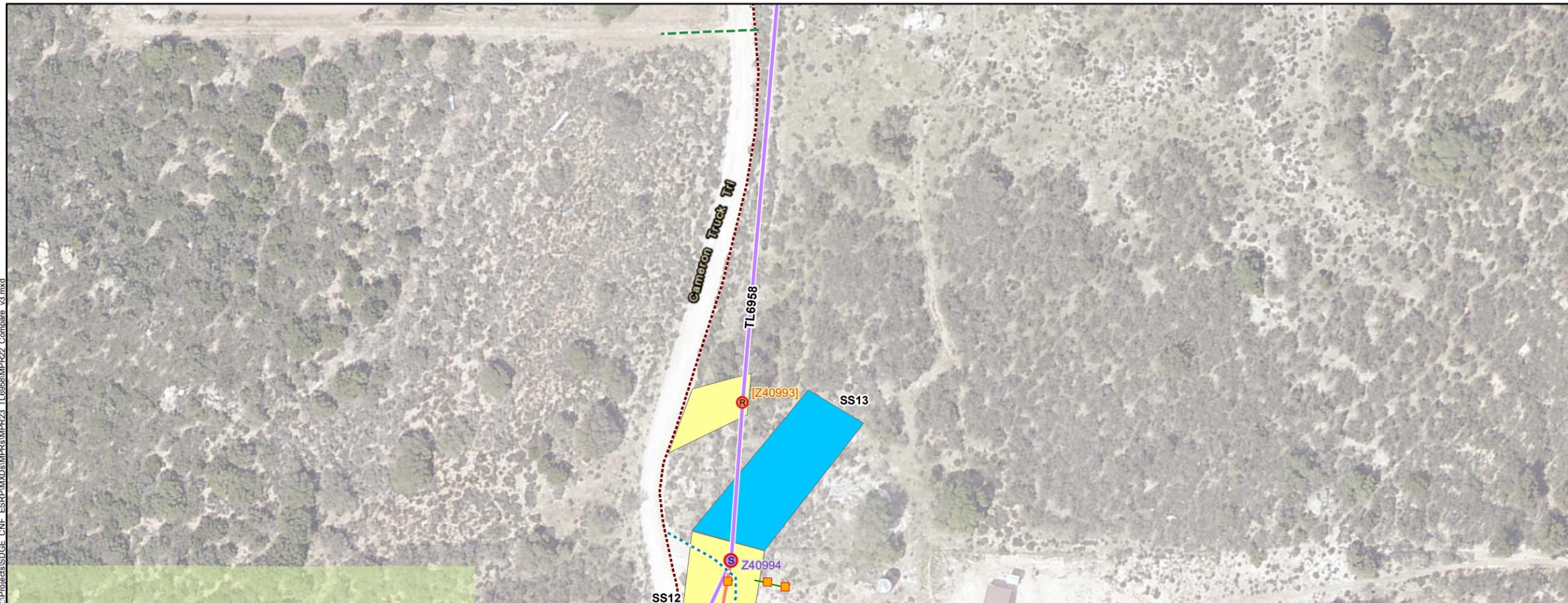
**NTP #19**

-  Construction-Only Access Road
-  Footpath
-  Maintained Access Road
-  Navigation Access Road
-  Removal
-  Wood-to-Steel Replacement

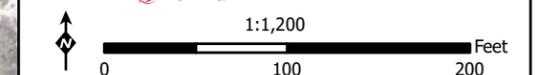
**MPR #22**

-  Removal
-  Wood-to-Steel Replacement
-  Remove from Service Anchor
-  Anchor Work Area
-  Stringing Site
-  Temporary Pole Work Area

-  U.S. Bureau of Land Management



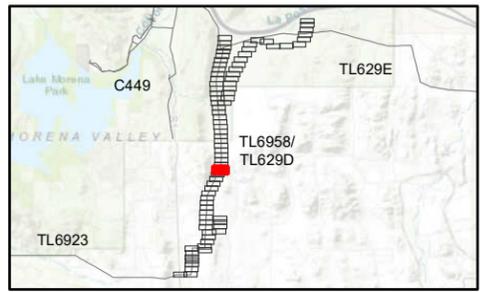
Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.



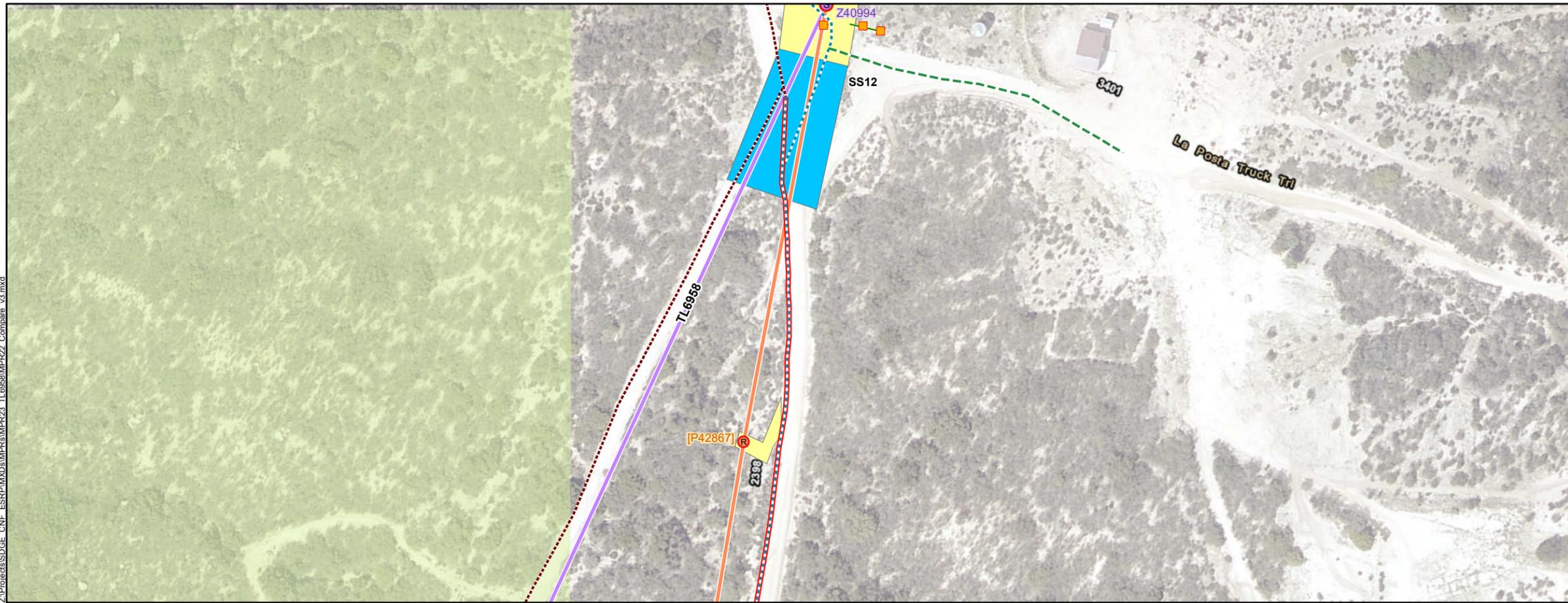
**Attachment B:  
Comparison Map  
TL6958 Map 52 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

- 2015 Preliminary Design**
-  Wood-to-Steel Replacement
  -  Stringing Site
  -  Construction-Only Access Road
  -  Maintained Access Road
  -  Wood-to-Steel Replacement
  -  U.S. Bureau of Land Management



- Final Design**
- NTP #19**
-  Construction-Only Access Road
  -  Footpath
  -  Maintained Access Road
  -  Navigation Access Road
  -  Removal
  -  Wood-to-Steel Replacement
- MPR #22**
-  Removal
  -  Wood-to-Steel Replacement
  -  Remove from Service Anchor
  -  Anchor Work Area
  -  Stringing Site
  -  Temporary Pole Work Area
  -  Construction-Only Access Road
  -  U.S. Bureau of Land Management



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

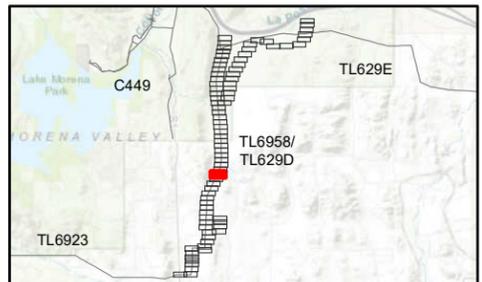
Scale: 1:1,200  
0 100 200 Feet

**Attachment B:  
Comparison Map  
TL6958 Map 53 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Wood-to-Steel Replacement
-  U.S. Bureau of Land Management



**Final Design**

**NTP #19**

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Removal
-  Wood-to-Steel Replacement

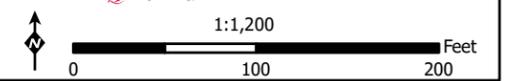
**MPR #22**

-  Removal
-  Temporary Pole Work Area
-  Construction-Only Access Road

-  U.S. Bureau of Land Management



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.



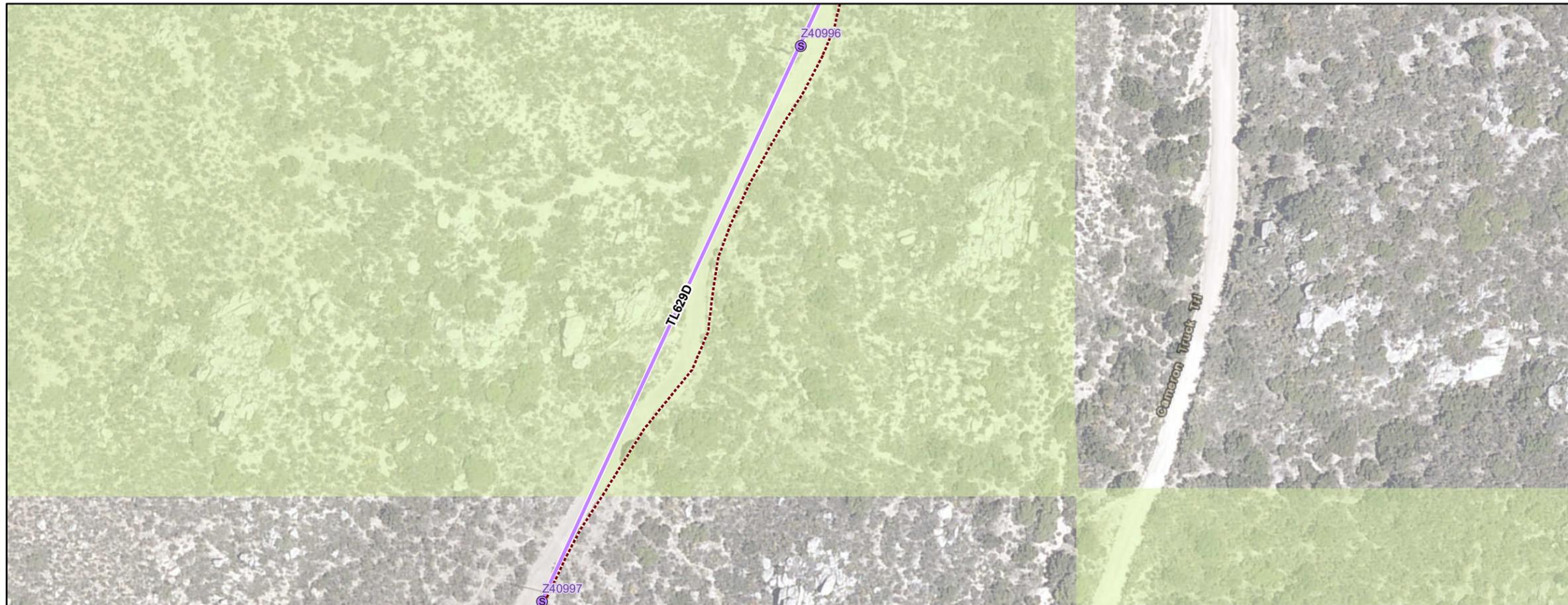
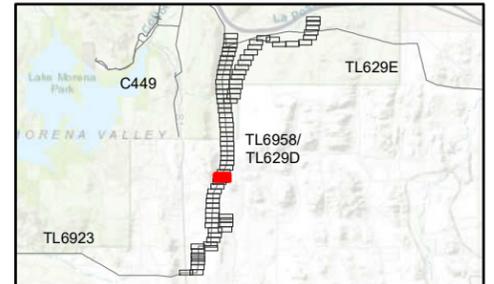
Z:\Projects\SDGE\_CNF\_ESR\IMXD\MPR23\_TL6958\MPR23\_Compare\_v3.mxd

**Attachment B:  
Comparison Map  
TL6958 Map 54 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Wood-to-Steel Replacement
-  U.S. Bureau of Land Management



**Final Design**

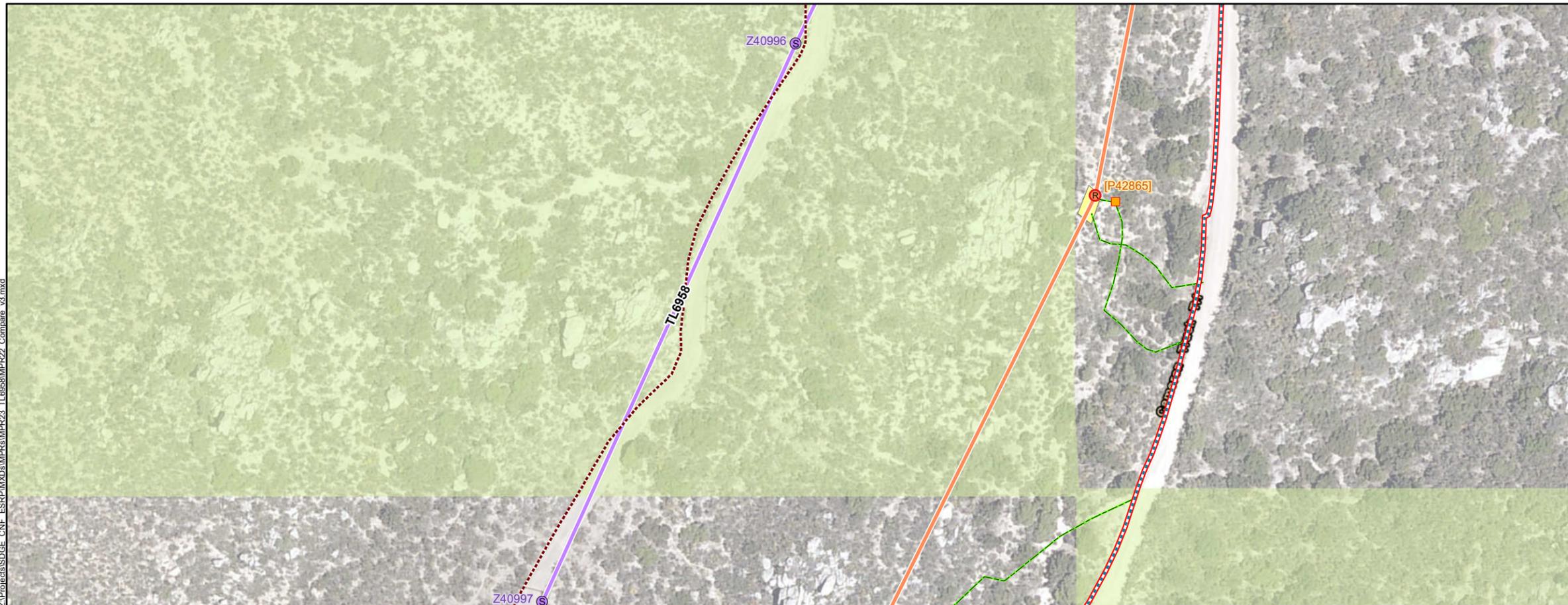
**NTP #19**

-  Wood-to-Steel Replacement
-  Footpath
-  Maintained Access Road
-  Removal
-  Wood-to-Steel Replacement

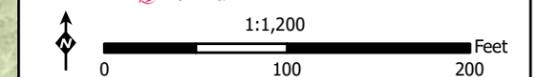
**MPR #22**

-  Removal
-  Remove from Service Anchor
-  Anchor Work Area
-  Temporary Pole Work Area
-  Construction-Only Access Road

-  U.S. Bureau of Land Management



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

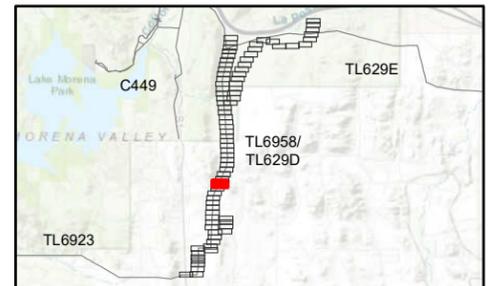


**Attachment B:  
Comparison Map  
TL6958 Map 55 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Wood-to-Steel Replacement
-  U.S. Bureau of Land Management



**Final Design**

**NTP #19**

-  Wood-to-Steel Replacement
-  Footpath
-  Maintained Access Road
-  Removal
-  Wood-to-Steel Replacement

**MPR #22**

-  Removal
-  Temporary Pole Work Area
-  Construction-Only Access Road
-  U.S. Bureau of Land Management



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

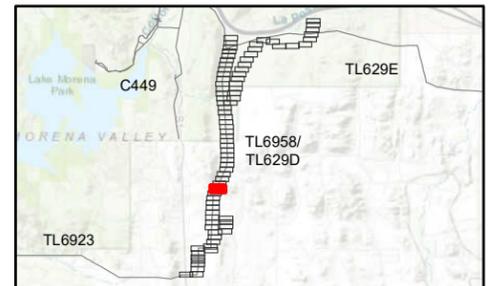


**Attachment B:  
Comparison Map  
TL6958 Map 56 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Stringing Site
-  Construction-Only Access Road
-  Maintained Access Road
-  Wood-to-Steel Replacement



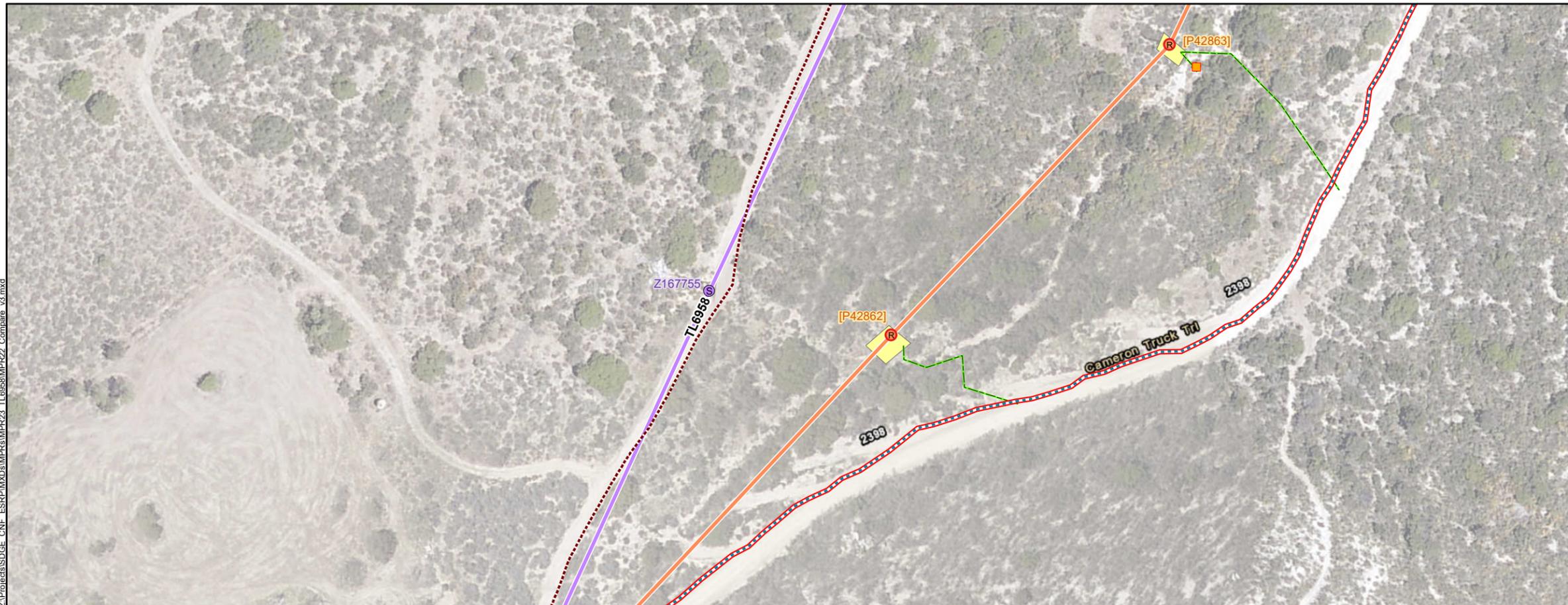
**Final Design**

**NTP #19**

-  Wood-to-Steel Replacement
-  Footpath
-  Maintained Access Road
-  Removal
-  Wood-to-Steel Replacement

**MPR #22**

-  Removal
-  Remove from Service Anchor
-  Anchor Work Area
-  Temporary Pole Work Area
-  Construction-Only Access Road



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

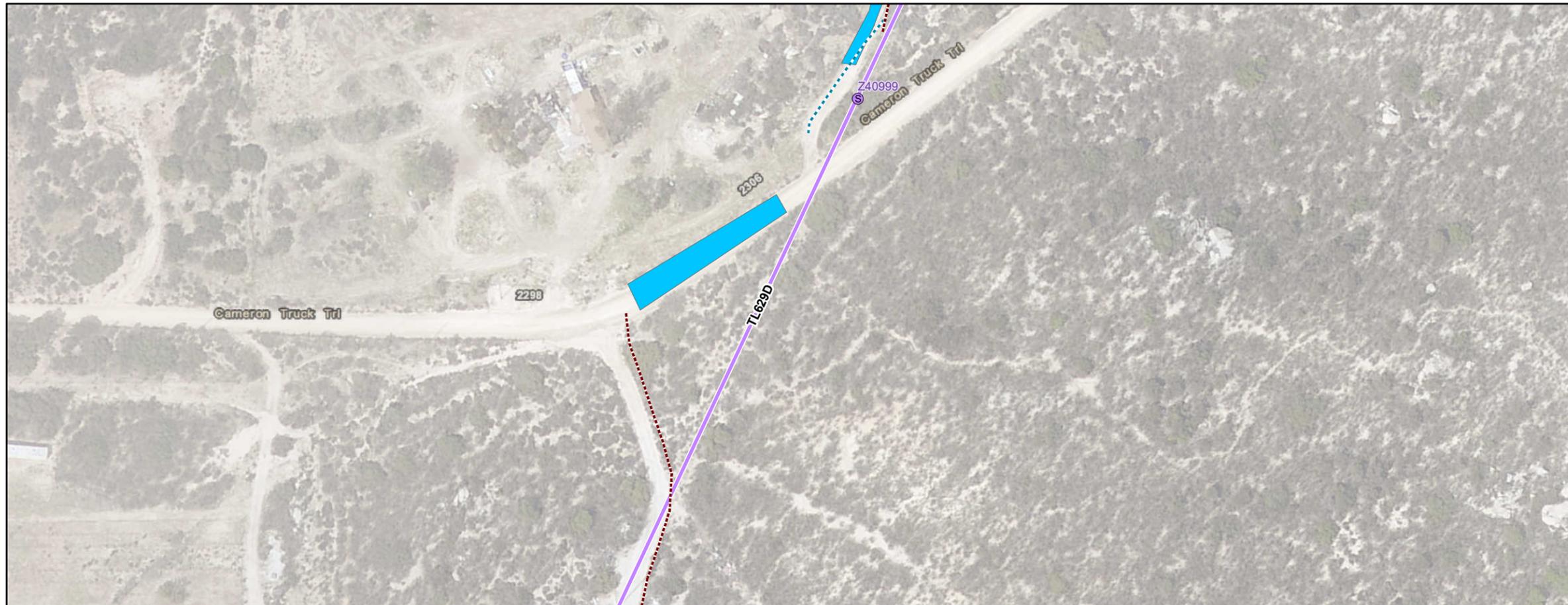
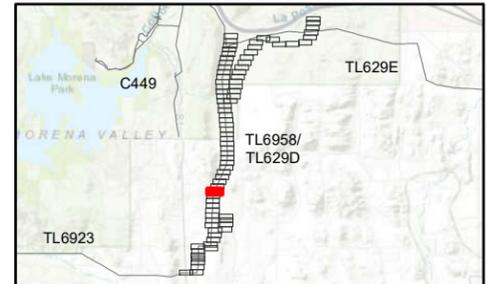


**Attachment B:  
Comparison Map  
TL6958 Map 57 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Stringing Site
-  Construction-Only Access Road
-  Maintained Access Road
-  Wood-to-Steel Replacement



**Final Design**

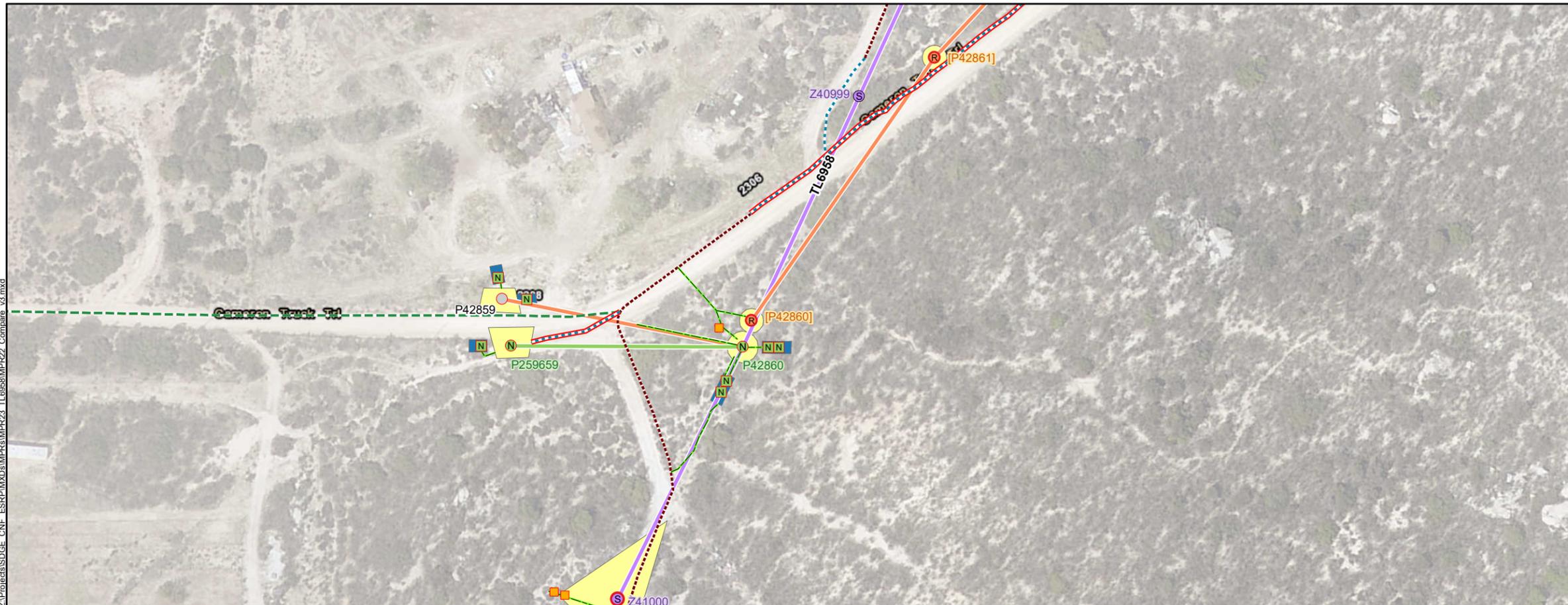
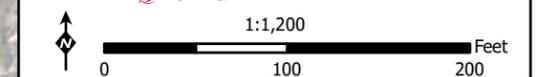
**NTP #19**

-  Wood-to-Steel Replacement
-  Construction-Only Access Road
-  Footpath
-  Maintained Access Road
-  Navigation Access Road
-  New Overhead Service
-  Removal
-  Wood-to-Steel Replacement

**MPR #22**

-  New Steel Pole
-  Pole Top Work Only
-  Removal
-  Wood-to-Steel Replacement
-  New Anchor
-  Remove from Service Anchor
-  Anchor Work Area
-  Temporary Pole Work Area
-  Construction-Only Access Road

Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

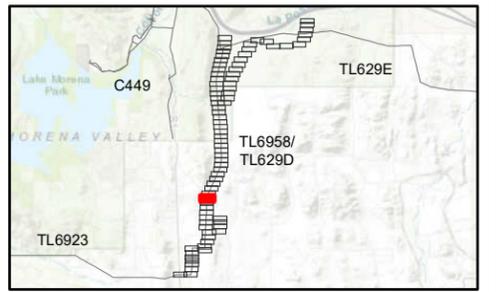


**Attachment B:  
Comparison Map  
TL6958 Map 58 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Wood-to-Steel Replacement



**Final Design**

**NTP #19**

-  Footpath
-  Maintained Access Road
-  Wood-to-Steel Replacement

**MPR #22**

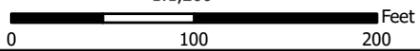
-  Wood-to-Steel Replacement
-  Remove from Service Anchor
-  Anchor Work Area
-  Temporary Pole Work Area



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.





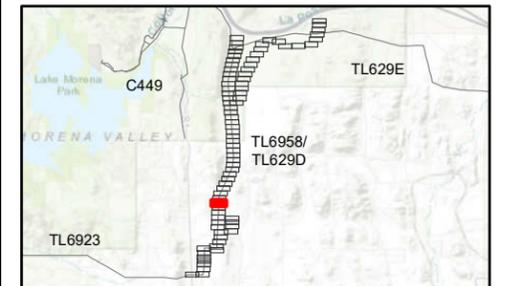


**Attachment B:  
Comparison Map  
TL6958 Map 59 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Wood-to-Steel Replacement



**Final Design**

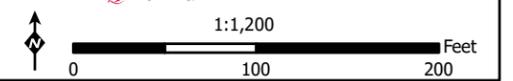
**NTP #19**

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Wood-to-Steel Replacement

**MPR #22**



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

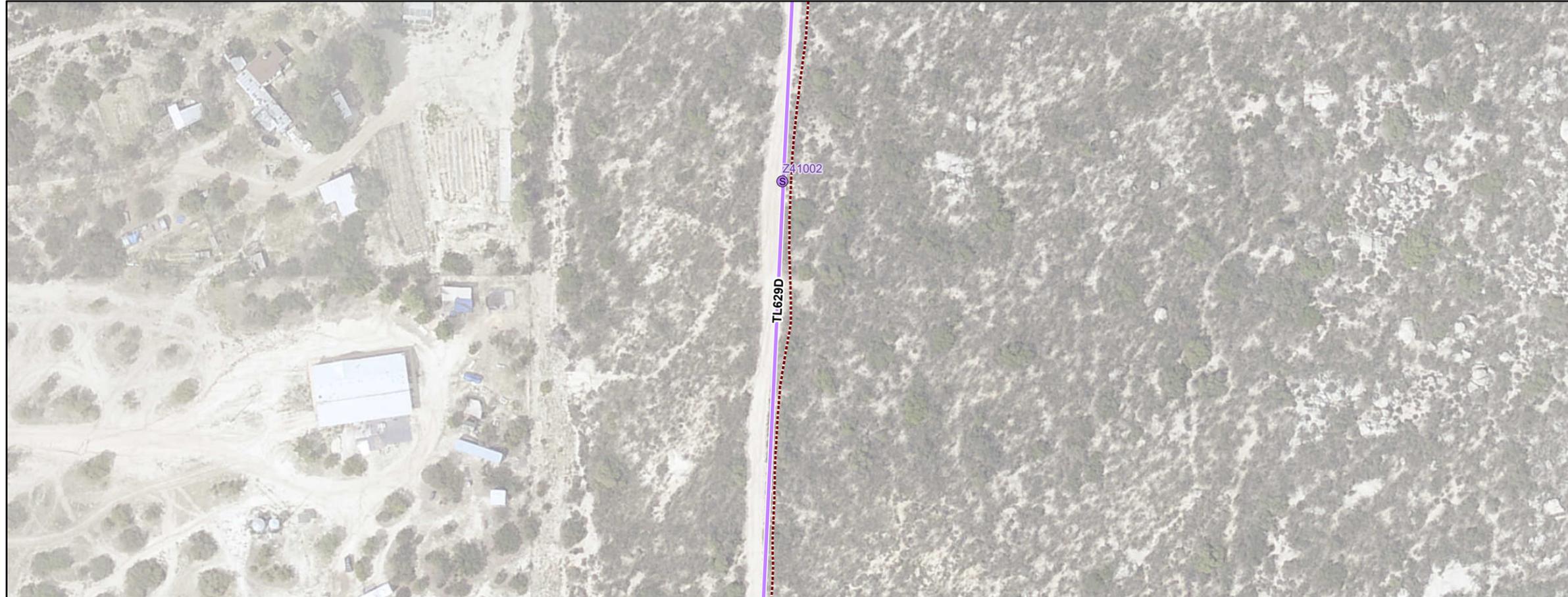
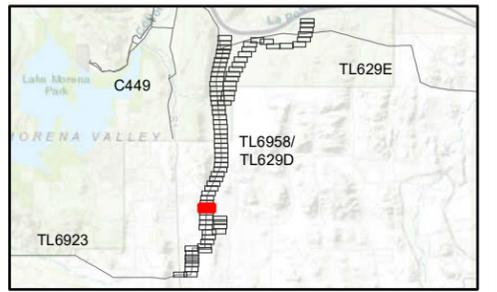


**Attachment B:  
Comparison Map  
TL6958 Map 60 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Wood-to-Steel Replacement

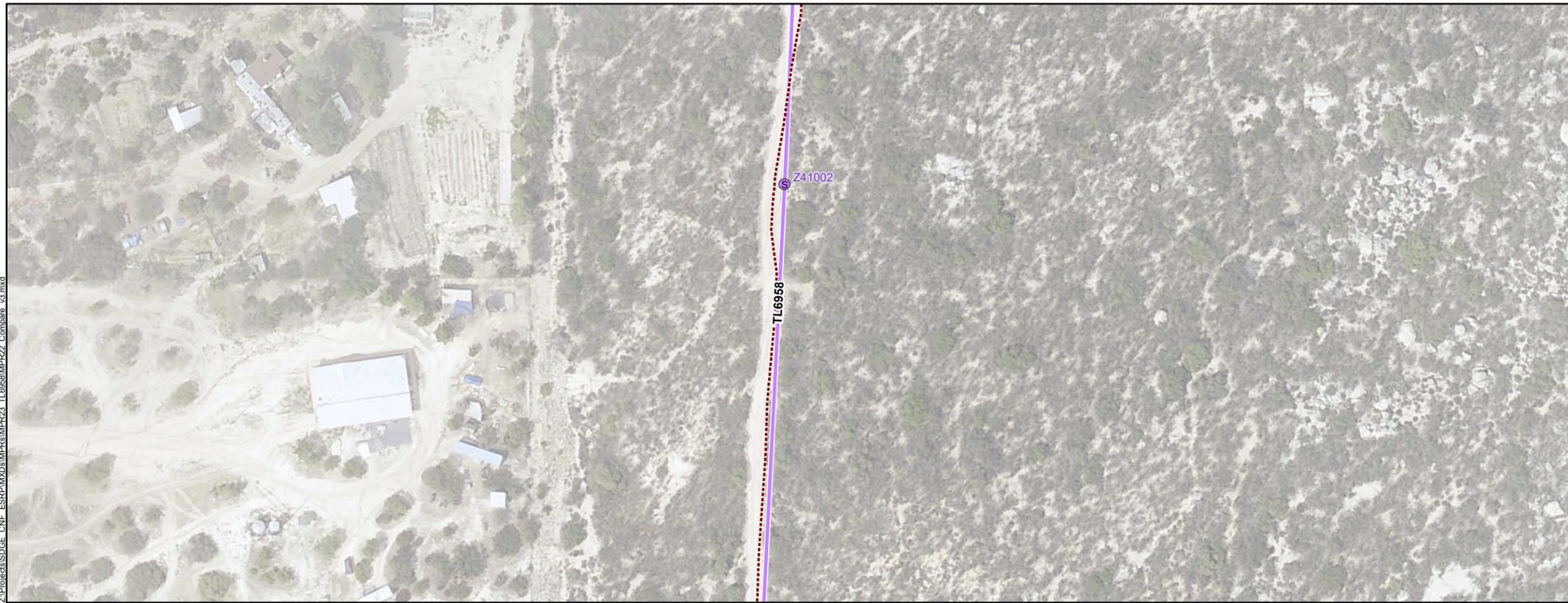


**Final Design**

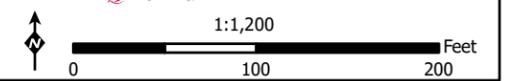
**NTP #19**

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Wood-to-Steel Replacement

**MPR #22**



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.



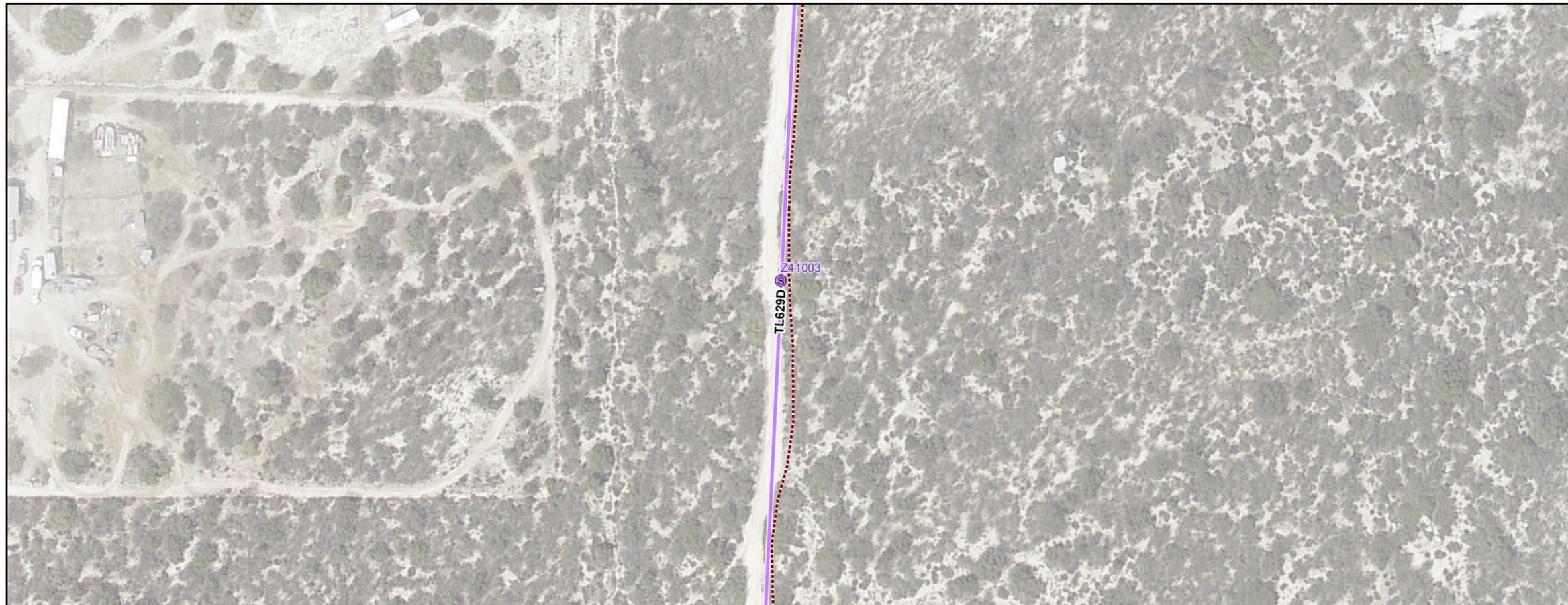
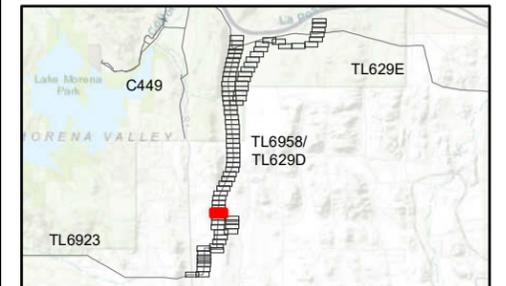
Z:\Projects\SDGE\_CNF\_ESRPI\MXD\MPRs\MPR23\_TL6958\MPR23\_Compare\_v3.mxd

**Attachment B:  
Comparison Map  
TL6958 Map 61 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Wood-to-Steel Replacement

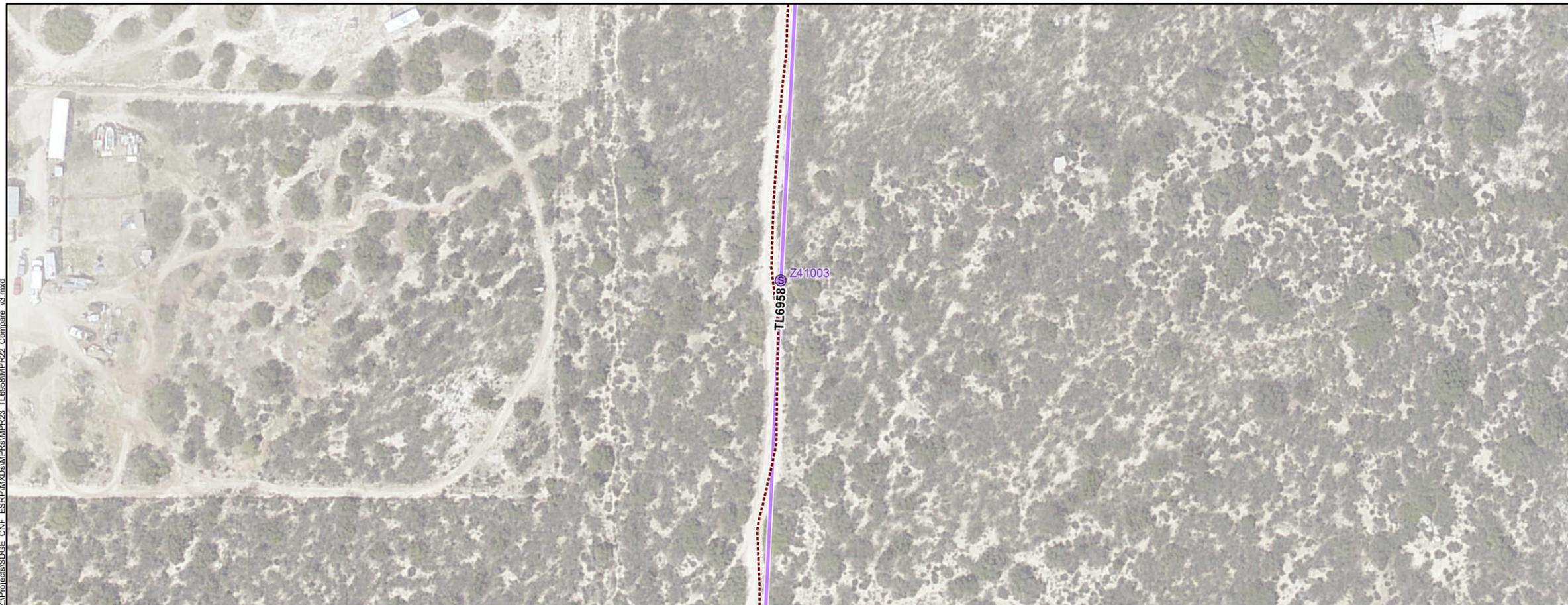


**Final Design**

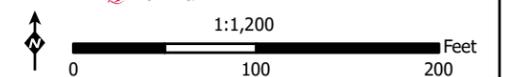
**NTP #19**

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Wood-to-Steel Replacement

**MPR #22**



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

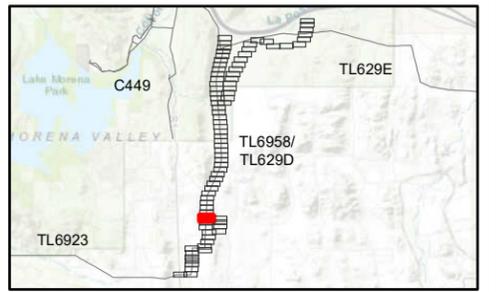


**Attachment B:  
Comparison Map  
TL6958 Map 62 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

- Ⓢ Wood-to-Steel Replacement
- Maintained Access Road
- Wood-to-Steel Replacement



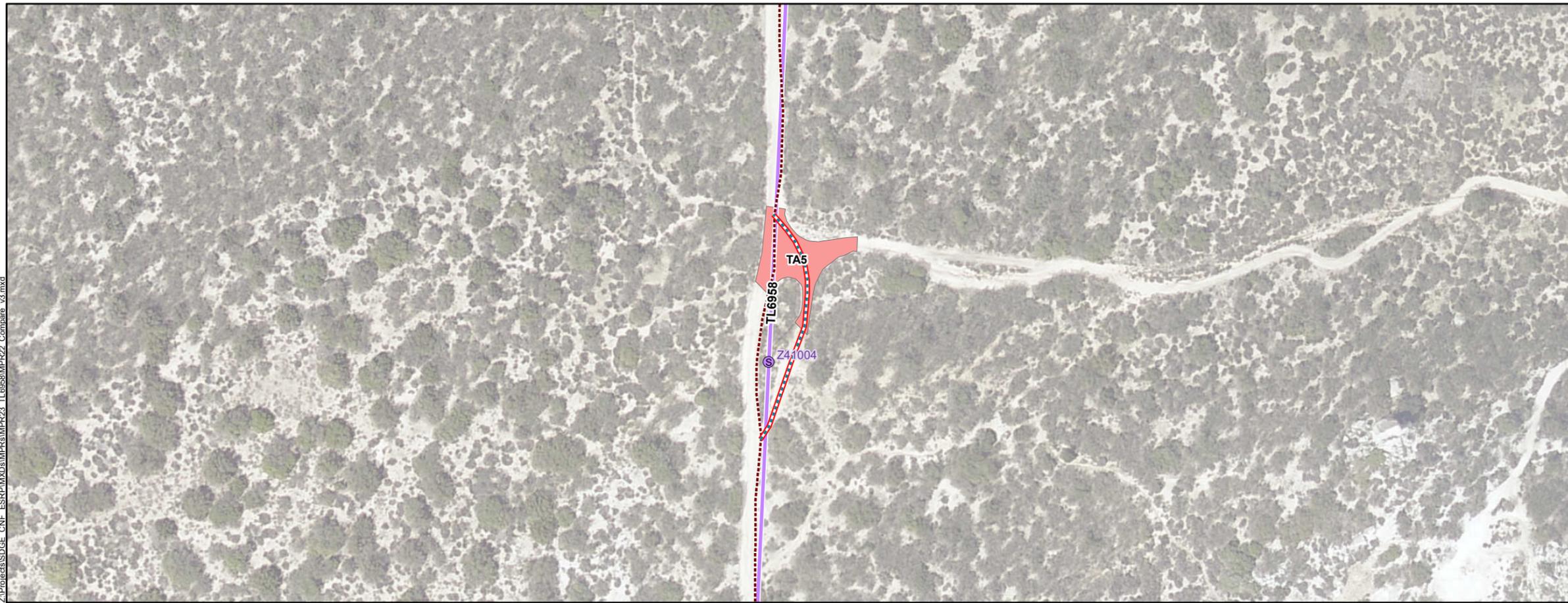
**Final Design**

**NTP #19**

- Ⓢ Wood-to-Steel Replacement
- Maintained Access Road
- Wood-to-Steel Replacement

**MPR #22**

- Temporary Access/Entry/Turnaround
- Construction-Only Access Road



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

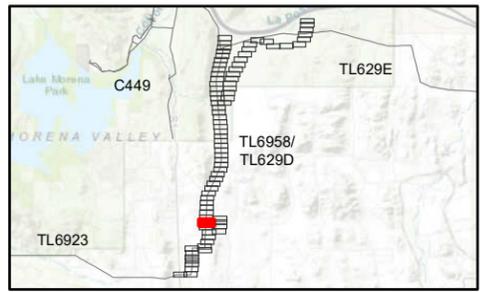
1:1,200  
0 100 200 Feet

Z:\Projects\SDGE\_CNF\_ESRP\MXD\MPRs\MPR23\_TL6958\MPR22\_Compare\_v3.mxd

**Attachment B:  
Comparison Map  
TL6958 Map 63 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

- 2015 Preliminary Design**
-  Wood-to-Steel Replacement
  -  Maintained Access Road
  -  Wood-to-Steel Replacement
  -  U.S. Bureau of Land Management



- Final Design**
- NTP #19**
-  Wood-to-Steel Replacement
  -  Maintained Access Road
  -  Wood-to-Steel Replacement
- MPR #22**
-  Temporary Access/Entry/Turnaround
  -  U.S. Bureau of Land Management



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

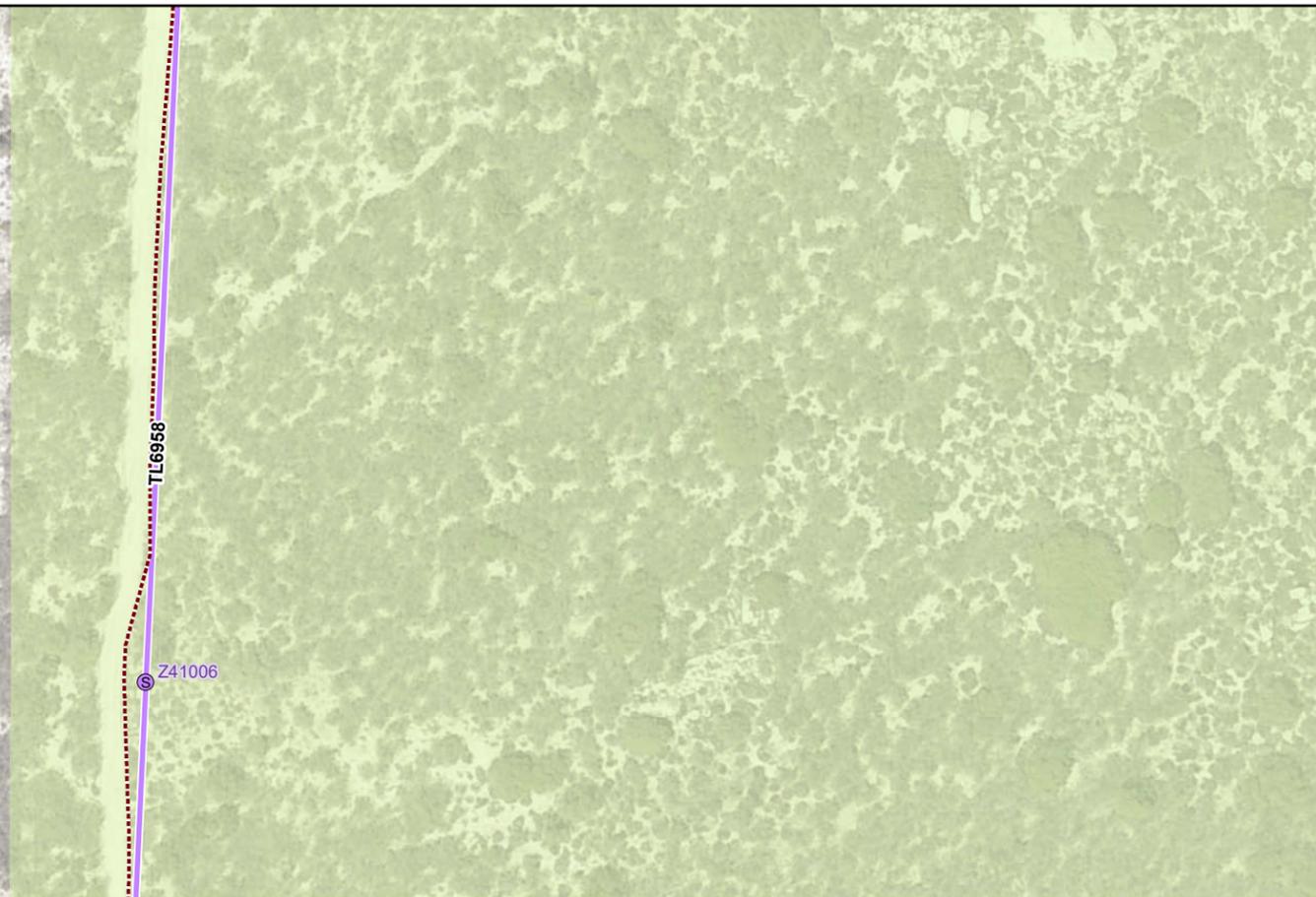
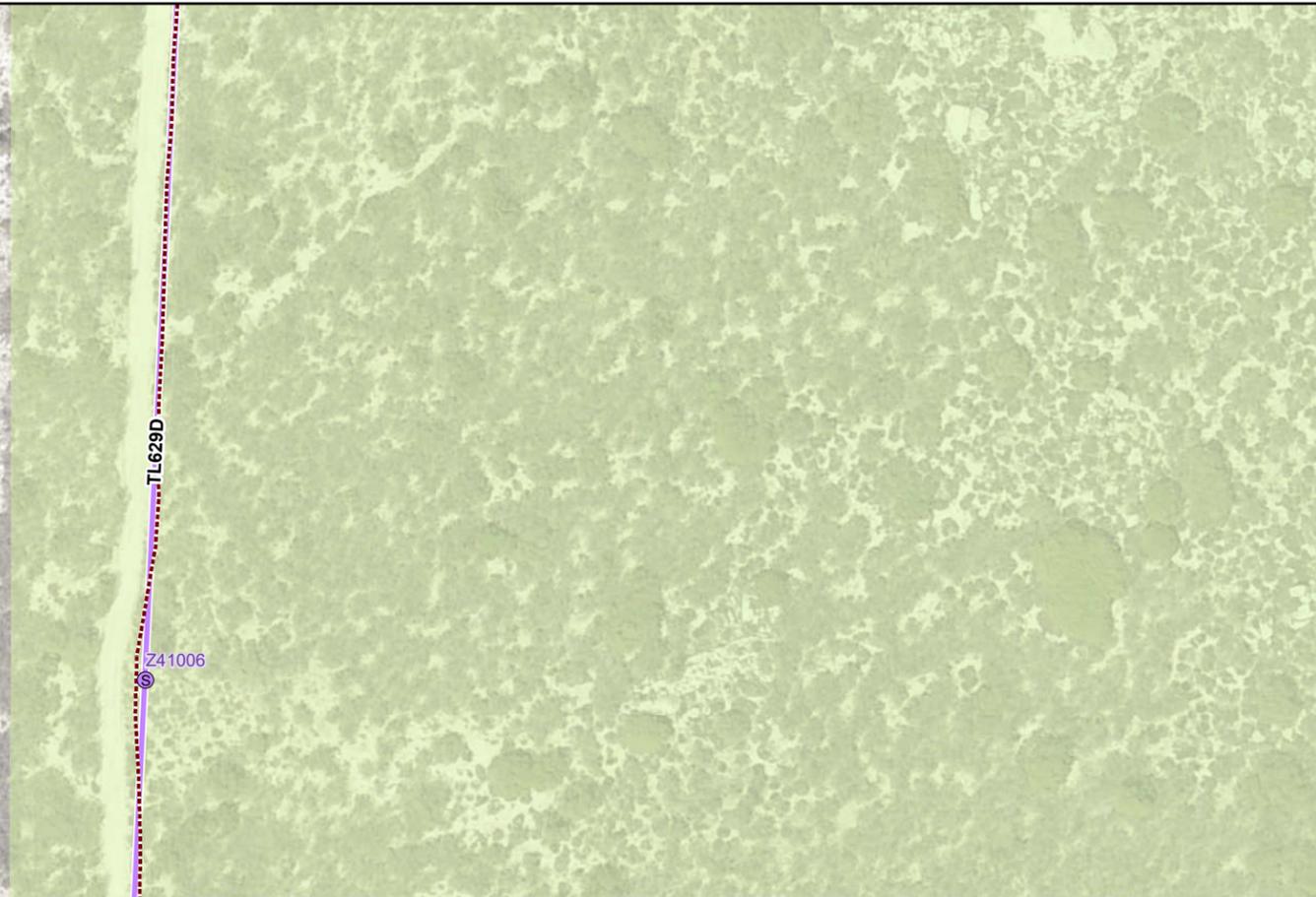
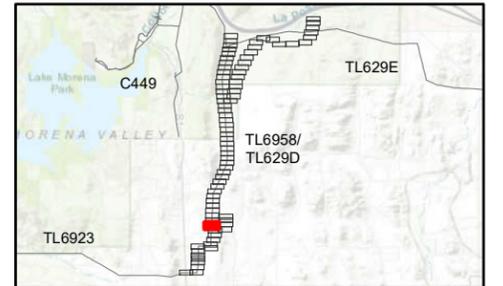
Scale: 1:1,200  
0 100 200 Feet

Z:\Projects\SDGE\_CNF\_ESRP\MXDs\MPRs\MPR23\_TL6958\MPR23\_Compare\_v3.mxd

**Attachment B:  
Comparison Map  
TL6958 Map 64 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

- 2015 Preliminary Design**
-  Wood-to-Steel Replacement
  -  Maintained Access Road
  -  Wood-to-Steel Replacement
  -  U.S. Bureau of Land Management



- Final Design**
- NTP #19**
-  Wood-to-Steel Replacement
  -  Maintained Access Road
  -  Wood-to-Steel Replacement
- MPR #22**
-  U.S. Bureau of Land Management

Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.




1:1,200

0 100 200 Feet

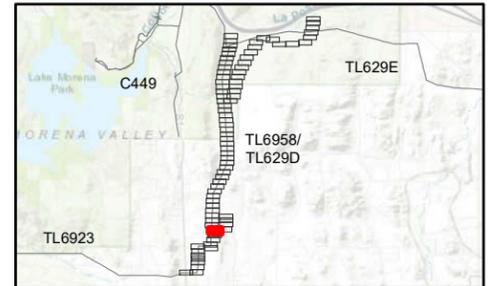
Z:\Projects\SDGE\_CNF\_ESRP\MXD\MPRs\MPR23\_TL6958\MPR23\_Compare\_v3.mxd

**Attachment B:  
Comparison Map  
TL6958 Map 65 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement
-  U.S. Bureau of Land Management



**Final Design**

**NTP #19**

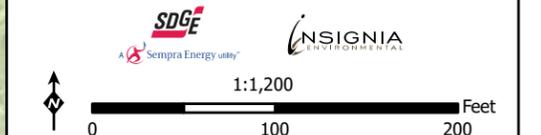
-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement

**MPR #22**

-  Temporary Access/Entry/Turnaround
-  U.S. Bureau of Land Management



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.



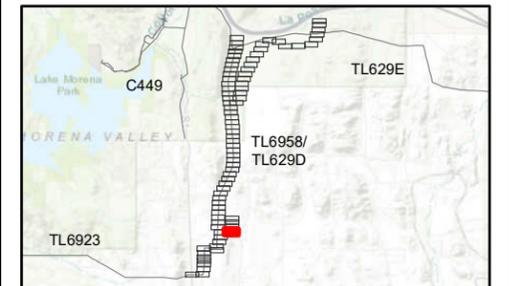
**Attachment B:  
Comparison Map  
TL6958 Map 66 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

--- Navigation Access Road

U.S. Bureau of Land Management



**Final Design**

**NTP #19**

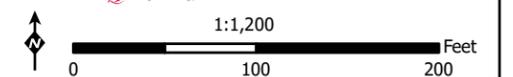
--- Navigation Access Road

**MPR #22**

U.S. Bureau of Land Management



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

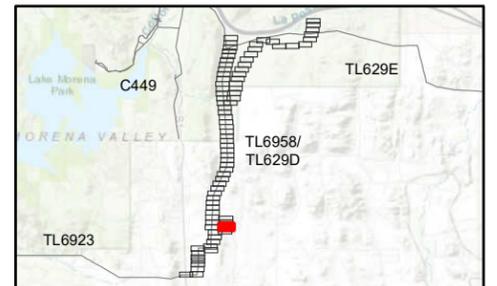


**Attachment B:  
Comparison Map  
TL6958 Map 67 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

- Navigation Access Road
- U.S. Bureau of Land Management



**Final Design**

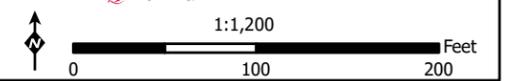
**NTP #19**

- Navigation Access Road

**MPR #22**

- U.S. Bureau of Land Management

Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

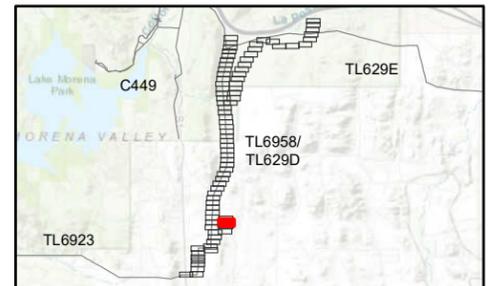


**Attachment B:  
Comparison Map  
TL6958 Map 68 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Navigation Access Road
-  U.S. Bureau of Land Management



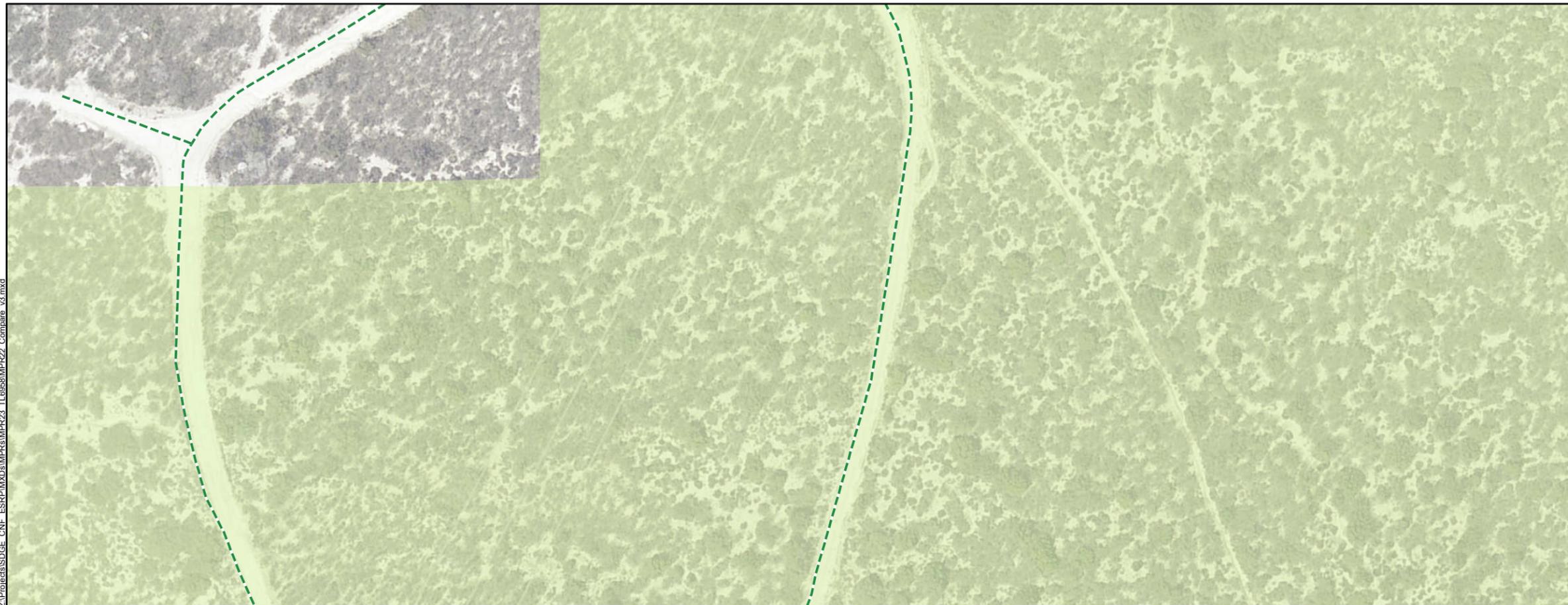
**Final Design**

**NTP #19**

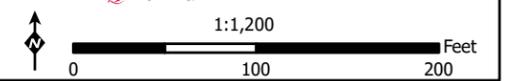
-  Navigation Access Road

**MPR #22**

-  U.S. Bureau of Land Management



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

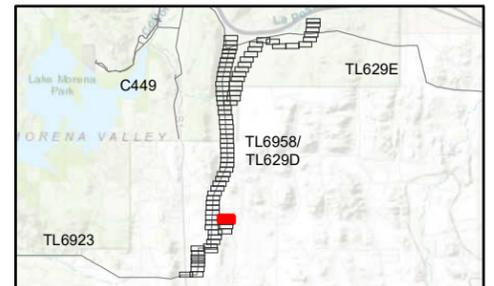


**Attachment B:  
Comparison Map  
TL6958 Map 69 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Navigation Access Road
-  U.S. Bureau of Land Management



**Final Design**

**NTP #19**

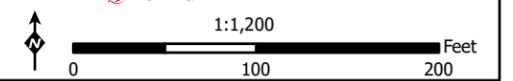
-  Navigation Access Road

**MPR #22**

-  U.S. Bureau of Land Management



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

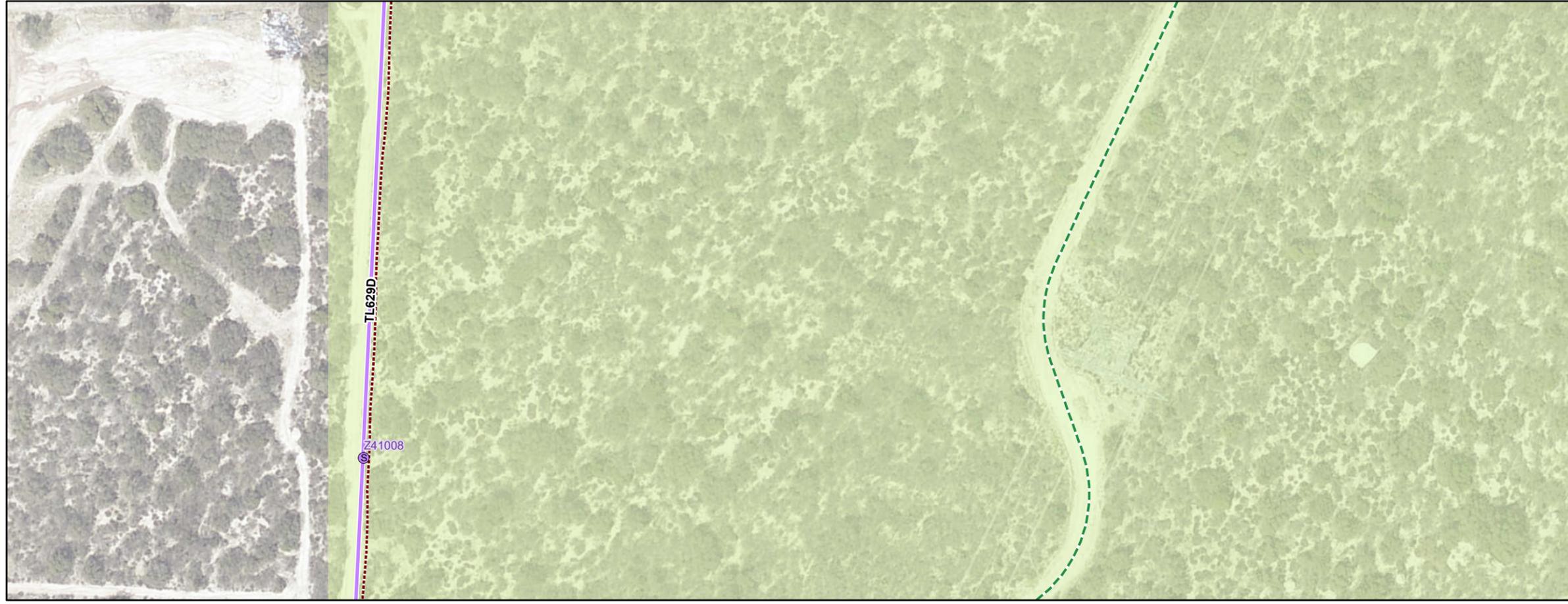
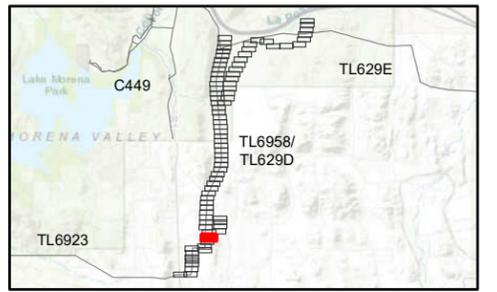


**Attachment B:  
Comparison Map  
TL6958 Map 70 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement
-  U.S. Bureau of Land Management



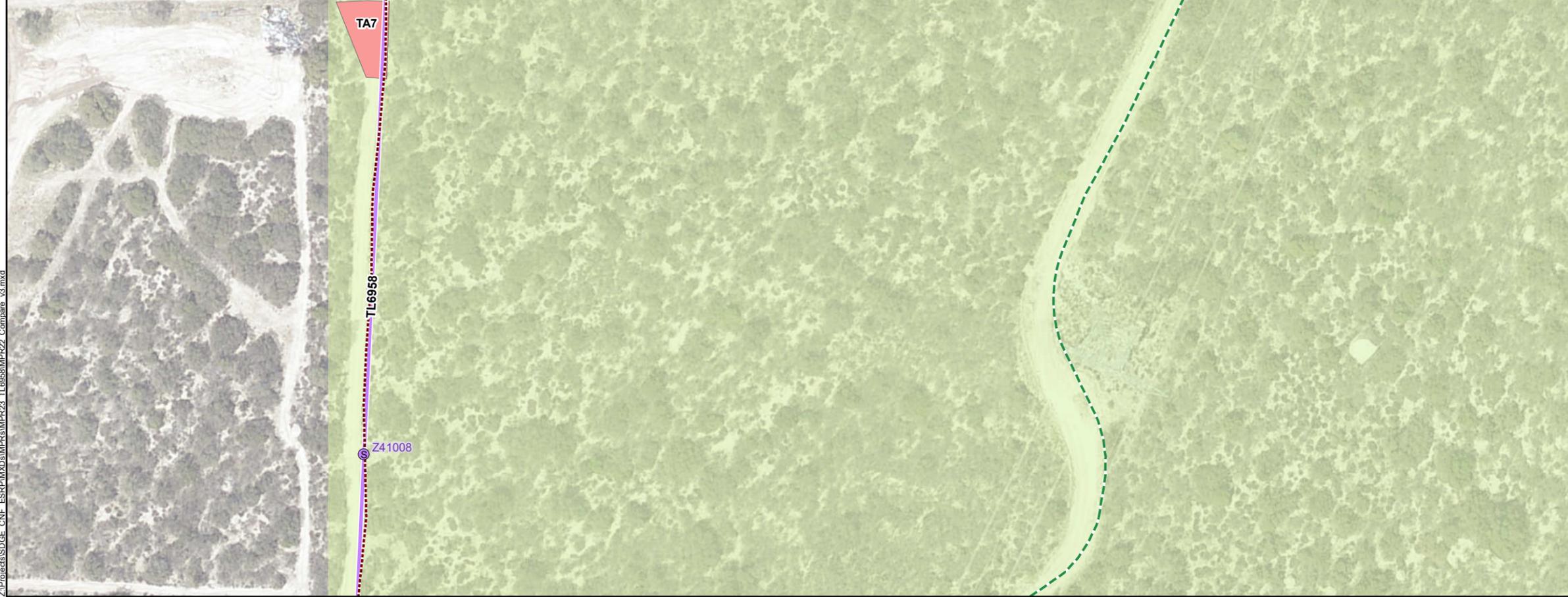
**Final Design**

**NTP #19**

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement

**MPR #22**

-  Temporary Access/Entry/Turnaround
-  U.S. Bureau of Land Management



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.




1:1,200

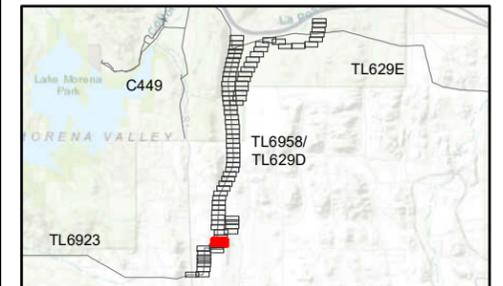
0 100 200 Feet

**Attachment B:  
Comparison Map  
TL6958 Map 71 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement
-  U.S. Bureau of Land Management



**Final Design**

**NTP #19**

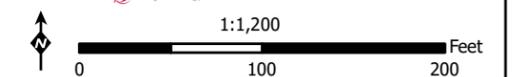
-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement

**MPR #22**

-  U.S. Bureau of Land Management



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

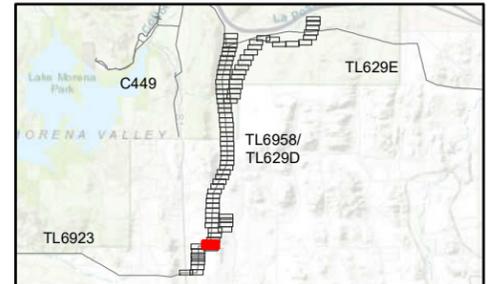


**Attachment B:  
Comparison Map  
TL6958 Map 72 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Stringing Site
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement
-  U.S. Bureau of Land Management



**Final Design**

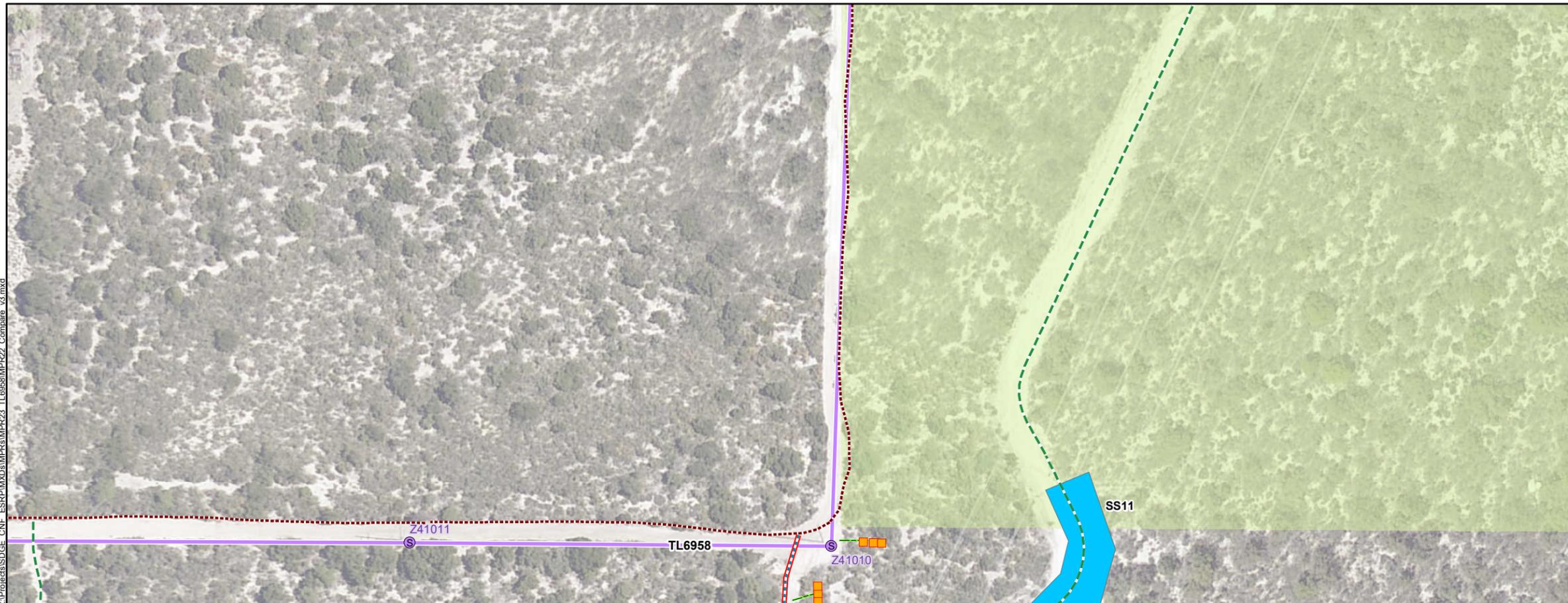
**NTP #19**

-  Wood-to-Steel Replacement
-  Footpath
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement

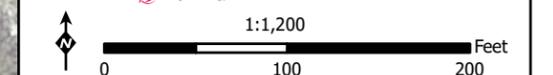
**MPR #22**

-  Remove from Service Anchor
-  Anchor Work Area
-  Stringing Site
-  Construction-Only Access Road

-  U.S. Bureau of Land Management



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

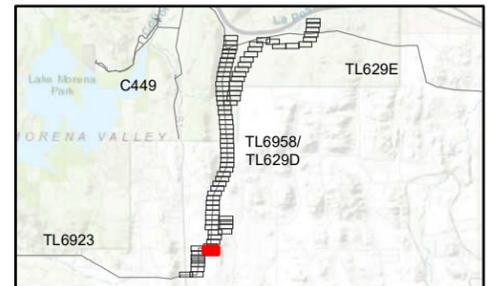


**Attachment B:  
Comparison Map  
TL6958 Map 73 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Stringing Site
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement
-  U.S. Bureau of Land Management



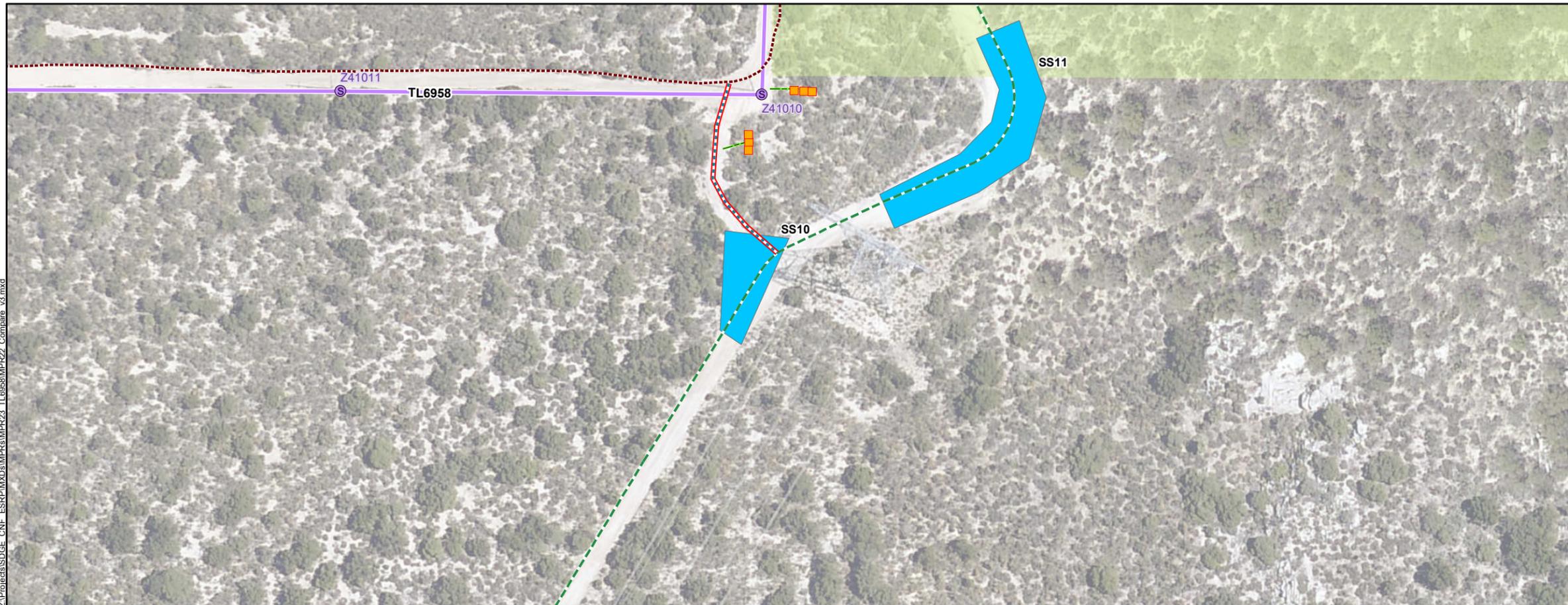
**Final Design**

**NTP #19**

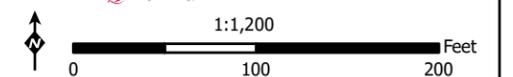
-  Wood-to-Steel Replacement
-  Footpath
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement

**MPR #22**

-  Remove from Service Anchor
-  Anchor Work Area
-  Stringing Site
-  Construction-Only Access Road
-  U.S. Bureau of Land Management



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

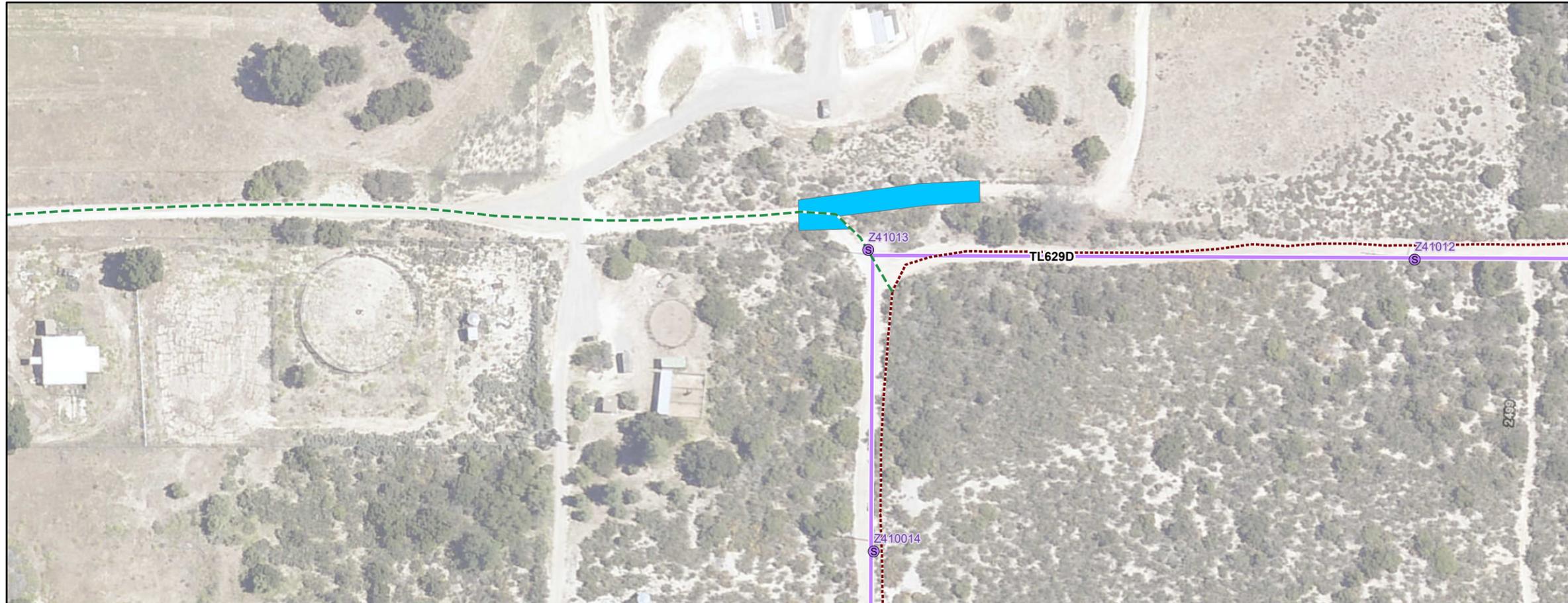
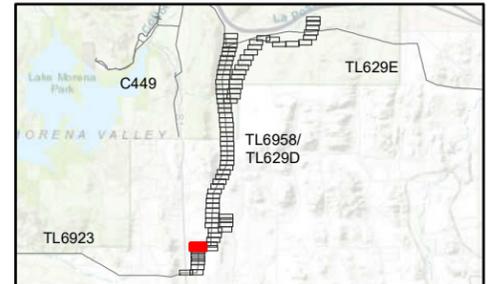


**Attachment B:  
Comparison Map  
TL6958 Map 74 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Stringing Site
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement



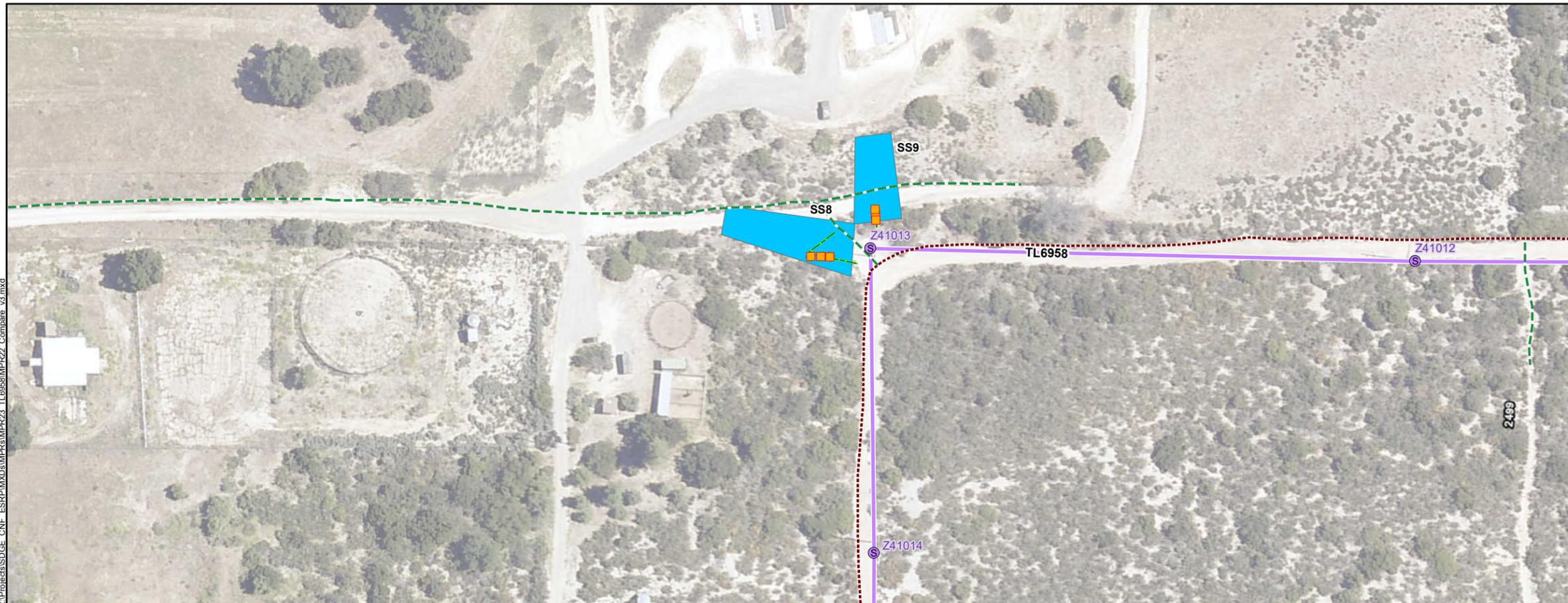
**Final Design**

**NTP #19**

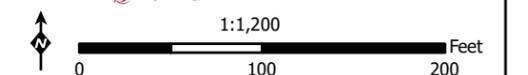
-  Wood-to-Steel Replacement
-  Footpath
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement

**MPR #22**

-  Remove from Service Anchor
-  Anchor Work Area
-  Stringing Site



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

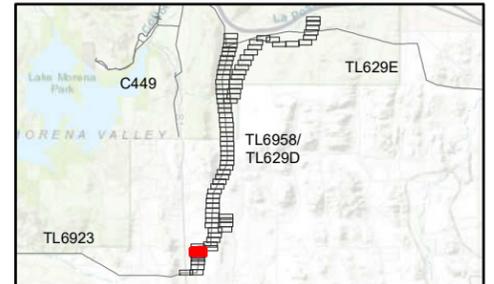


**Attachment B:  
Comparison Map  
TL6958 Map 75 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Wood-to-Steel Replacement



**Final Design**

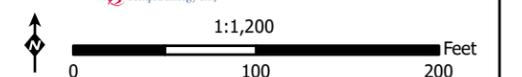
**NTP #19**

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Wood-to-Steel Replacement

**MPR #22**



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

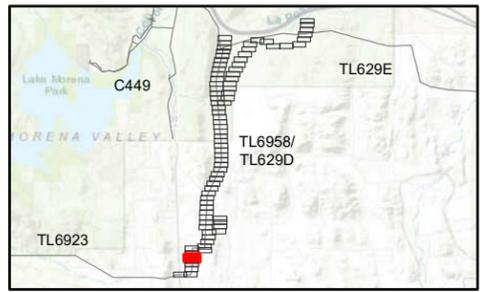


**Attachment B:  
Comparison Map  
TL6958 Map 76 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Wood-to-Steel Replacement



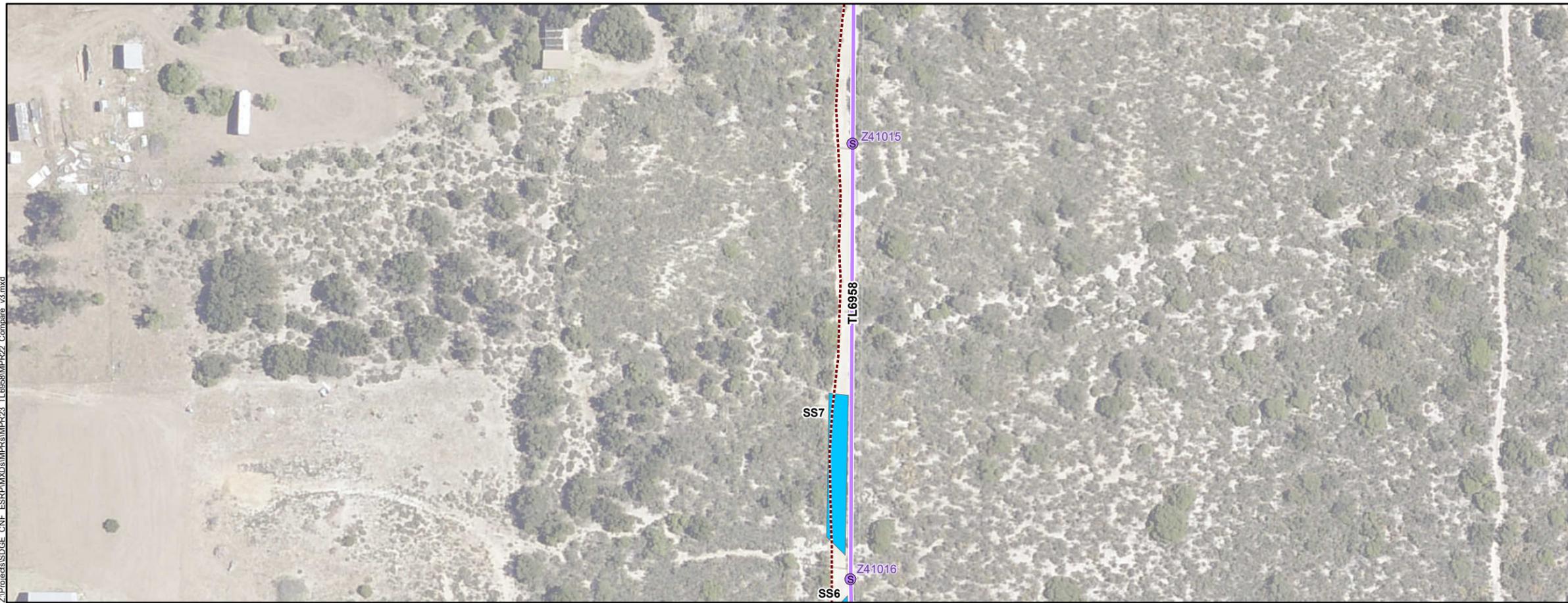
**Final Design**

**NTP #19**

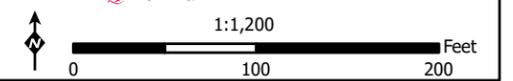
-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Wood-to-Steel Replacement

**MPR #22**

-  Stringing Site



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.



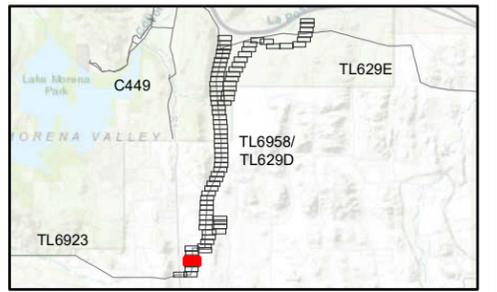
Z:\Projects\SDGE\_CNF\_ESRP\MXD\MPRs\MPR23\_TL6958\MPR23\_Compare\_v3.mxd

**Attachment B:  
Comparison Map  
TL6958 Map 77 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement



**Final Design**

**NTP #19**

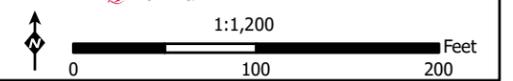
-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement

**MPR #22**

-  Stringing Site



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.



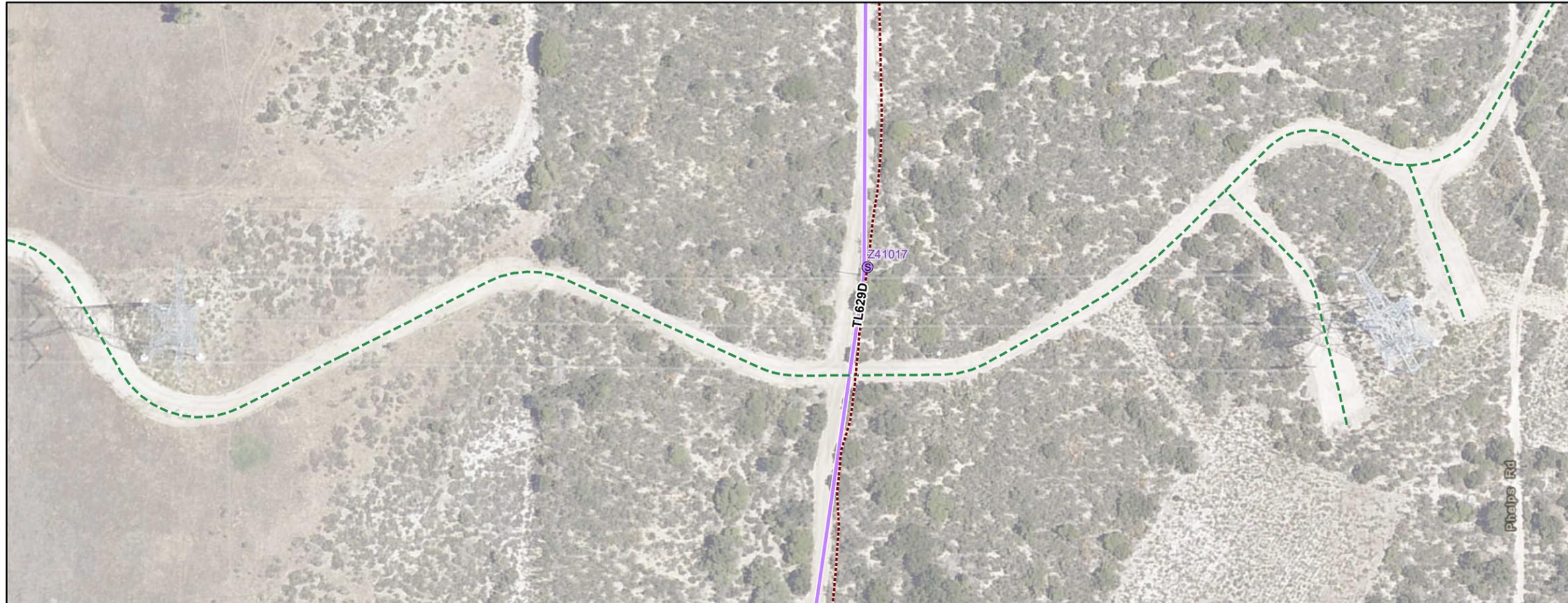
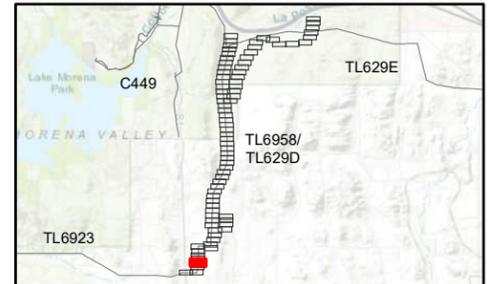
Z:\Projects\SDGE\_CNF\_ESRP\MXD\MPRs\MPR23\_TL6958\MPR22\_Compare\_v3.mxd

**Attachment B:  
Comparison Map  
TL6958 Map 78 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement



**Final Design**

**NTP #19**

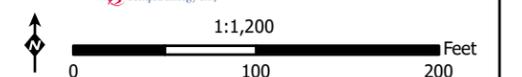
-  Wood-to-Steel Replacement
-  Footpath
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement

**MPR #22**

-  Remove from Service Anchor
-  Anchor Work Area



Notes:  
 1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.  
 2. Pole Z41017 is an H-Frame pole, which is why it is displayed as two points. It has always been an H-Frame pole, but was only displayed as one point in the 2015 baseline data; therefore, it is not a change and is not included in the MPR.

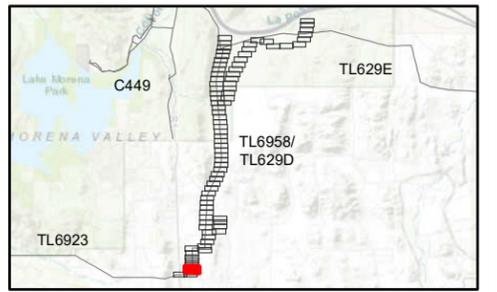


**Attachment B:  
Comparison Map  
TL6958 Map 79 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

- Ⓢ Wood-to-Steel Replacement
- ⋯ Maintained Access Road
- Wood-to-Steel Replacement



**Final Design**

**NTP #19**

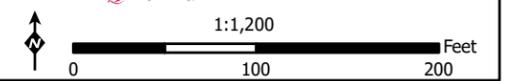
- Ⓢ Wood-to-Steel Replacement
- ⋯ Maintained Access Road
- - - Navigation Access Road
- Wood-to-Steel Replacement

**MPR #22**

- Stringing Site



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.



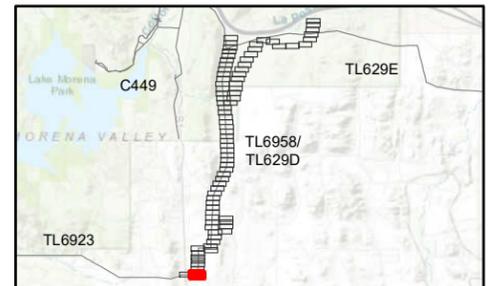
Z:\Projects\SDGE\_CNF\_ESR\PMX\MPRs\MPR23\_TL6958\MPR22\_Compare\_v3.mxd

**Attachment B:  
Comparison Map  
TL6958 Map 80 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

-  Wood-to-Steel Replacement
-  Stringing Site
-  Maintained Access Road
-  Wood-to-Steel Replacement



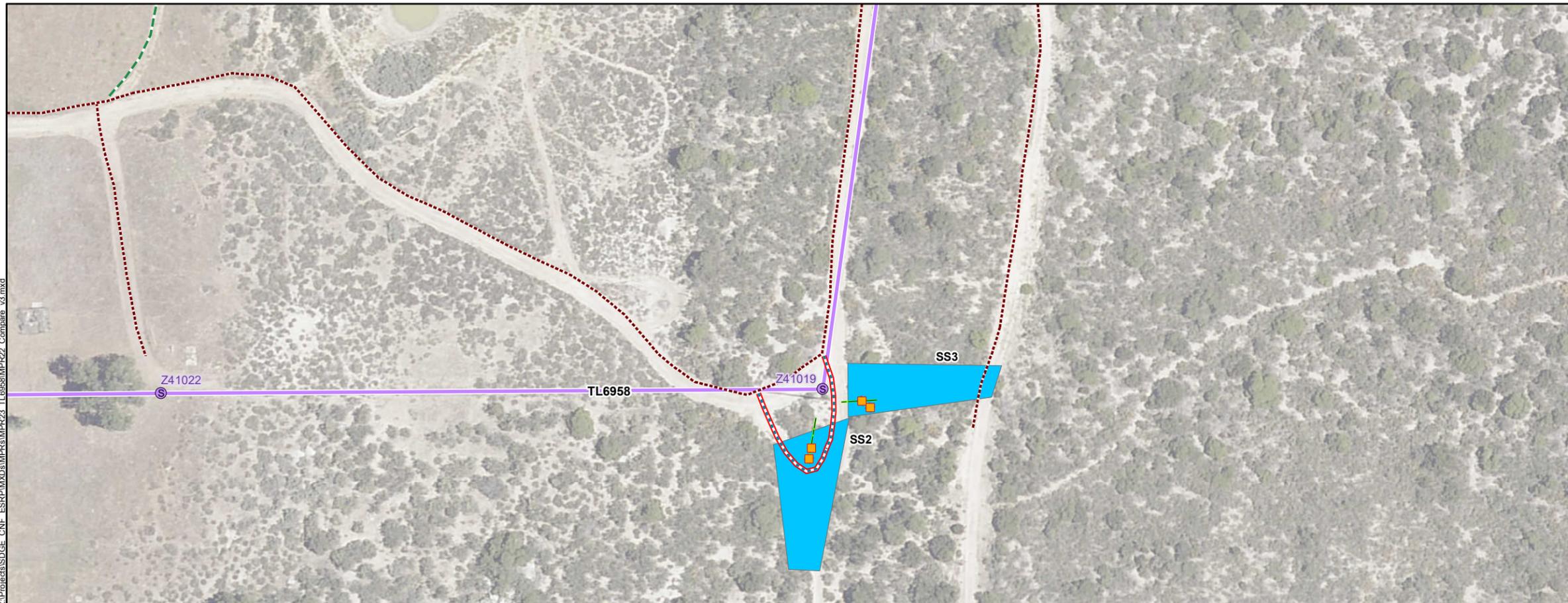
**Final Design**

**NTP #19**

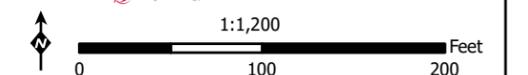
-  Wood-to-Steel Replacement
-  Footpath
-  Maintained Access Road
-  Navigation Access Road
-  Wood-to-Steel Replacement

**MPR #22**

-  Remove from Service Anchor
-  Anchor Work Area
-  Stringing Site
-  Construction-Only Access Road



Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.

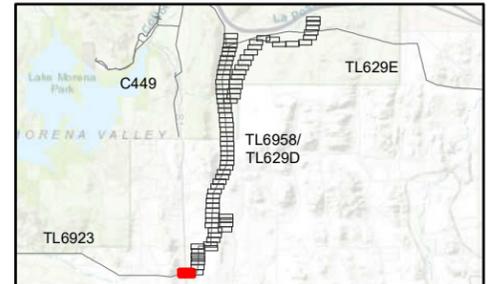


**Attachment B:  
Comparison Map  
TL6958 Map 81 of 81**

**Cleveland National Forest  
Power Line Replacement Projects**

**2015 Preliminary Design**

- Wood-to-Steel Replacement
- Maintained Access Road
- Navigation Access Road
- Wood-to-Steel Replacement



**Final Design**

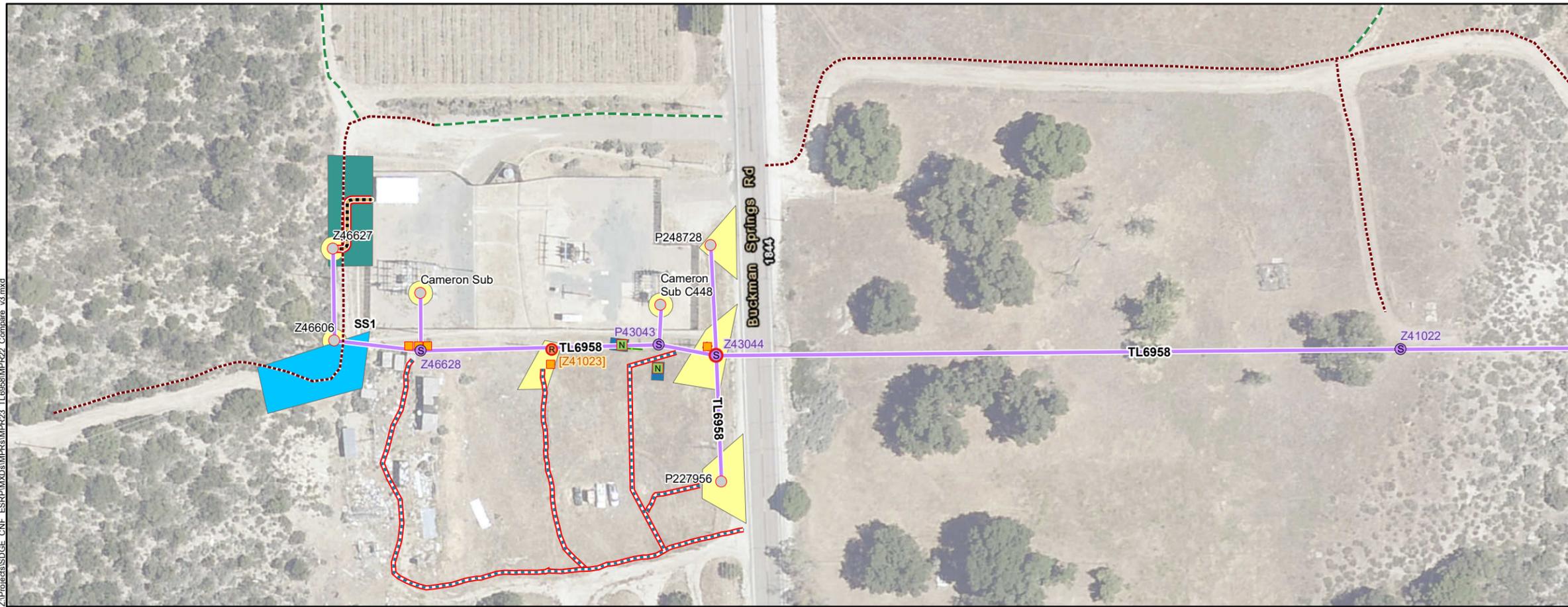
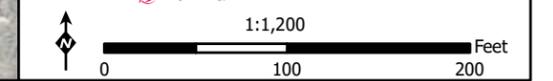
**NTP #19**

- Wood-to-Steel Replacement
- Footpath
- Maintained Access Road
- Navigation Access Road
- Wood-to-Steel Replacement

**MPR #22**

- Pole Top Work Only
- Removal
- Wood-to-Steel Replacement
- New Anchor
- Remove from Service Anchor
- Anchor Work Area
- Stringing Site
- Temporary Pole Work Area
- Underground Work Area
- Construction-Only Access Road
- New Underground

Note:  
1. Some of the roads depicted in these maps do not match the aerial imagery. This is due to slight discrepancies between the aerial photographs and the georeferenced access road data.



Z:\Projects\SDGE\_CNF\_ESRPI\MXD\MPR23\_TL6958\MPR23\_Compare\_v3.mxd



**ATTACHMENT C: IMPACTS TABLE**



## ATTACHMENT C: IMPACTS TABLE

Table 1: Impacts Table lists the temporary and permanent impacts<sup>1</sup> of this Minor Project Refinement (MPR) request by vegetation type and workspace type.

**Table 1: Impacts Table**

Impact Location	Approximate Impacts (acres)		
	Native Vegetation	Non-Native Grassland	Agricultural/Disturbed/ Developed/Bare Ground
<b>Permanent Impacts</b>			
Anchors	<0.01	--	<0.01
Poles	<0.01	--	<0.01
<b>Total</b>	<b>&lt;0.01</b>	<b>--</b>	<b>&lt;0.01</b>
<b>Temporary Impacts</b>			
Access Roads <sup>2</sup>	1.15	--	1.36
Anchor Work Areas	0.05	--	0.02
Guard Structure Work Areas	--	--	0.04
Pole Work Areas	0.18	--	0.25
Stringing Sites	0.77	<0.01	0.55
Temporary Access/Entry/Turnaround	0.18	--	0.16
Underground Work Limits	--	--	0.03
<b>Total<sup>3</sup></b>	<b>2.32</b>	<b>&lt;0.01</b>	<b>2.42</b>
<b>MPR #22 Total</b>	<b>2.33</b>	<b>&lt;0.01</b>	<b>2.42</b>

<sup>1</sup> Several refinements are reconfigurations or expansions of the approved 2015 baseline components. Therefore, any area that overlaps with the 2015 baseline components is not included in the temporary and permanent totals.

<sup>2</sup> San Diego Gas & Electric Company uses three types of access roads—maintained, navigation, and construction only. Construction-only access roads can sometimes require improvements and maintenance, which create temporary impacts to vegetation.

<sup>3</sup> The totals may not add up exactly due to rounding.

