



Photo 1. Looking northeast at preferred route's east terminus in the Valley Substation.



Photo 2. Looking west as preferred route leaves Valley Substation area and crosses Matthews and Palomar Roads and the BNSF Railroad. New alignment will roughly parallel the chain link fence at right.



Photo 3. Looking east at preferred route, Valley Substation in background. BNSF Railroad in foreground, and Matthews Road behind it (yellow sign is on Matthews) are spanned. Proposed new alignment will roughly parallel the chain link fence at left.



Photo 4. Looking west from just west of the BNSF Railroad. Preferred route will roughly parallel the fence and tree line at right.





Photo 5. Looking east from east of Palomar Road. Preferred route will roughly parallel the tree line at center background.



Photo 6. Looking northeast from same location as previous photo. Line of vegetation marks an ephemeral and sometimes ill defined drainage. It crosses the preferred route here, then roughly parallels it from here west to west of Interstate 215. Preferred route is in the vicinity of stakes in foreground.



Photo 7. Looking west from same location as previous two photos. Same drainage continues southwest here, but has been obscured by severe discing here. Preferred route marked by stake in foreground. Inland Empire Energy Center visible at upper right.



Photo 8. Looking east from the vicinity of San Jacinto Road. Preferred route is left of existing towers.





Photo 9. Looking east from the vicinity of Dawson Road. Preferred route is left of existing towers. Inland Empire Energy Center visible at upper left.



Photo 10. Looking west from the vicinity of Dawson Road. Preferred route will be right of existing towers.



Photo 11. Looking south-southeast along preferred route from vicinity of Trumble Road. New line to be installed left of existing lines.



Photo 12. Looking east along preferred route from vicinity of Encanto Drive/Interstate 215. New alignment to be installed near the edge of this seasonally wet channel, which extends from Sherman Road to just west of the 215, and is the channelized continuation of the drainage noted in Photos 6 and 7 above.





Photo 13. Looking east along preferred route from just west of Interstate 215. The artificial channel seen in the previous photo crosses under the freeway then dissipates into the fields here.



Photo 14. Looking west along preferred route from vicinity of Interstate 215. New alignment will be right of existing towers. A Burrowing Owl was detected in this area (upper right area).



Photo 15. The only Burrowing Owl found in the vicinity of the project area during the entirety of our studies (August 2009).



Photo 16. Looking west along preferred route from vicinity of Evans Road. New alignment will be right of existing towers.



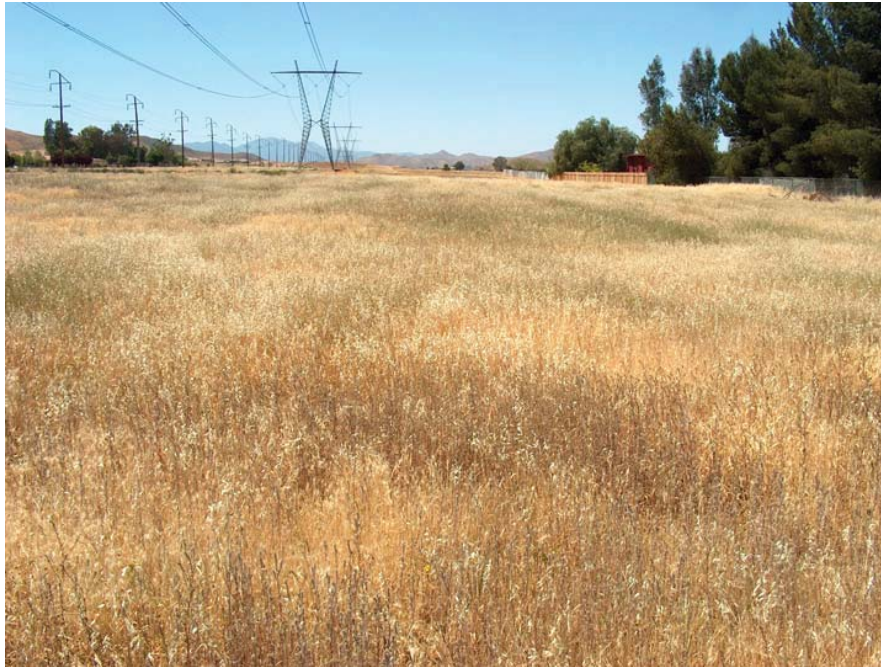


Photo 17. Looking west along preferred route from vicinity of Murrieta Road. New alignment will be right of existing towers.



Photo 18. Looking east along preferred route from between Byers Road and Wheat Street. New alignment will be left of existing towers. Patches of disturbed Riversidean Sage Scrub begin to appear in this area.



Photo 19. Looking west along preferred route from between Byers Road and Wheat Street. New alignment will be right of existing towers.



Photo 20. Looking west from Goetz Road across an ephemeral drainage which is primarily fed by residential run-off. New alignment spans drainage here and will be installed between wall and existing lines. Drainage from Photo 22 is visible in background.





Photo 21. Looking east at the drainage from Photo 20. Truck is on Goetz Road. New alignment will be installed along line of stakes.



Photo 22. Looking west across small drainage in the vicinity of Peak Trail. This is another drainage which is primarily fed by residential run-off, and it can also be seen in the background of Photo 20. Preferred route spans drainage here, and will be right of existing towers.



Photo 23. Looking west across small drainage near the northwest corner of Alabaster Loop and Goldenrod Avenue. This drainage which is also primarily fed by residential run-off. Preferred route will be right of existing towers.



Photo 24. Looking east across drainage from Photo 23 (center). Preferred route spans drainage here and will be between existing towers and houses at left.





Photo 25. Looking west-northwest from vicinity of northwest corner of Goldenrod Avenue & Alabaster Loop. Also the northeast corner of a designated Habitat Conservation Area. This area includes all lands to the south of the wooden poles at left from here to the vicinity of Photo 31. Preferred route is going in right of existing towers and left of residential area.



Photo 26. Looking west up access road from vicinity of Monolith Trail. Preferred route crosses the San Jacinto River here, right of existing lines.



Photo 27. Looking west from the southeast side of the San Jacinto River where preferred route will cross to the northwest side (stake at lower right is a pole site). In 2007, California Gnatcatchers were seen in the vicinity of the tower at upper left.



Photo 28. Looking east from the northwest side of the San Jacinto River to where preferred route will cross from the southeast side.





Photo 29. Looking west from the northwest side of the San Jacinto River. Because of the curves in the river in this area, the preferred route will span it again in the central background, crossing back to the southeast side. The trench in the foreground is an old canal, now inactive and derelict.



Photo 30. Looking west from the southeast side of the San Jacinto River after the preferred route has crossed back over to this side. New alignment will be right of existing towers, and will span the river again at center background.



Photo 31. Looking west-northwest from the northwest corner of the Habitat Conservation Area which has been south of the project area from Photo 25 to here. This corner is south of the area seen in Photo 30. New alignment will span the San Jacinto River at center right and continue west, right of existing towers.



Photo 32. Looking east to where preferred route spans San Jacinto River for the third and final time, crossing back to the northwest from the southwest side, left of existing towers.





Photo 33. Looking west from the same general area as previous photo, at vicinity of where preferred route is going in right of existing towers.



Photo 34. Looking east from near the east edge of the unnamed tributary in the following photo. Stake is a proposed pole site of the preferred route.



Photo 35. Looking west from east edge of the unnamed tributary of the San Jacinto River. Stake is a proposed pole site of the preferred route. Preferred route will span this drainage near the center of the photo right of existing towers.



Photo 36. Looking east across unnamed tributary from vicinity of Keystone Drive. Preferred route will span this drainage near center of photo, left of existing towers. Least Bell's Vireo was detected in this drainage in 2007 and 2009.





Photo 37. Looking east from vicinity of McPherson and El Fresno Roads as preferred route crosses several rural residence enclosures left of existing towers.



Photo 38. Looking west from vicinity of McPherson and El Fresno Roads as preferred route enters an unroaded rocky area, right of existing towers.



Photo 39. Looking east from vicinity of Theda Street as preferred route leaves rocky area, left of existing towers.



Photo 40. Looking west from vicinity of Theda Street as preferred route leaves rocky area, right of existing towers. Parry's Spineflower was found in this area.





Photo 41. Parry's Spineflower.



Photo 42. Looking east at access road from east of Highway 74 in the vicinity of Festus Circle. Preferred route going in at left.



Photo 43. Looking west at access road from east of Highway 74 at Festus Circle. Car visible at upper left is on Highway 74. Preferred route going in at right, near fenceline. On the other side of Highway 74, the new alignment turns to southwest, and will then roughly parallel the west side of Highway 74.

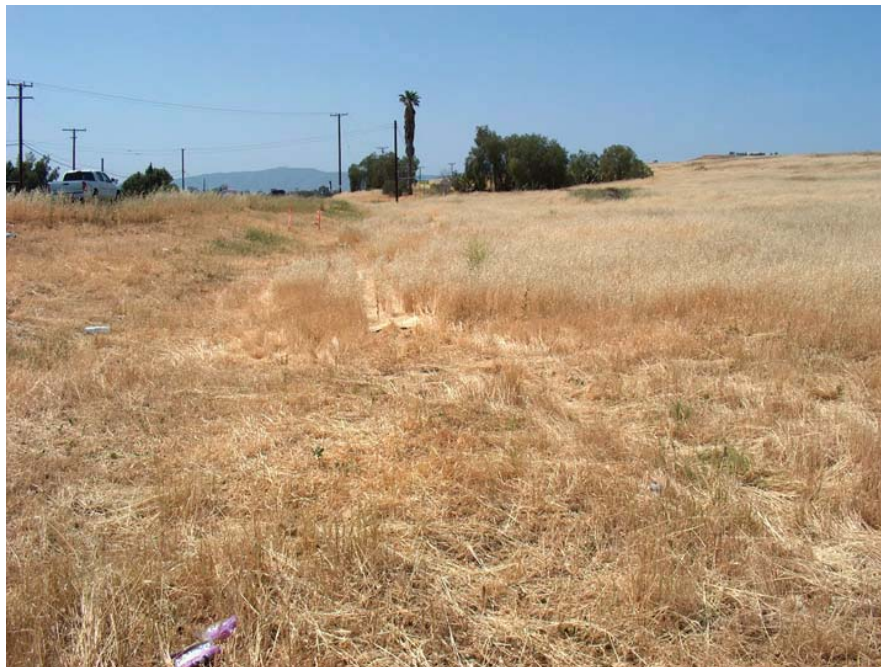


Photo 44. Looking southwest along preferred route as it leaves existing tower alignment. Vehicle at upper left is on Highway 74.





Photo 45. Looking northeast at preferred route along Highway 74 from vicinity of Kimes Lane.

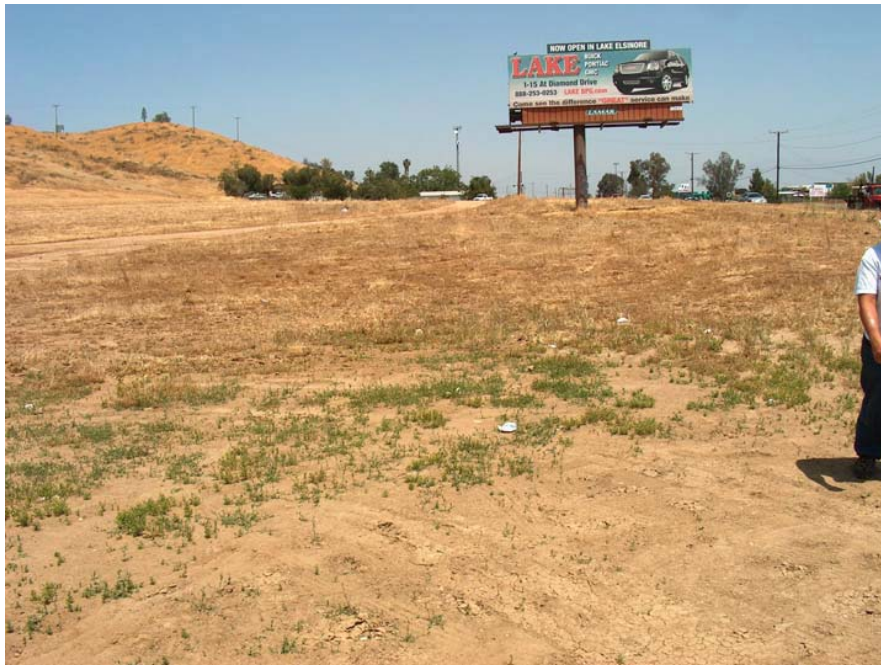


Photo 46. Looking northeast at preferred route along Highway 74 from vicinity of Meadowbrook Avenue.



Photo 47. Looking northeast as preferred route spans a drainage along Highway 74 just north of Peach Street.



Photo 48. Looking northeast as preferred route spans a drainage along Highway 74 just north of Wasson Canyon Road.





Photo 49. Looking southwest at preferred route along Highway 74 from north of Crumpton Road.



Photo 50. Looking southwest at preferred route along Highway 74 from north of Riverside Street.



Photo 51. Looking east at Highway 74 from west of Riverside Street. Photo taken from the entrance to a "Riverside County Wildlife Conservation Area."



Photo 52. Looking west at Highway 74 from same location as previous photo. Preferred route runs along the edge of the Wildlife Conservation Area from here west for approximately 500 feet. The wildlife area appears to end in the vicinity of the trees in background.





Photo 53. Looking southwest along Highway 74 preferred route from just north of Trellis Lane.



Photo 54. Looking northeast at Highway 74 preferred route from just northeast of Rosetta Canyon Drive.



Photo 55. Looking southwest at Highway 74 preferred route from just northeast of Rosetta Canyon Drive.



Photo 56. Looking northeast at Highway 74 preferred route, as it spans a drainage just northeast of Ardenwood Way.





Photo 57. Looking southwest at Highway 74 preferred route, from just northeast of Ardenwood Way.



Photo 58. Looking northeast from the west terminus of the preferred route at the corner of Conard Avenue and Highway 74 (Central Avenue).

