



Denise Duffy & Associates, Inc.

PLANNING AND ENVIRONMENTAL CONSULTING

TRANSMITTAL

Date: January 31, 2020

Subject: Ryan Ranch - Bishop Interconnection Project: Notice to Proceed Request Resubmittal

Project Name: MPWSP Ryan Ranch – Bishop Interconnection Project	Applicant: California American Water
Recipient: Cory Barringhaus, ESA	Contact: Tyler Potter, J.D., AICP
CC: Tim O'Halloran, California American Water Julio A. Gonzalez, California American Water	Contractor: Monterey Peninsula Engineering

☐ For your information

☒ For your review and comment

Item No.	Description	Type	Source
001	Revised Notice to Proceed Request Letter	Letter	DD&A
002	Revised Appendix A-1: Pre-Construction FEIR/EIS Mitigation Measures Matrix	Document	DD&A
003	MM 4.6-1c: General Avoidance and Minimization Measures Memorandum	Memorandum	DD&A
004	City of Monterey Encroachment Permit	Permit	City of Monterey
005	Soil Deposition Project Refinement Memorandum	Memorandum	DD&A
006	USA Ticket (MM 4.13-1a)	Ticket	USA
007	E-mail Notification to City of Monterey Fire Department (MM 4.13-1c)	Email	City of Monterey

Remarks/Comments:

Per our previous conversation, please find enclosed the above referenced material prepared in support of the Ryan Ranch – Bishop Interconnection Project NTPR. If you have any questions or comments, please do not hesitate to contact me to discuss further.

Thank you in advance.

Sincerely,

Tyler L. Potter, J.D., AICP



California American Water - Monterey
511 Forest Lodge Road, Suite 100
Pacific Grove, CA 93950
amwater.com

January 31, 2020

Mr. John Forsythe
California Public Utilities Commission
Energy Division
505 Van Ness Avenue
San Francisco, CA 94102

Re: Monterey Peninsula Water Supply Project – Notice to Proceed Request No. 2 (NTPR-2) Ryan Ranch-Bishop Interconnection Improvements

Dear Mr. Forsythe,

In April 2012, California American Water (CalAm) filed an application (A.12-04-019) with the California Public Utilities Commission (CPUC). This filing was made to the CPUC for the Monterey Peninsula Water Supply Project (MPWSP). The MPWSP is intended to secure replacement water supplies for CalAm's Monterey District in conformance with legal decisions affecting existing supplies from both the Carmel River and the Seaside Groundwater Basin. On January 13, 2017, the CPUC as the California Environmental Quality Act (CEQA) lead agency, and the Monterey Bay National Marine Sanctuary (MBNMS) as the National Environmental Policy Act (NEPA) lead agency, published the MPWSP Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The CPUC and MBNMS published the MPWSP Final EIR/EIS on March 30, 2018. On September 13, 2018, the CPUC certified the combined EIR/EIS, approved a modified (6.4 million gallon per day [mgd]) Project, adopted settlement agreements, and issued a Certificate of Public Convenience and Necessity (Decision 18-09-017). The modified Project, which was referred to as "Alternative 5a" in the Final EIR/EIS, consists of the construction and operations of a reduced size 6.4 mgd plant (compared with the 9.6 mgd for the originally proposed project). Decision 18-09-017, the Final EIR/EIS, and its Mitigation Monitoring and Reporting Plan (MMRP) can be accessed at:

https://www.cpuc.ca.gov/environment/info/esa/mpwsp/comms_n_docs.html

NOTICE TO PROCEED REQUEST PURPOSE

CalAm is submitting this NTPR-2 to proceed with the construction of the Ryan Ranch-Bishop Interconnection Improvements, which consists of the construction of approximately 6,300 feet of an 8-inch-diameter pipeline. The pipeline would be installed within the right-of-way of Ragsdale Drive, Lower Ragsdale Drive, and Wilson Drive. Approximately 0.8 acre would be temporarily disturbed in connection with this NTPR.

This interconnection pipeline would allow CalAm to convey water to the Ryan Ranch and Bishop satellite water systems. The extent of these improvements were described in Decision 18-09-17 and its supporting documentation. This NTPR documents current and future compliance with applicable Final EIR/EIS mitigation measures associated with anticipated pre-construction, construction and post-construction/operational activities (see **Appendices A-1, A-2 & A-3**). This NTPR is provided to the CPUC,

so they may review and provide authorization to CalAm to initiate construction of the MPWSP Ryan Ranch-Bishop Interconnection Improvements, as described below.

CONSTRUCTION ACTIVITIES

The project area applicable to this NTPR is located within the City of Monterey and unincorporated Monterey County, as shown in **Appendix B-1 (Project Location Map)**. Access to the project site will be provided via Highway 68 and Ragsdale Drive. All work under this NTPR will be performed exclusively in the area shown in **Appendix B-2 (Construction Footprint Map)**. The total temporary land disturbance associated with this project is 0.8 acre. Construction activities include the following:

- Construction of 6,300 feet of 8-inch pipe using conventional open-trench technology with approximately 200 feet installed per day.
- Excavation activities which would include 3-foot-wide trenches. Vaults, manhole risers, and other pipeline components could require wider excavations, though no work will extend outside of paved areas. The pipeline installation will occur in 15 separate sections moving east.
- Work crews would install trench boxes or shoring or would lay back and bench the slopes to stabilize the pipeline trenches and prevent the walls from collapsing during construction.
- After excavating the trenches, the contractor would line the trench with pipe bedding (sand or other appropriate material shaped to support the pipeline). Construction workers would then place pipe sections into the trench, weld the sections together as trenching proceeds, and then backfill the trench.
- Pipelines segments would have about 8 feet of cover and steel plates would be placed over trenches to maintain access to private driveways and the office buildings affected by the construction activity.

CONSTRUCTION EQUIPMENT

The proposed construction would require the following equipment for pipeline installation: flatbed trucks, backhoes, excavators, pipe cutting and welding equipment, haul trucks for spoils transport, trucks for materials delivery, compaction equipment, Baker tanks, pickup trucks, arch welding machines, generators, air compressors, cranes, drill rigs, and skip loaders. Pipeline segments would typically be delivered and installed in 6- to 40-foot-long sections. For a complete list of construction equipment, please refer to **Appendix C-12**.

Soil may be temporarily stockpiled within the project footprint depicted in **Appendix B-2** during construction prior to off-site disposal. To the extent native soils are suitable for re-use those soils may be used as backfill. Soils not suitable for re-use will be disposed of off-site at property owned by Tanimura & Antle Fresh Foods, Inc. (see attached correspondence dated January 14, 2020 from Tanimura & Antle Fresh Foods, Inc.). In addition, a new staging area is depicted in **Appendix B-2**. This area is located outside of the original footprint identified in the MPWSP Final EIR/EIS; however, as described in further detail in **Appendix B-4** use of this area would not result in any additional environmental effects beyond those identified in the MPWSP Final EIR/EIS. This location consists of previously disturbed and developed land that has been used previously for construction staging.

CONSTRUCTION SCHEDULE

The construction activities described above are anticipated to take approximately four months with initial work commencing at the end of January 2020. Construction equipment associated with this project component would typically operate for eight hours a day. However, at times, workers and equipment could be on-site up to 12-hours per day. Additionally, some of the proposed work will require shutoffs of major water lines, so for

these activities, nighttime construction would take place to minimize the impacts on the public. Thus, typical work window hours of operation would be within 7:00AM and 7:00PM, Monday through Saturday and occasional 24-hour construction.

MITIGATION MEASURE TRACKING AND REPORTING

During the execution of the scope of work under NTPR-2, CalAm will implement all applicable mitigation measures as identified by the CPUC in Decision 18-09-17 to the extent that those mitigation measures are applicable to the Ryan Ranch-Bishop Interconnection Project. **Appendix A** of this NTPR identifies all mitigation measures and notes compliance with all pre-construction mitigation measures, as cited in the MPWSP Final EIR, which are applicable to the Ryan Ranch-Bishop Interconnection Improvements project. In addition, pursuant to the requirements of the MMRP, a number of technical reports/plans must be prepared. **Appendix C** includes a comprehensive environmental packet compiling all the applicable technical reports and plans that are applicable to this project component.

For mitigation tracking, there will be weekly reporting that summarizes daily monitoring logs, or monitoring required at other intervals, under the applicable mitigation measure. The results of pre-construction surveys and construction monitoring will be tracked using a compliance-monitoring application called Wildnote (<https://wildnoteapp.com/>). Wildnote manages cloud-based storage technology to generate tailored electronic data sheets which can be inputted and processed offline in the field.

Qualified professionals will prepare daily monitoring compliance logs with observations and survey results using a tablet or other smart device offline in the field. Once wireless internet (WIFI) can be accessed, the data will be synced and saved in secure electronic folders. Once data is synced, Wildnote administrators with access to these secure folders would be able to view, review, print, and store the completed forms for quality review and processing prior to delivery to CPUC via electronic means, such as a File Transfer Protocol site or other CPUC accessible online location.

The data display will generate weekly summaries of daily logs, store prior monitoring and survey results, and flag items requiring follow-up by monitoring leaders, agencies, CalAm or ESA/CPUC. Annual summaries will also be provided. A sample monitoring report is provided in the project's Mitigation Monitoring, Compliance, and Reporting Plan (MMCRP) document.

PROJECT CONTACTS

The following table contains the names and contact information for key contacts for the Ryan Ranch-Bishop Interconnection Improvements Project. A full set of contact information for all key individuals and field monitors is provided as an appendix to the MMCRP submitted to the CPUC.

Name	Title	Organization	E-mail	Phone
Tim O'Halloran	CalAm Project Manager	CalAm	Tim.Ohalloran@amwater.com	Office: (831) 646-3291 Cell: (831) 320-1384
Tyler Potter	CalAm Compliance Project Manager	DD&A	TPotter@ddaplanning.com	Office: (831) 373-4341 Cell: (831) 915-4633
Rosemary Laird	CalAm Lead Biologist	AECOM	Rosemary.Laird@aecom.com	Office: (510) 893-3600 Cell: (510) 874-3239
Matt Johnson	Lead Field Monitor/Biologist	DD&A	MJohnson@ddaplanning.com	Office: (831) 373-4341 Cell: (831) 917-3242
Peter Taormina	Construction Manager	MPE	PeterTaormina@gmail.com	Office: (831) 384-4081 Cell: (831) 277-6112

CalAm respectfully requests authorization of NTPR-2. If you have any questions or require additional information, please do not hesitate to contact me. As always, thank you in advance for your time and we look forward to working with you on this project.

Sincerely,

Tim O'Halloran
Project Manager
California American Water

APPENDICES

Appendix A – Tables of Mitigation Measures Identified in Approved MMRP

Appendix B – Various Project Maps and Drawings

Appendix C – Technical Plans, Reports, and other Documentation

Pre-Construction FEIR/EIS Mitigation Measures
Ryan Ranch – Bishop Interconnection Improvements

MM #	Condition Name	Status	Status Detail
4.6-1a	Retain a Lead Biologist to Oversee Implementation of Protective Measures	Complete	CalAm previously submitted documentation demonstrating compliance with this measure as part of NTPR-1. CalAm has retained a Lead Biologist consistent with the requirements of this mitigation measure. No further documentation is warranted at this stage.
4.6-1b	Construction Worker Environmental Awareness Training and Education Program	Complete	Video completed for WEAT presentation; CalAm previously submitted a copy of the training transcript/DVD as part of previous NTPR submittals. All construction personnel associated with this NTPR will undergo the construction WEAT program prior to the start of construction. Names of all personnel who attended the training with signed acknowledgement forms will be submitted to the CPUC following the pre-construction training.
4.6-1c	General Avoidance and Minimization Measures	On-going	CalAm has retained a Lead Biologist that will be responsible for overseeing on-going monitoring in connection with construction-related activities. On-site biological monitors will be present during construction consistent with the requirements of this mitigation measure. In addition, the requirements of this mitigation measure are in the CalAm Ryan Ranch Construction Specifications included as Appendix C-11 .
4.6-1e	Avoidance and Minimization Measures for Special-status Plants	Complete	Pre-construction surveys took place in 2019. Construction impacts to be confined to paved right-of-way and graveled staging area. No special-status plant impacts anticipated. No further action required.
4.6-1i	Avoidance and Minimization Measures for Nesting Birds	Scheduled	Pre-construction surveys to be completed prior to construction and submitted to the CPUC following completion of the surveys.
4.6-1j	Avoidance and Minimization Measures for American Badger	Scheduled	Pre-construction surveys to be completed prior to construction and submitted to the CPUC following completion of the surveys.
4.6-1k	Avoidance and Minimization Measures for Monterey Dusky-Footed Woodrat	Scheduled	Pre-construction surveys to be completed prior to construction and submitted to the CPUC following completion of the surveys
4.6-1l	Avoidance and Minimization Measures for Special-Status Bats	Scheduled	Pre-construction surveys to be completed prior to construction and submitted to the CPUC following completion of the surveys
4.6-1m	Avoidance and Minimization Measures for Native Stand of Monterey Pine	N/A	This species does not occur within or immediately surrounding the project. No impacts to this species are anticipated as a result of this component.
4.6-1n	Habitat Mitigation and Monitoring Plan	N/A	The Ryan Ranch – Bishop Interconnection Project has been designed to occur exclusively within the existing road right-of-way and existing disturbed areas. As a result, no previously undisturbed areas will be affected by the Project. As noted elsewhere in this NTPR, CalAm identified an alternative, environmentally superior, staging area that has been historically used for construction staging. As a result, the original staging area, which would require vegetation removal, grading, and temporary access improvements, is no longer necessary and

MM #	Condition Name	Status	Status Detail
			associated environmental impacts would be avoided. For the preceding reasons, an HMMP for this component will not be developed.
4.6-1o	Avoidance and Minimization Measures for California Red-Legged Frog and California Tiger Salamander	N/A	No habitat present or impacted.
4.6-2b	Avoid, Minimize, and Compensate for Construction Impacts to Sensitive Communities and Environmentally Sensitive Habitat Areas	N/A	This site is not located in a Sensitive Community or an Environmentally Sensitive Habitat Area; therefore, this mitigation measure is not applicable.
4.6-3	Avoid, Minimize, and or Mitigate Impacts to Wetlands	N/A	No work proposed within wetlands.
4.6-4	Compliance with Local Tree Ordinances	N/A	No tree removal or trimming proposed.
4.7-2a	Health and Safety Plan	Complete	An Accident Prevention and Safety Program and Site-Specific Safety Plan is included as Appendix C-1 .
4.7-2b	Soil and Groundwater Management Plan	Complete	A Soil and Groundwater Management Plan is included as Appendix C-2 .
4.9-1	Traffic Control and Safety Assurance Plan	Complete	CalAm is currently in the process of working with the City of Monterey and California Department of Transportation to finalize the encroachment permits for this component. The approved encroachment permits will include traffic control details consistent with the requirements of this mitigation measure. A copy of the approved permits will be submitted to the CPUC once they have been issued by the City of Monterey and California Department of Transportation.
4.9-6	Roadway Rehabilitation Program	On-going	Contractor/CalAm to prepare pre-construction photos and videos to be georeferenced and submitted upon request.
4.9-C	Construction Traffic Coordination Plan	Complete	CalAm is currently in the process of working with the City of Monterey and California Department of Transportation to finalize the encroachment permits for this component. The approved encroachment permits will include traffic control details consistent with the requirements of this mitigation measure. A copy of the approved permits will be submitted to the CPUC once they have been issued by the City of Monterey and California Department of Transportation.
4.10-1a	Equipment with High-Tiered Engine Standards	Complete	All Contractor diesel equipment (owned and rented) are 4 years old or less and meet the most efficient Tier 4 standards. See the Construction Equipment and Vehicle Efficiency Plan included as Appendix C-7 .
4.10-1b	Idling Restrictions	Complete	See idling restrictions in the Construction Equipment and Vehicle Efficiency Plan included as Appendix C-7 .
4.10-1c	Construction Fugitive Dust Control Plan	Complete	A Fugitive Dust Control Plan is included as Appendix C-4 .
4.10-1e	Off-site Mitigation Program	N/A	No off-site mitigation program required.

MM #	Condition Name	Status	Status Detail
4.11-1	GHG Emissions Reductions Plan	N/A	This mitigation measure is related to the Desalination Plant; therefore, this mitigation measure is not applicable.
4.12-1c	Noise Control Plan for Nighttime Pipeline Construction	Complete	A Noise Management Plan is included as Appendix C-8 .
4.13-1a	Locate and Confirm Utility Lines	Complete	The CalAm Ryan Ranch Construction Drawings, which highlight affected utilities, are included as Appendix B-3 .
4.-13-1b	Coordinate Final Construction Plans with Affected Utilities	Complete	The CalAm Ryan Ranch Construction Drawings, which highlight affected utilities, are included as Appendix B-3 .
4.13-1c	Safeguard Employees from Potential Accidents Related to Underground Utilities	Complete	An Accident Prevention and Safety Program and Site-Specific Safety Plan is included as Appendix C-1 .
4.-13-1d	Emergency Response Plan	Complete	An Accident Prevention and Safety Program and Site-Specific Safety Plan is included as Appendix C-1 .
4.13-1e	Notify Local Fire Departments	Complete	The requirements of this mitigation measure are in the CalAm Ryan Ranch Construction Specifications included as Appendix C-11 .
4.13-2	Construction Waste Reduction and Recycling Plan	Complete	A Construction Waste Reduction and Recycling Plan is included as Appendix C-6 .
4.14-1	Maintain Clean and Orderly Construction Sites	On-going	This is an on-going mitigation measure that will be monitored during construction.
4.15-2b	Inadvertent Discovery of Cultural Resources	On-going	All work to be done in paved areas; therefore, the likelihood of discovering any cultural resources is low. AECOM has prepared an Archaeological Monitoring Program that was previously submitted to the CPUC and is included as an attachment to the MMCRP.
4.18-1	Construction Equipment and Vehicle Efficiency Plan	Complete	A Construction Equipment and Vehicle Efficiency Plan is included in Appendix C-7 .



Denise Duffy & Associates, Inc.

PLANNING AND ENVIRONMENTAL CONSULTING

Memorandum

DATE: January 31, 2020
TO: Cory Barringhaus, Environmental Science Associates
FROM: Matt Johnson, DD&A
CC: Tim O'Halloran, California America Water
Peter Taormina, Monterey Peninsula Engineering
Tyler Potter, J.D., AICP, DD&A
SUBJECT: Ryan Ranch NTPR 1: MM 4.6-1c General Avoidance & Minimization Measures

Monterey Peninsula Engineering (MPE), is currently contracted with California America Water (CalAm) to construct the Ryan Ranch – Bishop Interconnection Project, a component of the Monterey Peninsula Water Supply Project. The purpose of the following memorandum is to document how the Project will comply with the requirements of Mitigation Measure 4.6-1c: General Avoidance and Minimization Measures.

Mitigation Measure 4.6-1c: General Avoidance and Minimization Measures

In addition to the general environmental minimization measures identified in the CalAm Ryan Ranch Construction Specifications prepared by Valentine Environmental Engineers, dated March 2018 (see **Appendix C-11** of NTPR-2, pg. 873), MPE will implement the following general avoidance and minimization measures, to the extent they are applicable, consistent with the requirements of Mitigation Measure 4.6-1c: General Avoidance and Minimization Measures. They will be implemented as follows:

1. The construction footprint, staging areas, equipment access routes, and disposal or temporary placement of spoils, shall be delineated with stakes and flagging prior to construction to avoid natural resources outside of the project area. Any construction-related disturbance outside of these boundaries, including driving, parking, temporary access, sampling or testing, or storage of materials, shall be prohibited without explicit approval of the Lead Biologist.
 - **Pre-Construction Monitoring Action:** Prior to the initiation of construction-related activities, MPE, in coordination with DD&A, will stake and flag the staging area to avoid natural resources. MPE has identified that the construction associated with the pipeline installation will not occur outside of the curb and gutter associated with the paved roadways. Therefore, the curb of the roadway will serve as the boundary of the construction and staking/flagging will not be installed. This modification was confirmed during a pre-construction walk through with ESA. All MPE construction personnel will be made aware of this boundary and that any disturbance outside of this boundary will not be in compliance with the environmental documentation during the Worker Environmental Awareness Program. Entrance to the areas outside of the delineated project area will be prohibited without explicit approval of the Lead Biologist.

2. New access driveways shall not extend beyond the delineated construction work area boundary. Construction vehicles shall pass and turn around only within the delineated construction work area boundary or local road network. Where new access is required outside of existing roads or the construction work area, the route shall be clearly marked (i.e., flagged and/or staked) prior to being used, subject to review and approval of the Lead Biologist.
 - **Construction Monitoring Action:** Not applicable. No new access driveways are proposed as part of this NTP. In the event that the need arises MPE will request prior approval from DD&A, Environmental Science Associates (ESA), and the California Public Utilities Commission (CPUC).
3. Vehicle speeds within the project area shall not exceed 15 miles per hour on roads within the sites.
 - **Construction Monitoring Action:** DD&A will ensure that vehicle speeds within the project area do not exceed 15 miles per hour by posting signage around the project site. Please also refer to the Fugitive Dust Control Plan, prepared by MPE and dated November 2019 (see **Appendix C-4** of NTPR-2, pg. 316).
4. Excavated soils shall be stockpiled in disturbed areas lacking native vegetation. Stockpile areas shall be marked by the Lead Biologist to define the limits where stockpiling can occur.
 - **Construction Monitoring Action:** All material will be stockpiled within the paved roadways and staging area within the construction footprint boundary prior to being hauled to the off-site location.
5. Standard best management practices (such as setbacks and use of silt fences and fiber rolls) shall be employed to prevent loss of habitat due to erosion caused by project related impacts (i.e., grading or clearing for new roads). All detected erosion shall be remedied immediately upon discovery.
 - **Construction Monitoring Action:** Construction activities associated with the Ryan Ranch – Bishop Interconnection Project will be confined to the existing road rights-of-way. Where necessary, MPE will implement standard Best Management Practices (BMP's) and DD&A will ensure these are implemented to prevent the loss of habitat. Please also refer to the Stormwater Pollution Prevention Plan's use of BMP's, prepared by Incompli, Inc. and dated October 22, 2019 (see **Appendix C-5** of NTPR-2, pg. 320).
6. Fueling of construction equipment shall take place within existing paved areas, and at least 50 feet from drainages (including streams, creeks, ditches, culverts, or storm drain inlets) and native habitats. Contractor equipment shall be checked for leaks prior to operation and repaired when leaks are detected. Fuel containers shall be stored within appropriately sized secondary containment barriers.
 - **Construction Monitoring Action:** MPE will fuel all construction vehicles off-site. If fueling must occur on-site, the monitor will ensure fueling takes place at least 50 feet from drainages and native habitats. Please also refer to the Stormwater Pollution Prevention Plan's use of BMP's, prepared by Incompli, Inc. and dated October 22, 2019 (see **Appendix C-5** of NTPR-2, pg. 320).
7. The introduction of exotic plant species shall be avoided through physical or chemical removal and prevention. Measures to prevent the introduction of exotic plants into the construction site via

vehicular sources shall include implementing track clean or other method of vehicle cleaning for vehicles coming to the site and leaving the site. Earthmoving equipment shall be cleaned prior to transport to the project area. Weed-free rice straw or other certified weed-free straw shall be used for erosion control. Weed populations introduced into the site during construction shall be eliminated by chemical and/or mechanical means approved by California Department of Fish and Wildlife (CDFW) and the United States Fish and Wildlife Service (USFWS).

- **Construction Monitoring Action:** DD&A will evaluate for the introduction of exotic plants into the construction area, and if necessary, require the contractor to clean or otherwise remove the suspected material to the satisfaction of the CalAm Site Supervisor or their designee. Where straw materials are required for erosion control, only weed-free straw will be used.
8. Use of herbicides as vegetation control measures shall be used only when mechanical means have been deemed ineffective. All uses of such herbicidal compounds shall observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and state and federal legislation as well as additional project-related restrictions deemed necessary by the CDFW and/or USFWS. No rodenticides shall be used.
- **Construction Monitoring Action:** Work within paved areas are proposed; however, any vegetation controls required will be performed using mechanical means under the supervision of the Lead Biologist and the CalAm Site Supervisor (also a qualified biologist).
9. Prior to the start of construction at any proposed facility site where special-status amphibians, reptiles and mammals have a moderate or high potential to occur, the construction work area boundary shall be fenced with a temporary exclusion fence to prevent special-status wildlife from entering the site during construction (see Table 4.6-6 for the list of special-status species that could be significantly impacted at each project facility site). The exclusion fencing shall be constructed of metal flashing, plastic sheeting, or other materials that will prohibit California horned lizards, Monterey shrews, and other special-status reptiles, amphibians, and rodents from climbing the fence. If meshing is used it shall be of a size that would not catch wildlife. The fencing shall be buried a minimum of 6 inches below grade to secure the fence and extend a minimum of 30 inches above grade. The fencing shall be inspected by the Lead Biologist or qualified biological monitor on a daily basis during construction activities to ensure fence integrity. Any needed repairs to the fence shall be performed on the day of their discovery. Fencing shall be installed and maintained during all phases of construction. Final fence design and location shall be determined in consultation with USFWS and CDFW. Exclusion fencing shall be removed once construction activities are complete.
- **Pre-Construction Monitoring Action:** None of the special-status species from Table 4.6-6 of the FEIR have the potential to be significantly impacted at this proposed project area; however, DD&A is scheduled to conduct a pre-construction biological survey for special-status species. This survey will include unpaved areas adjacent to the paved project work site on either side of the roadway or in vegetated medians, if present. Pin flags will be used to signify off-site resources to be avoided. Given the proposed work is set in a suburban environment and limited to within roadways, the need for temporary wildlife exclusion fencing has been eliminated unless otherwise directed by the CalAm Lead Biologist/ESA/CPUC.
10. If special-status wildlife species are found on the site immediately prior to construction or during project construction, construction activities shall cease in the vicinity of the animal until the animal moves on its own (if possible, as determined by the Lead Biologist or biological monitor)

outside of the project area. Additional mitigation measures specific to special-status plants; Smith's blue butterfly; black legless lizard, silvery legless lizard, and coast horned lizard; western burrowing; American badger; Monterey dusky-footed woodrat, California red-legged frog and California tiger salamander are described in Mitigation Measures 4.6-1f, 4.6-1g, 4.6-1h, 4.6-1j, 4.6-1k, and 4.6-1o. The Lead Biologist and Lead Agencies shall consult with wildlife resource agency(ies) with jurisdiction over the species regarding any additional avoidance, minimization, or mitigation measures that may be necessary if the animal does not move on its own. A report shall be prepared by the Lead Biologist to document the activities of the animal within the site; all fence construction, modification, and repair efforts; and movements of the animal once again outside the exclusion fence. This report shall be submitted to the CPUC and pertinent wildlife agencies with jurisdiction over the wildlife species.

- **Pre-Construction/Construction Monitoring Action:** DD&A will enforce this minimization measure along with the specific mitigation measures for the special-status plants and species. A report shall be prepared by the Lead Biologist to document the activities of the animal within the site; all fence construction, modification, and repair efforts; and movements of the animal once again outside the exclusion fence.
11. Vegetation removal and grading activities shall be conducted during daylight hours. Immediately prior to conducting vegetation removal or grading activities inside fenced exclusion areas, the Lead Biologist or a qualified biologist shall survey within the exclusion area to ensure that no special-status species are present. The Lead Biologist or a qualified biologist shall also monitor vegetation removal or grading activities inside fenced exclusion areas for the presence of special-status species. If special-status species are present, then measure 10 above shall be implemented.
- **Construction Monitoring Action:** No vegetation removal is anticipated; all work is proposed exclusively within the existing road right-of-way. The Lead Biologist or a qualified biologist will monitor to ensure off-site vegetation adjacent to the work area are marked or fenced if they contain special-status species.
12. To prevent the inadvertent entrapment of special-status wildlife during construction, all excavated, steep-walled holes or trenches more than 2 feet deep shall be covered with plywood or similar materials at the close of each working day, or escape ramps constructed of earth fill or wooden planks shall be positioned within the excavations to allow special-status wildlife to escape on their own. Before such holes or trenches are filled, they shall be thoroughly inspected for trapped animals. If trapped animals are observed, escape ramps or structures shall be installed immediately to allow escape. If listed species are trapped, they shall only be relocated with authorization from USFWS and/or CDFW, as appropriate.
- **Construction Monitoring Action:** All excavated holes or trenches will be covered each day, or escape ramps for wildlife provided in accordance with the Lead Biologist or CalAm Field Supervisor. Prior to filling of such holes or trenches, they will be thoroughly inspected for trapped animals, and escape ramps installed immediately to allow escape. If listed species are trapped, they will be relocated with authorization from the USFWS and/or CDFW, as may be applicable.
13. All construction pipes, culverts, or similar structures that are stored at a construction site for one or more overnight periods and with a diameter of 4 inches or more shall be inspected for special-status wildlife before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If a special-status animal is discovered inside a pipe, that section of pipe shall not be moved until the appropriate resource agency, with jurisdiction over that species, has been consulted to determine the appropriate method for relocation. If necessary, under the direct supervision of the

qualified biologist, the pipe may be moved once to remove it from the path of construction activity until the animal has escaped.

- **Construction Monitoring Action:** DD&A will ensure that all construction pipes, culverts, or similar structures that are stored at a construction site for one or more overnight periods and with a diameter of 4 inches or more will be inspected for special-status wildlife before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If a special-status animal is discovered inside a pipe, that section of pipe will not be moved until the appropriate resource agency. If necessary, under the direct supervision of the qualified biologist, the pipe may be moved once to remove it from the path of construction activity until the animal has escaped.
14. All vertical tubes used in project construction, such as chain link fencing poles or signage mounts, shall be temporarily or permanently capped at the time they are installed to avoid the entrapment and death of special-status birds.
- **Construction Monitoring Action:** DD&A will observe and confirm all vertical tubes used in project construction, such as chain link fencing poles or signage mounts, are or permanently capped at the time they are installed to avoid the entrapment and death of special-status birds.
15. Water used for dust abatement shall be minimized in an effort to avoid the formation of puddles that could attract common ravens and other predators to the construction work areas.
- **Construction Monitoring Action:** Dust control techniques for proposed work in paved roadways will generally involve daily sweeping; however, DD&A will ensure water used for dust abatement is minimized so that common ravens and other predators are not attracted to the work area. Please also refer to the Fugitive Dust Control Plan, prepared by MPE and dated November 2019 (see **Appendix C-4** of NTPR-2, pg. 316).
16. No vehicle or equipment parked in the project area shall be moved prior to inspecting the ground beneath the vehicle or equipment for the presence of wildlife. If present, the animal shall be left to move on its own.
- **Construction Monitoring Action:** DD&A and other trained workers will inspect the ground beneath vehicles and equipment prior to movements on-site and allow any such wildlife to move on its own. Please also refer to the Construction Equipment and Vehicle Efficiency Plan, prepared by MPE and dated November 2019 (see **Appendix C-7** of NTPR-2, pg. 808).
17. All vehicles and equipment shall be in proper working condition to ensure that there is no potential for fugitive emissions of motor oil, antifreeze, hydraulic fluid, grease, or other hazardous materials. The Lead Biologist shall be informed of any hazardous spills within 24 hours of the incident. Hazardous spills shall be immediately cleaned up and the contaminated soil shall be properly disposed of at a licensed facility.
- **Construction Monitoring Action:** Please refer to the Construction Equipment and Vehicle Efficiency Plan, prepared by MPE and dated November 2019 (see **Appendix C-7** of NTPR-2, pg. 808).
18. A trash abatement program shall be implemented during construction. Trash and food items shall be contained in closed containers and removed from the construction site daily to reduce the attractiveness to opportunistic predators such as common ravens, coyotes, and feral dogs.

- **Construction Monitoring Action:** DD&A will observe and ensure that trash and food items are contained in closed containers and removed from the construction site daily. Please also refer to the Construction Waste Reduction and Recycling Plan, prepared by MPE and dated November 2019 (see **Appendix C-6** of NTPR-2, pg. 805).
19. Workers shall be prohibited from feeding wildlife and bringing pets and firearms to the construction work areas.
- **Construction Monitoring Action:** DD&A will observe and ensure that workers are aware that they are not to feed wildlife or bring pets and firearms to the construction work areas.
20. Intentional killing or collection of wildlife species, including special-status species in the project area and surrounding areas shall be strictly prohibited.
- **Construction Monitoring Action:** DD&A will observe and ensure that intentional killing or collection of wildlife species by project workers, including special-status species in the project area and surrounding areas, does not occur.
21. All temporarily disturbed areas shall be returned to pre-project conditions or better. Existing access roads within the CEMEX site shall be returned to their existing use.
- **Construction Monitoring Action:** DD&A will observe and ensure that disturbed areas are returned to pre-project conditions or better, or as required by permits from the affected local jurisdiction.

If you have any questions or comments, please do not hesitate to contact me to discuss further. Thank you.

Permit # 157-02515

Address: Naggedale Dr



City of Monterey
Permit & Inspection Services Division
Additional Requirements Prior to Starting Work:

- ☐ Obtain an approved traffic control plan
- ☒ All traffic and/or pedestrian control must follow the 2014 California Edition of the Manual for Uniform Traffic Control Devices (CA MUTCD)
- ☒ Provide pedestrian warning signs at intersections: "Sidewalk Closed Use Other Side" /or
- ☒ Provide pedestrian warning signs at intersections: "Sidewalk Work Ahead". Note that a 3' clearance for accessibility at sidewalk to be maintained at all times
- ☒ If any curb ramps are disturbed in any way during construction, the curb ramp is to be completely reconstructed to meet current CALTRANS curb ramp requirements
- ☒ Contact Parking division (831.646.3953) 3-business days prior to start of work
- ☒ Contact Forestry division (831.646.3860) 5-business days prior to start of work
- ☒ Contact Streets division (831.646.3927) 2-business days prior to start of work
- ☒ Contact MST (831.899.5299) if bus stop or routes are disrupted
- ☒ Contact Com Center (831.646.3914) at the start and end of each day
- ☒ Schedule inspection (831.646.3890) 2-business days prior to start of work
- ☒ Contractor agrees any project that closes a street or diverts traffic shall notify all property owners and tenants within 300' in each direction of the impacted area. This notification shall be done ____ business days prior to conducting any work.
- ☒ see additional requirements
- ☐ _____

***APPROVED HOURS OF CONSTRUCTION:**

MONDAY-FRIDAY	7:00AM – 7:00PM
SATURDAY	8:00AM – 6:00PM
SUNDAY	10:00AM – 5:00PM

*Please note normal inspection hours: 7:00AM – 4:00PM, Monday - Friday

(Additional fees may apply if inspection is requested outside of normal inspection hours)

If the above requirements have not been met or you begin construction prior to obtaining all approvals you may be subject to a citation and/or additional fees.

X [Signature] Acknowledged
CITY OF MONTEREY

X 1/21/2020 Date

PUBLIC WORKS PERMIT #MST-19-2515

RYAN RANCH –BISHOP INTERCONNECT IMPROVEMENTS PROJECT – CONDITIONS OF APPROVAL

Preamble: *The Ryan Ranch-Bishop Interconnect Improvements project is being undertaken by California American Water (Cal Am), their construction contractor, Monterey Peninsula Engineering (Contractor), and Engineer of Record consultant, Valentine Environmental Engineers. Construction of this Project will impact the City of Monterey's roadway infrastructure, traffic, citizens, and businesses.*

The following Conditions of Approval of the Encroachment Permit have been developed by the City of Monterey to minimize the impacts and inconvenience to the public while accommodating the replacement of an essential pipeline and associated laterals. Cal Am, Contractor, and City acknowledge that the conditions and work performed under this Permit may not be all-inclusive and that not every situation during construction can be ascertained at the time that these Conditions of Approval are issued. Consequently, the parties agree to work together in good faith to resolve field conflicts expeditiously, adapt these Conditions to fit actual field conditions, and provide workmanship in the best interest of the public.

All Conditions of Approval are subject to modification and addition by the City to ensure the safety and welfare of the public, construction workers, and public and private property. References to the City mean the City Public Works Director or his designee, including assigned contracted personnel, if any.

1. **Project Fee:** The initial fee for the project is **\$28,500**. See Conditions 4 and 11 for more information.
2. **Pipeline Alignment:** As-built drawings shall be submitted to the City prior to acceptance of the surface improvements showing offsets of the centerline of the pipeline from the face of curb along the route.
3. **Staging Areas:** Plans to show proposed staging areas.
4. **Street Resurfacing after Completion of Work:** The City of Monterey has a no-cut policy and any street that has been resurfaced (slurry) within the past two years or reconstructed within the past 5 years is subject to additional restoration requirements. Portions of this route may require the installation of a Type 3 slurry over the full width of the roadway for the length of the recently resurfaced or reconstructed segment. City to identify applicable segments and specific measurements will be taken in the field. As an alternative to placing a Type 3 slurry, Cal Am may pay the City \$0.45 per square foot for the area identified.

Pre-construction estimates are for an area of 30,000 square feet multiplied by \$0.45 psf = **\$13,500**. If the final area deviates from this figure, an adjustment will be made accordingly.

5. **Striping/Markings:** Existing signs, striping, pavement legends, crosswalks, and markings will be restored to current City standards and as directed by the City. Provide temporary pavement markings and

striping in accordance with MUTCD and Caltrans standards. Provide permanent striping, legends, and markings within ten (10) business days of permanent pavement restoration. City to provide specifications on painting, striping, and markings. Some locations may require thermoplastic delineation.

6. **Parking Notices, Tees and Stalls:** Provide a minimum of 72 hour advance notices for no parking zones every 50 feet in each direction affected. Restore parking tees (if applicable) per City standard detail. Parking notices will indicate the start date and anticipated duration of work within the affected area. Coordinate no parking zones with City Parking Department, (831) 646-3953.
7. **Ingress, Egress, and Parking Impacts:** Notify, coordinate, and resolve access, ingress, egress, special needs (disabilities), and parking issues with all private property owners/tenants and businesses along the pipeline route.
8. **Pavement Restoration, HMA:**

Temporary Trench Repair: All streets shall be temporarily restored with Hot Mix Asphalt (HMA) within two (2) business days of backfill. The temporary trench patch must be kept in good condition with a reasonably smooth riding surface until structural pavement restoration. Temporary trench paving shall be 2" minimum of HMA. Non-skid steel traffic plates that are securely anchored may be used at end of trench in order to start work the following day without needing to re-excavate trench. Contractor to use only as many plates as necessary to effectively perform the work. City staff may direct the increased or decreased use of plates in order to minimize public impact. No open excavations will be permitted overnight.

Structural Pavement Restoration: All streets shall be restored with final structural pavement restoration (plug pave) within two (2) weeks of final testing of the newly installed water line, unless variance is granted by City. The temporary trench repair asphalt shall be removed prior to structural pavement restoration. Where gutter edge or nearest lane line is less than 3' from trench limit, pavement shall be replaced to gutter edge or to nearest lane line. When adjacent trenches are less than 3' from edge to edge, pavement between trenches shall be removed and replaced. Additional pavement beyond the trench limits may be required and will be evaluated with site inspections if damage from construction to surrounding pavement occurs. The structural pavement restoration will be paved to a depth equal to or greater than existing pavement thickness. The City shall provide a standard detail for trench pavement "T-patch" restoration.

9. **Environmental Mitigation:** The following measures are of particular concern to the City of Monterey:
 - a) Cover all trucks hauling soil.
 - b) Sweep all paved access roads daily.
 - c) Enclose or cover daily exposed stockpiles.
 - d) On-site spill containment measures shall be available at all work headings.

- e) If any potential archaeological discoveries are made, Contractor shall stop operations and notify the City immediately. The City may require the contractor to provide an Archaeologist.
- f) In addition to other required notifications, Archaeologist shall also promptly notify the City of any findings of human remains.

10. **Construction Inspection:** Quality Control (QC) Inspection shall be performed by Cal Am or Cal Am's contracted inspector. The City's inspections, whether by City staff, consultants, testing services, or combination, is intended for Quality Assurance (QA) purposes. City requests copies of all QC inspection daily inspection reports for each heading, and all QC materials testing results performed by independent firm under the Contractor. City will make City's QA inspection reports and materials testing reports available to Cal Am upon request.
11. **City Staff Time:** The City will keep detailed records of staff time specifically dedicated to the assistance and inspection of this project. Cal Am agrees to pay a deposit of **\$15,000** with the City to reimburse it for the actual cost of services rendered. If fees exceed this amount, the City will notify Cal Am before reaching the \$15,000 limit. If staff time is less than \$15,000, the City will reimburse Cal Am the balance within 30 days of final acceptance of the work.
12. **Project Schedule:** Provide City a construction "3 week look ahead" schedule on a weekly basis. In lieu of a weekly construction schedule, a detailed project schedule will be required on at least a monthly basis.
13. **Right-of-Way:** Provide evidence to the City of any right-of-entry permits and/or temporary or permanent easements on private properties within City limits.
14. **Permits (Other):** Provide City with a copy of any other required permits obtained for this Project.
15. **Sewer Lateral Repairs:** Existing sewer laterals damaged during construction will be repaired as soon as reasonably possible. Leaks as a result of the damaged pipe and/or repair shall be contained on site and disposed of in a lawful manner. Contractor will cut out and dispose the damaged portion of the pipe and replace with new pipe following City Specifications Section 02600, Side Sewers, attached. All lateral connections will be made by the installation of a "Wye" (Y) and a straight piece of pipe.
16. **Emergency Contacts:** Contractor to provide a list of at least three (3) names of 24/7 emergency contacts who can respond to accidents, traffic control and trench restoration issues.
17. **Construction Work Hours:** All work is to be completed within the hours of 8:00 AM – 6:00 PM, Monday through Friday. If after hours, weekend, or holiday work is requested, prior authorization must be granted by the City. The City will charge an additional fee for all QA work occurring outside of standard working hours, including for night time work approved under this Permit, including any future night or weekend work required to meet traffic control requirements.

18. Potholing: USA markings and pothole data shall be incorporated into conformed plans.

19. Relocated Utilities: While no relocations of City facilities are anticipated at this time, if necessary, they will be properly planned, designed, and coordinated in advance of construction as a result of potholing. In the event that an unforeseen condition during construction requires the prompt realignment or relocation of an existing City utility or facility (i.e. sewer or storm drain pipe, drainage inlet), the Contractor/Engineer-of-Record shall provide sketches of both the existing condition and proposed condition in plan and profile, along with photographs and the improvement plans illustrating the exact location. A meeting will be held at the site or a phone conference will be held as soon as possible. Upon the City's assessment and approval, the work may proceed. The relocated facility will be shown on the as-built plans. In the event of an emergency where immediate repairs are warranted, Contractor/Engineer-of-Record shall make a good faith effort to contact the City prior to making emergency repairs.

20. Key City Events: Cal Am's External Affairs Manager and City's Communications Officer shall coordinate during construction and advise the construction team of upcoming events. Contractor will make good faith efforts to reduce public inconvenience during City events. One event of note will be the Car Week August 7-16, 2020.

21. Survey Monuments: Survey monuments removed or damaged due to construction operations shall be restored by a licensed land surveyor. All survey monuments located within the trench patch shall be replaced in accordance with City Standard Detail 105AR, including concrete collar, metal ring, and cover.

22. Water Valves: All water valves located within paved City streets shall be replaced in accordance with Cal AM Standard Drawing No. 4, including installation of new G-5 Valve Box and Cover with Metal lid Marked "Water."

23. Conformed Plans: Provide City with two (2) full size sets of conformed plans and two (2) copies of the specifications with all appendices prior to the start of construction at no cost to City.

24. U.S.A. Notification: At least two (2) days before any excavation, Contractor must contact Underground Service Alert at 1-800-227-2600.

25. Cutting Street Surfaces: All concrete and asphalt streets, and concrete and asphalt sidewalks, curbs, gutters, medians, and dikes, will be saw cut with smooth straight edges unless otherwise approved by the City.

26. Clean-up of Right-of-Way: Upon completion of work along a street segment, all materials, traffic control devices, scraps and other materials and debris shall be entirely removed and the right-of-way left in a condition satisfactory to the City.

- 27. Damage to Existing Facilities:** Promptly make repairs to the public right-of-way or underground utilities that are damaged by the work authorized by this Permit. Damage to City streets outside of the pipeline alignment caused by construction operations, and specifically including haul routes, shall also be repaired to pre-construction conditions. These repairs shall be to the satisfaction of the City. Damage to third party utilities shall be repaired as required by the applicable utility's owner.
- 28. Storage of Materials:** Absolutely no stockpiling of material will be allowed along the sidewalk or on private property. Stockpiling along the street must be contained within the barricaded/ protected areas of work site as approved by the City. No stockpiling shall be located in the street gutter pan during rain events.
- 29. Concrete Washout Locations:** Locations must be pre-approved by the City.
- 30. Emergency Access:** Maintain access for emergency vehicles at all times.
- 31. Emergency Response Notifications:** Contractor shall notify Police and Fire ((831) 646-3914), and ambulance service providers at least 48 hours in advance as to proposed road/lane closures, detours, and alternate routes available.
- 32. Road Closure Notifications:** Notify postal carrier, transit lines, trash collectors, and affected residences and businesses at least 48 hours in advance as to proposed closures and alternate routes available.
- 33. Private Improvements:** Restore, repair, or replace private property improvements damaged by construction operations to the pre-construction conditions as commercially practical and to the private property owner's satisfaction. In the event the private property owner is not satisfied with the restoration or repair of damaged improvements, Cal Am's External Affairs Manager, Construction Manager, and/or other such representative shall meet with the property owner to resolve the issue.
- 34. Construction Progress Meetings:** City expects to be invited and be able to actively participate in stakeholder construction progress meetings. Regardless of attendance, City shall receive copies of progress meeting agendas and meeting minutes.
- 35. Construction Correspondence:** City requests to be copied on Project correspondence, submittals, RFIs, etc. pertaining to restoration of surface improvements within the City limits.
- 36. Final Inspection:** Prior to a final inspection, all surface improvement work must be approved to the satisfaction of the City in accordance with applicable specifications and standards.
- 37. Insurance:** Permit holder shall furnish a Certificate of Insurance showing there is in force the following valid policy showing the Permit Holder as the named insured and showing: a) Commercial General Liability – a minimum \$5,000,000 combined single limit per occurrence for bodily injury and property damage including products and completed operations, and 2) Workers Compensation and Employers Liability; limit of not less than \$1,000,000 per accident as required by the Labor Code of the State of California. Permit holder hereby waives any rights of subrogation against the City respecting worker's

compensation. Commercial General Liability Certificate must be accompanied by the following endorsements: 1) the City of Monterey, its officials, officers, directors, employees, agents and volunteers (hereinafter "City Covered Parties") are named as additional insureds; 2) Notice of Cancellation or changes of coverage shall be given to the City. The insurance is primary insurance with respect to the City Covered Parties. Any other insurance the City may have shall be considered excess insurance only. Permit Holder's insurance shall also include a separation of insured's provision so that Permit Holder's insurance shall apply separately to each insured against whom liability is asserted. Failure of the Contractor to obtain and maintain the insurance as noted above may cause the denial and/or revocation of the Contractor's Permit, at the sole and absolute discretion of the City.

38. **OSHA Permit:** The Contractor must possess and maintain a T1 permit from the California Division of Occupational Safety and Health (OSHA). Contractor's T1 OSHA Permit Number for 2016 is 2016-917261.
39. **Business License:** Contractor's City of Monterey Business License Number is #80156.

 For
CALIFORNIA AMERICAN
WATER



Community Development Department
Building and Safety Division
580 Pacific Street, Room 4, Monterey CA 93940
Main: (831) 646-3890 Fax: (831) 646-5643
PW Inspection: (831) 646-3997
Email: gogreen@monterey.org

App. No.
(office use only)

MST-19-258

ENCROACHMENT PERMIT APPLICATION

PROJECT INFORMATION			
Address	Ragsdale Drive, Lower Ragsdale Drive	Estimated Start Date	1/1/2019
		Estimated End Date	5/1/2019
APPLICANT INFORMATION			
Applicant	Joseph Taormina	Email:	joe@mpe2000.com
Company	California American Water Co.	License No.	
Address	511 Forest Lodge Rd	Phone	(831) 646-3205
UTILITY	☐ AT&T ☒ Cal Am ☐ Comcast ☐ PG&E ☐ Other (list):		
DESCRIPTION OF WORK (Please provide dimensions, areas, depths, and attach drawings)			
Description	6500 lf new 8" waterline.		
	Contractor: Monterey Peninsula Engineering		
TYPE OF ENCROACHMENT (Select all that apply)			
☐ Driveway Approach	☒ Excavation in Street (concrete or asphalt)	☐ Temporary Encroachment	
☐ ADA Ramp/Curb/Gutter	☐ Excavation in Unpaved Shoulder	☐ Wall/Fence/Structure in ROW	
☐ Sidewalk	☐ Wireless Antenna	☐ Vault or Equipment	☐ Replace/Install Utility Poles
PROJECT IMPACTS (Select all that apply)			
☒ Work is near a tree or within a Critical Root Zone (CRZ = 12 x tree diameter At 4.5 ft above grade)	☒ Disturbing 500 sq ft or more of soil	☐ Sewer tie-in to main (+\$245)	
	☒ Installing/Replacing 2500 sq ft or more of hard surface	☒ Trenching 5' depth or more	
		T-1 Permit No	
TRAFFIC IMPACTS (Select all that apply. If any boxes below are checked, attach a Traffic Control Plan)			
☐ Blocking Sidewalk	☒ Blocking Travel Lane	Traffic Control to comply with most current version of CAMUTCD. Additional traffic review or parking fees may apply.	
☐ Blocking Parking Lane	☐ Diverting Traffic		
APPLICANT DECLARATION			
I certify that the above information is correct and I agree to comply with all State laws and ordinances of the City of Monterey that are applicable to the proposed work. I hereby authorize City representatives to access the work zone for inspection purposes. I understand that this is an application and NOT a permit to perform any work without City review and approval, payment of all required fees, and the signing of all required documentation. I understand that this application will expire within 180 days if a permit is not obtained.			
I acknowledge the following requirements and agree to comply:			
☒ I shall call MST at (831) 899-5299 if any bus stops or routes are disrupted.			
☒ I shall restore disturbed Right of Way infrastructure to current City standards as directed by the City.			
☒ All traffic/pedestrian control shall comply with the California Manual on Uniform Traffic Control Devices (MUTCD).			
☒ I shall not cover or conceal any construction until the work is inspected, and the inspection is recorded on the job card. Inspections must be requested at least 24 hours in advance.			
☒ If the work involves trenching in a recently resurfaced (within 2 years) or reconstructed (within 5 years) street, I shall comply with the resurfacing requirements established in the City's "No Cut Policy" or pay the required additional fee.			
APPLICANT SIGNATURE		PRINT NAME	DATE
		Joseph Taormina	12/3/2019

Apr 20, 2018 - 3:56pm
J:\CalAm Water Permitting 2016\City of Monterey\Ryan Ranch Bishop Interconnection\CAD files\RyanRanch-Final\TCP\Hwy68-Ragsdale 1 - TCP.dwg



SIGN CODES DESCRIPTION

SIGN CODE	DESCRIPTION
C30 (CA)	Lane Closed
C9A (CA)	Flagger
R4-8	Median Configuration
W4-2R	Merging Sign
W20-1	Road Work Ahead
W20-5(R)	Right Lane Closed Ahead

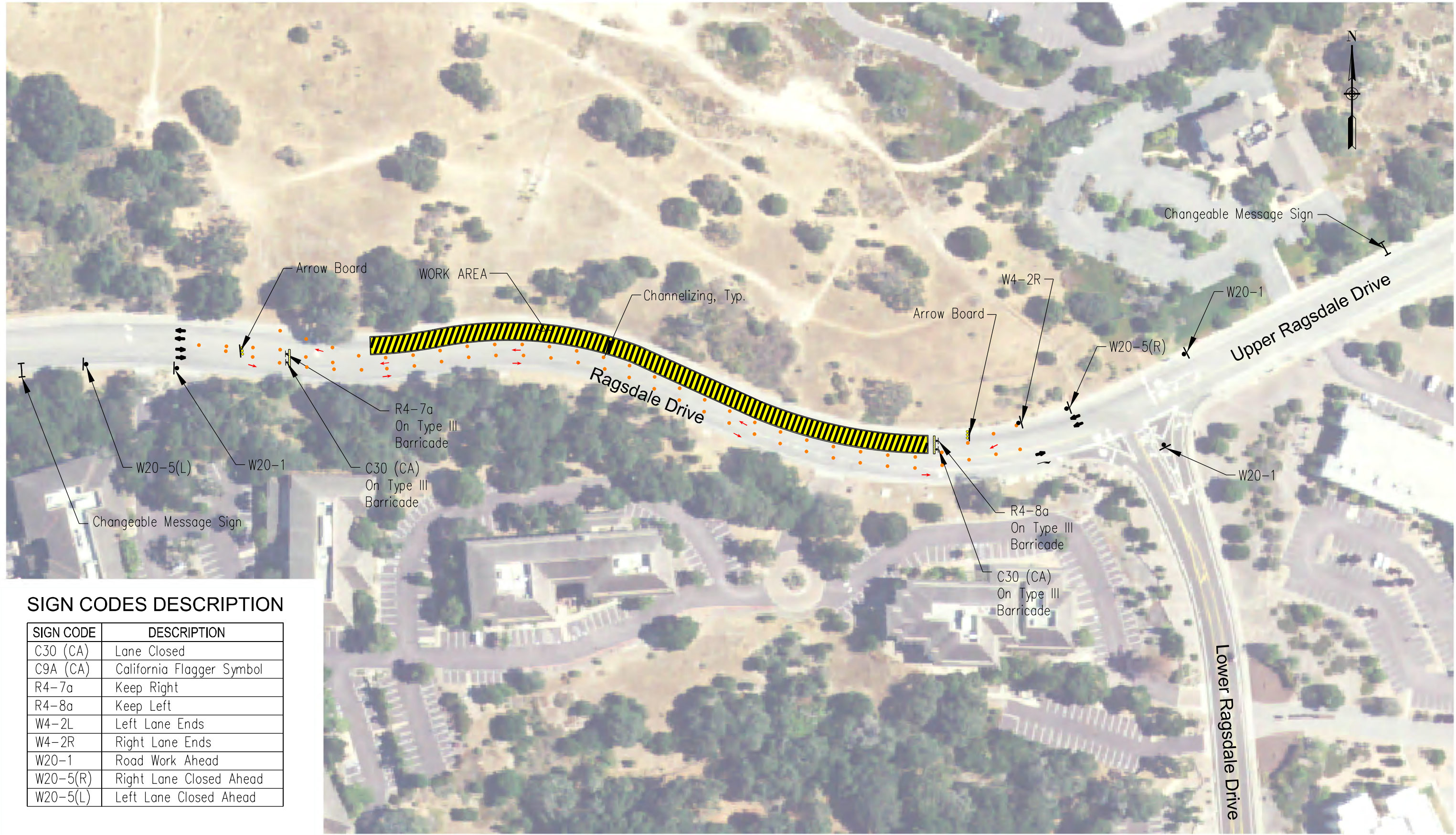
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55 MPH	150'	500'	35'					



SIGN CODES DESCRIPTION

SIGN CODE	DESCRIPTION
C30 (CA)	Lane Closed
C9A (CA)	California Flagger Symbol
R4-7a	Keep Right
R4-8a	Keep Left
W4-2L	Left Lane Ends
W4-2R	Right Lane Ends
W20-1	Road Work Ahead
W20-5(R)	Right Lane Closed Ahead
W20-5(L)	Left Lane Closed Ahead

POSTED SPEED LIMIT:	TAPER LENGTH:	SIGN SPACING:	CONE SPACING:				
35 MPH	100'	250'	35'		AECOM	California American Water	Ragsdale Drive TRAFFIC CONTROL PLAN TCP2



SIGN CODES DESCRIPTION

SIGN CODE	DESCRIPTION
C30 (CA)	Lane Closed
C9A (CA)	California Flagger Symbol
R4-7a	Keep Right
R4-8a	Keep Left
W4-2L	Left Lane Ends
W4-2R	Right Lane Ends
W20-1	Road Work Ahead
W20-5(R)	Right Lane Closed Ahead
W20-5(L)	Left Lane Closed Ahead

POSTED SPEED LIMIT:	TAPER LENGTH:	SIGN SPACING:	CONE SPACING:		AECOM		Ragsdale Drive TRAFFIC CONTROL PLAN	TCP3
35 MPH	100'	250'	35'		California American Water			



SIGN CODES DESCRIPTION

SIGN CODE	DESCRIPTION
C30 (CA)	Lane Closed
C9A (CA)	California Flagger Symbol
R4-7a	Keep Right
R4-8a	Keep Left
W4-2L	Left Lane Ends
W4-2R	Right Lane Ends
W20-1	Road Work Ahead
W20-5(R)	Right Lane Closed Ahead
W20-5(L)	Left Lane Closed Ahead

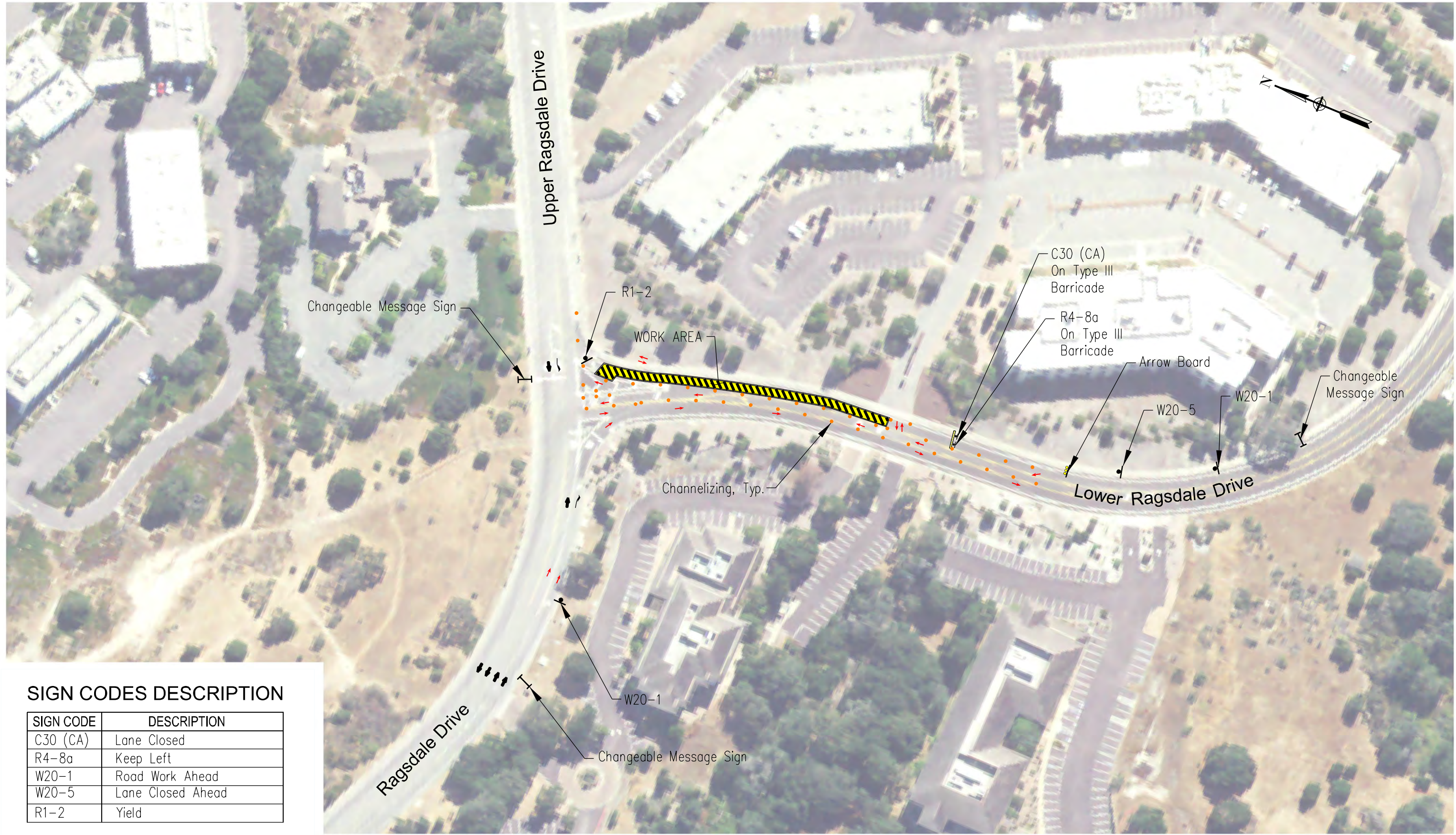
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35 MPH	100'	250'	35'		AECOM	California American Water	Ragsdale Drive TRAFFIC CONTROL PLAN
							TCP4



SIGN CODES DESCRIPTION

SIGN CODE	DESCRIPTION
C30 (CA)	Lane Closed
C9A (CA)	California Flagger Symbol
R4-7a	Keep Right
R4-8a	Keep Left
W4-2L	Left Lane Ends
W4-2R	Right Lane Ends
W20-1	Road Work Ahead
W20-5(R)	Right Lane Closed Ahead
W20-5(L)	Left Lane Closed Ahead
W12-1	Double Arrow

POSTED SPEED LIMIT:	TAPER LENGTH:	SIGN SPACING:	CONE SPACING:		AECOM	California American Water	Ragsdale Drive / Lower & Upper Ragsdale Drive TRAFFIC CONTROL PLAN	TCP5
35 MPH	100'	250'	35'					



SIGN CODES DESCRIPTION

SIGN CODE	DESCRIPTION
C30 (CA)	Lane Closed
R4-8a	Keep Left
W20-1	Road Work Ahead
W20-5	Lane Closed Ahead
R1-2	Yield

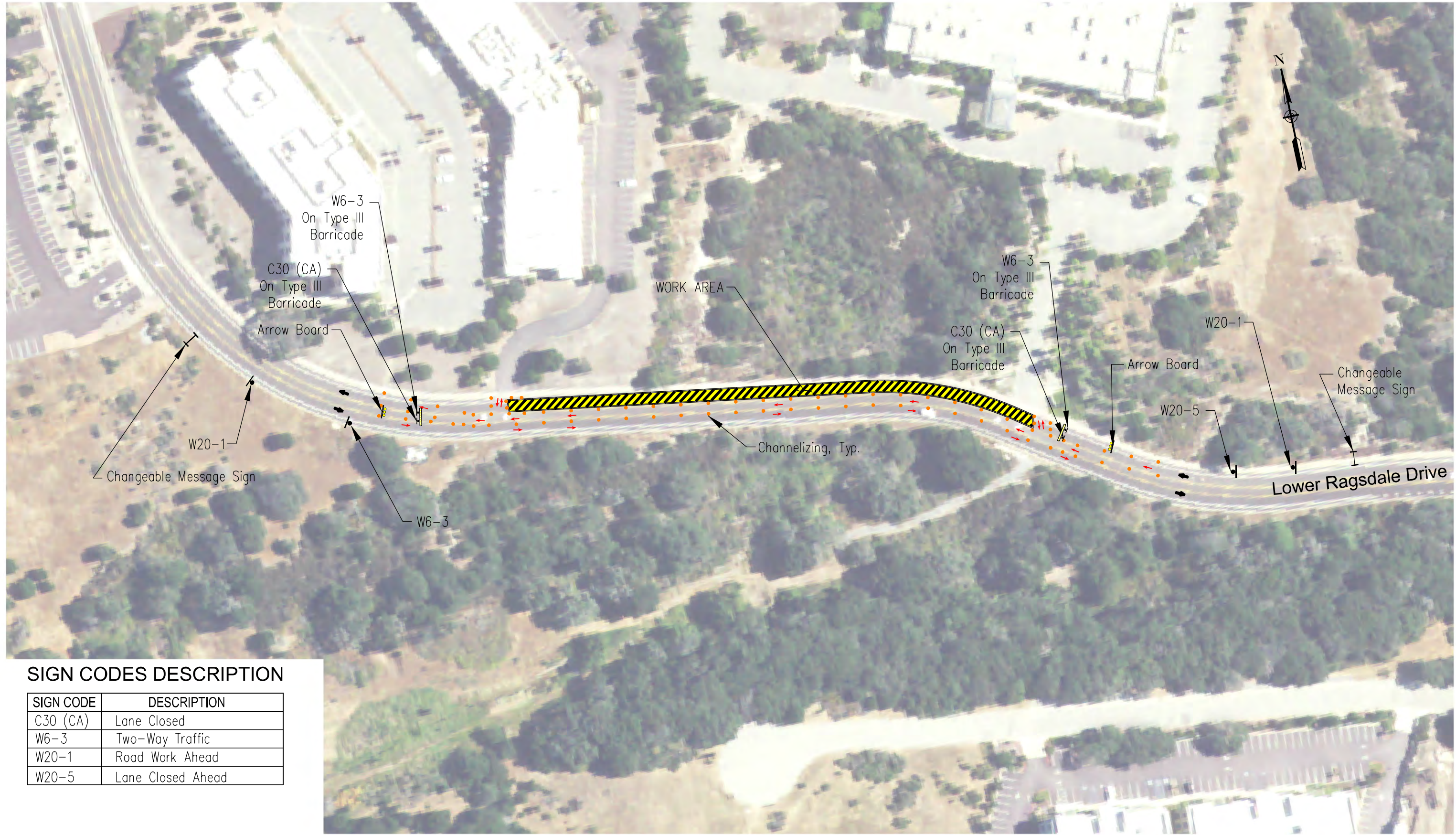
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35 MPH	100'	250'	35'					



SIGN CODES DESCRIPTION

SIGN CODE	DESCRIPTION
C30 (CA)	Lane Closed
C9A (CA)	California Flagger Symbol
W3-4	Be Prepared to Stop
W6-3	Two-Way Traffic
W20-1	Road Work Ahead
W20-5	Lane Closed Ahead

POSTED SPEED LIMIT:	TAPER LENGTH:	SIGN SPACING:	CONE SPACING:		AECOM		Lower Ragsdale Drive TRAFFIC CONTROL PLAN	TCP7
35 MPH	100'	250'	35'		California American Water			



SIGN CODES DESCRIPTION

SIGN CODE	DESCRIPTION
C30 (CA)	Lane Closed
W6-3	Two-Way Traffic
W20-1	Road Work Ahead
W20-5	Lane Closed Ahead

POSTED SPEED LIMIT:	TAPER LENGTH:	SIGN SPACING:	CONE SPACING:				
35 MPH	100'	250'	35'		AECOM	California American Water	Lower Ragsdale Drive TRAFFIC CONTROL PLAN
							TCP8



SIGN CODES DESCRIPTION

SIGN CODE	DESCRIPTION
C30 (CA)	Lane Closed
W6-3	Two-Way Traffic
W20-1	Road Work Ahead
W20-5	Lane Closed Ahead

POSTED SPEED LIMIT:	TAPER LENGTH:	SIGN SPACING:	CONE SPACING:		AECOM		Lower Ragsdale Drive TRAFFIC CONTROL PLAN	TCP9
35 MPH	100'	250'	35'		California American Water			



SIGN CODES DESCRIPTION

SIGN CODE	DESCRIPTION
C9A (CA)	California Flagger Symbol
C30 (CA)	Lane Closed
R4-7a	Keep Right
W3-4	Be Prepared to Stop
W6-3	Two-Way Traffic
W20-1	Road Work Ahead
W20-5	Lane Closed Ahead

POSTED SPEED LIMIT:	TAPER LENGTH:	SIGN SPACING:	CONE SPACING:			Upper Ragsdale Drive / Lower Ragsdale Drive / Wilson Ct	TCP10
35 MPH	100'	250'	35'		AECOM California American Water	TRAFFIC CONTROL PLAN	



SIGN CODES DESCRIPTION

SIGN CODE	DESCRIPTION
C9A (CA)	California Flagger Symbol
C30 (CA)	Lane Closed
W20-1	Road Work Ahead
W20-5	Lane Closed Ahead

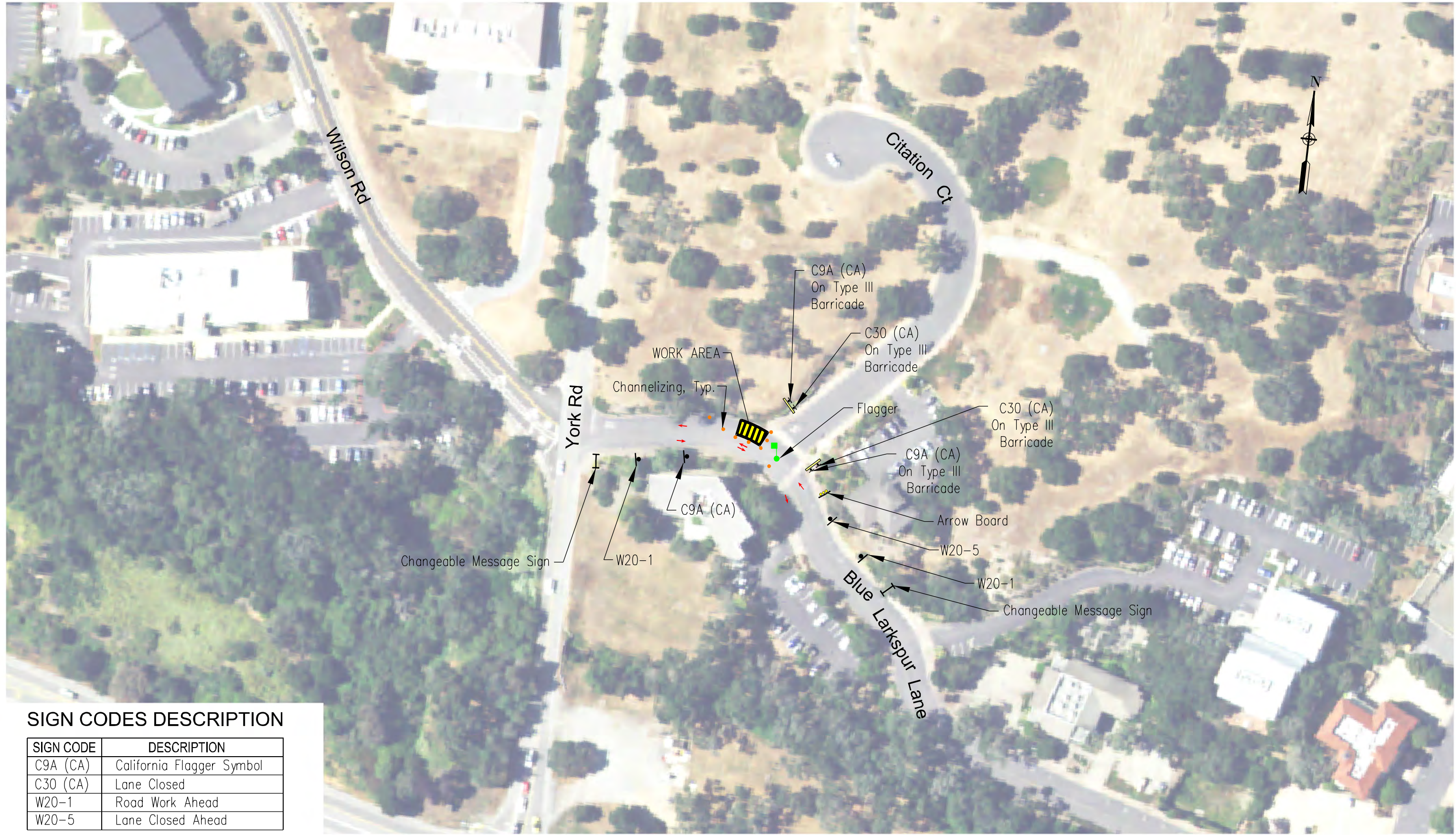
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35 MPH	100'	250'	35'		AECOM California American Water	TRAFFIC CONTROL PLAN	



SIGN CODES DESCRIPTION

SIGN CODE	DESCRIPTION
C9A (CA)	California Flagger Symbol
C30 (CA)	Lane Closed
W20-1	Road Work Ahead
W20-5	Lane Closed Ahead

POSTED SPEED LIMIT:	TAPER LENGTH:	SIGN SPACING:	CONE SPACING:		AECOM		Wilson Rd / York Rd / Blue Larkspur Lane TRAFFIC CONTROL PLAN	TCP12
35 MPH	100'	250'	35'			California American Water		



SIGN CODES DESCRIPTION

SIGN CODE	DESCRIPTION
C9A (CA)	California Flagger Symbol
C30 (CA)	Lane Closed
W20-1	Road Work Ahead
W20-5	Lane Closed Ahead

POSTED SPEED LIMIT:	TAPER LENGTH:	SIGN SPACING:	CONE SPACING:		AECOM	California American Water	Blue Larkspur Lane / Citation Ct TRAFFIC CONTROL PLAN	TCP14
35 MPH	100'	250'	35'					

**Denise Duffy & Associates, Inc.**

PLANNING AND ENVIRONMENTAL CONSULTING

Memorandum

DATE: January 31, 2020
TO: Cory Barringhaus, Environmental Science Associates
FROM: Matt Johnson, Denise Duffy & Associates
CC: Tim O'Halloran, CalAm
Julio A Gonzalez, CalAm
Tyler Potter, J.D., AICP
SUBJECT: Ryan Ranch – Bishop Interconnection Project: Soil Deposition Minor Project Refinement

I. INTRODUCTION

On September 13, 2018, the California Public Utilities Commission (“CPUC”) certified the Monterey Peninsula Water Supply Project (“MPWSP”) Final Environmental Impact Report/Environmental Impact Statement (“EIR/EIS”), approved a modified version of the Project (6.4 million gallon per day [mgd]), adopted settlement agreements, and issued a Certificate of Public Convenience and Necessity (Decision 18-09-017). Subsequently, the CPUC prepared a detailed Mitigation Monitoring, Compliance, and Reporting Program (“MMCRP”) (CPUC, 2019). The MMCRP identifies the various monitoring and reporting requirements for the Project as well as procedures to address minor project refinements. The purpose of this memorandum is to request the CPUC’s approval of a minor project refinement associated with the construction of the Ryan Ranch – Bishop Interconnection Project.

California American Water (“CalAm”) has determined that native soils are not suitable for use as backfill, as a result, native soils must be disposed of off-site. CalAm requests that the CPUC approve the minor project refinement, which consists of the use of a soil deposition site located in Spreckels, California. The property is owned by Tanimura and Antle Fresh Foods, Inc. (see attached letter authorizing use of the site) and has historically been used for soil deposition purposes in the past. The site, which is located approximately 12 miles east of the project site, has been extensively disturbed. The proposed soil deposition site would not a) be located outside of the geographic boundary of the project study area, b) result in any additional environmental effects beyond those identified in the MPWSP Final EIR/EIS; or c) conflict with any mitigation measure or applicable law or policy. As a result, the proposed modification should qualify as a minor project refinement under the MMCRP.

This memorandum is organized as follows: Section I. describes the general purpose of this analysis; Section II. describes the procedural requirements identified in the MMCRP concerning minor project refinements; Section III. describes the proposed refinements; Section IV. evaluates the proposed refinement against the criteria identified in the MMCRP; and, Section V. provides a general conclusion summarizing the results of this analysis.

II. PROCEDURAL REQUIREMENTS

The MMCPRP includes procedural requirements to address minor project refinements that may occur based on more detailed project-level design information. As identified in Section 4.6.1 of the MMCPRP, minor project changes must be made in writing and should include the following information:

- A detailed description of the proposed minor changes, including an explanation of why the refinements are necessary, and a reference to the approved documents.
- Photos, maps, GIS data, and other supporting documentation illustrating the difference between the existing conditions in the area, the approved project, and the proposed minor changes.
- The potential impacts of the proposed minor changes, including a discussion of each environmental issue area that could be affected by the minor changes with accompanying verification that there will be no substantial increase in the severity of any previously identified significant impacts to resources affected by the project and no new significant impacts, after application of previously adopted mitigation.
- Whether the minor changes conflict with any applicant proposed measures or mitigation measures.
- Whether the minor changes conflict with any applicable guideline, ordinance, code, rule, regulation, order, decision, statute or policy.
- Water/wetland/stormwater related resource information if the minor changes would result in any additional land disturbance, road distance or width, changes to jurisdictional delineation of waters, or changes to water protection best management practices.
- Date of expected construction at the minor changes site area.

As identified in the MMCPRP, no changes will be approved by the CPUC if they:

- would be located outside of the geographic boundary of the project study area,
- create new or substantially more severe significant impacts, or
- conflict with any mitigation measure or applicable law or policy.

III. DESCRIPTION OF PROPOSED MINOR REFINEMENT

The proposed minor project refinement consists of the use of a soil deposition site located in Spreckels, California (**Exhibit 1**). The proposed soil deposition site consists of an approximately 10-acre previously disturbed site located approximately 12 miles east of the project site. The proposed soil deposition site has historically been used for soil disposal for construction projects in Monterey County. Monterey Peninsula Engineering (“MPE”), the project contractor, proposes to use this soil deposition site as opposed to disposing soils at the Monterey Regional Waste Management District’s (“MRWMD”) Marina landfill, which is located approximately 14 miles from the project site.

This soil deposition site is necessary to allow MPE to deposit excavated soil deemed unacceptable for backfill during the Ryan Ranch – Bishop Interconnection Project. Based on the Natural Resources Conservation Science (formally known as Soil Conservation Sciences) soil survey in the area, it has been determined that the native soils are not suitable for backfill and require disposal and haul off. As a result, MPE will be required to import fill that will be deposited in the open trench and deposit excavated soils at an off-site location.



Denise Duffy & Associates, Inc.
Planning and Environmental Consulting

Ryan Ranch – Bishop Interconnection Project **Proposed Soil Deposition Site**

Date
1/30/2020
Scale
1 in = 2,000 ft

Exhibit
1

IV. ANALYSIS

a. The proposed minor project refinement is not located outside of the geographic boundary of the study area.

As noted in the MPWSP Final EIR/EIS, “the study area for the EIR/EIS varies by topic but is generally the proposed project area and adjacent properties” (CPUC, 2018 at pg. 4.1-5). In this instance, the proposed soil deposition site is located approximately 12 miles from the project site. Although the site is not located within or immediately adjacent to the Ryan Ranch – Bishop Interconnection Project, it is within the general geographic area. Moreover, the proposed soil deposition site is in closer proximity to the project site than the MRWMD landfill, which is located approximately 14 miles north of the site.

b. The proposed minor project refinement would not create new or substantially more severe significant impacts.

The use of the proposed soil deposition site would not result in any new or substantially more severe significant impacts beyond those previously identified in the MPWSP Final EIR/EIS. As described above, the proposed minor refinement consists of using an existing soil deposition site located in Spreckels, CA. The site has been extensively disturbed in connection with prior use and is surrounded by existing agricultural uses to the north, east, south, and west. In addition, the proposed soil deposition site is not located in an environmentally sensitive area.

While this soil deposition location was not known at the time that the CPUC prepared the MPWSP Final EIR/EIS, the Final EIR/ESI did recognize that construction related activities would require the hauling of excess spoils and construction debris off-site. As a result, the MPWSP Final EIR/EIS anticipated that excess soils would be disposed of off-site. Use of the proposed location would reduce construction traffic on State Route 1 and would also reduce the extent of vehicles miles traveled in connection with the disposal of excess soils. A review of historical aerial imagery documents that the soil deposition site has been under a relatively constant regime of soil deposition and disturbance since at least August 1998. A review of the California Natural Diversity Database (CNDDB) documents two known occurrences of special-status species (prairie falcon [*Falco mexicanus*] and western bumble bee [*Bombus occidentalis*]). Both occurrences are non-specific locations (quad based) and the western bumble bee is a historic occurrence from 1904. The site is in the vicinity of the Salinas River; however, the soil deposition site is at a minimum 500 feet from any riparian habitat.

Due to the disturbed nature of the proposed soil deposition site, as well as its historic use for soil deposition, the lack of sensitive habitat and suitable habitat for special-status species, the use of this site is not anticipated to result in any additional environmental effects beyond those described in the MPWSP Final EIR/EIS. Given the site’s existing use and disturbed nature, a detailed evaluation of each of the individual California Environmental Quality Act (“CEQA”) topical sections is not warranted. However, if requested, additional supporting analysis can be provided.

c. The proposed minor project refinement would not conflict with any mitigation measure or applicable law or policy.

The proposed minor refinement would not conflict with any mitigation measure or applicable law or policy. Moreover, the proposed minor refinement would not conflict with any applicant proposed measures.

V. CONCLUSION

As identified above, the proposed soil deposition site would not: a) be located outside the geographic boundary of the study area; b) result in any additional environmental effects beyond those identified in the MPWSP Final EIR/EIS; or c) conflict with any mitigation measure or applicable law or policy. As a result, CalAm respectfully requests that the CPUC approve this request for a minor project refinement to allow the use of a soil deposition site in connection with the construction of the Ryan Ranch - Bishop Interconnection Project.



January 14, 2020

Tanimura & Antle Fresh Foods Inc. authorizes Monterey Peninsula Engineering to deposit trench spoils from the Ryan Ranch interconnect project to our property at 121 Spreckels Blvd, Spreckels CA.

The material shall be tested for hazardous substances and be free of deleterious material. Including construction material, asphalt, and rock.

Monterey Peninsula Engineering accepts all responsibility for the removal of material deemed unacceptable and any mitigations required from its placement.

Signed,

Tanimura & Antle Fresh Foods Inc.

Monterey Peninsula Engineering.

Date 1-14-20 twenty

Date 1-14-2020

Proud to be an Employee Owned Family Farm

EMLCFM 00001X USAN 01/27/20 11:30:27 X935101265-01W RNEW NORM POLY LREQ

Ticket: X935101265 Rev: 01W Created: 01/13/20 10:07 User: MCE Chan: CSR

Work Start: 12/19/19 17:01 Legal Start: 12/19/19 17:01 Expires: 02/10/20 23:59
Response required: N Priority: 2

Excavator Information

Company: MONTEREY PENINSULA ENGINEERING

Co Addr: 192 HEALY AVE

City : MARINA State: CA Zip: 93933

Created By: GINO CASTRO Language: ENGLISH

Office Phone: 831-384-4081 SMS/Cell:

Office Email:

Site Contact: GEORGE AVILLA

Site Phone: 831-277-6128 Site SMS/Cell: 831-277-6128

Site Email:

Excavation Area

State: CA County: MONTEREY Place: MONTEREY /U

Zip:

Location: Address/Street: CA-68

: X/ST1: RAGSDALE DR

:

: FROM NE SIDE OF INTERSECTION OF CA-68 & RAGSDALE DR GO E ON BOTH SIDES

: OF RAGSDALE DR TO LOWER RAGSDALE DR TURN & GO S/SE APPROXIMATELY 2800'

: TO WILSON RD TURN & GO S ON BOTH SIDES OF WILSON RD TO YORK RD

: CONTINUE E ON BOTH SIDES OF BLUE LARKSPUR LN TO CITATION CT TURN & GO

: NE APPROXIMATELY 200' ON BOTH SIDES OF CITATION CT (INCL 5' OFF BOTH

: EDGES/O PAVEMENT OF ALL STREETS FOR ALL DISTANCES)

Delineated Method: WHITE PAINT

Work Type: INSTALL WATER LINE

Work For : CAL AM WTR

Permit: Job/Work order:

1 Year: N Boring: N Street/Sidewalk: Y Vacuum: N Explosives: N

Lat/Long

Center Generated (NAD83): 36.577422/-121.826769 36.580845/-121.825670

: 36.570904/-121.806470 36.574327/-121.805371

Excavator Provided:

Map link:

https://newtin.usan.org/newtinweb/map_tkt.nap?TRG=61mLfMaKaKdIXI1-m

Comments:

(INCL 5' OFF BOTH EDGES/O PAVEMENT FOR DIST)

RENEW TICKET WORK CONTINUING PER GINO CASTRO--01/13/2020 10:07:42 AM

Members:

CAMWTR CALIFORNIA AMERICAN WATER	JUSTIN RAMIREZ	831-236-7499
	For emergencies	888-237-1333
CANWTR CANADA WOODS WATER RECLAMATIO	Name not available	831-659-3595
	For emergencies	831-601-9364
CEBCON CEBRIDGE CONNECTIONS	Name not available	831-883-5420
CHAGIL CHARTER COMMUNICATIONS 2	Name not available	510-887-1300
	ABEL DAVILA	209-649-0222
COMMTY COMCAST-MONTEREY	CAL XOC ANYONE	888-824-8219
	CAL XOC ANYONE	888-824-8219
CTYMTY CITY MONTEREY	Name not available	831-646-3927
	For emergencies	831-760-2383

CTYSEA CITY SEASIDE	DAVE FORTUNE	831-899-6829
	For emergencies	831-760-2336
PACBEL PACIFIC BELL	Damage Prevention	510-645-2929
	Damage Prevention	510-645-2929
PGESAL PGE DISTR SALINAS	Evan Webb	661-205-9252
	EMERGENCY	800-743-5000
TERDEX TERRADEX INC.	Name not available	650-227-3252
	EMERGENCY	650-413-7553

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Legal Start Information:

You cannot begin digging until each facility owner has responded to your request and it has passed the legal start date and time on your request. If you wish to begin sooner than the legal date and time indicated on your ticket, you must contact each facility operator individually to request that they respond sooner. You must begin digging no later than 14 calendar days after your ticket was created. Phone numbers for the relevant facility operators are listed at the bottom of your ticket.

Missing a Response from a Utility Member?:

If the legal start date and time has passed and a facility operator has not marked an underground facility at the dig site, state law requires that you process a No Response notice to your ticket. This can be done online through the E-Ticket program at www.usanorth811.org or by calling 811.

Your Ticket Is Only Valid for 28 Calendar Days:

Your ticket will automatically expire 28 calendar days after the date of creation. If you need to continue digging beyond that date, state law requires that you renew your ticket before the expiration date. If the utility markings at your site are no longer clearly visible, you must request a re-mark. Re-mark requests must be submitted at least two working days, not counting the day of submission, before the expiration date of your ticket. You can renew or re-mark your ticket online through the E-Ticket program at usanorth811.org or by calling 811.

Maintaining Utility Markings and Requesting Re-Marks at your Worksite:

It is your responsibility to respect and protect the utility markings. If the markings become disturbed and are no longer clearly visible, state law requires that you stop excavation and have the area in which the markings have been disturbed re-marked by the appropriate facility operators. Re-mark requests must be submitted at least two working days, not counting the day of submission, before the expiration date of your ticket. You can submit a re-mark request on your ticket online through the E-Ticket program at usanorth811.org or by calling 811.

What Are Private Lines and How Do I Request Locates for Them?:

Utility members are only responsible to locate facilities that they own and maintain. Any other facilities, commonly called private lines, that were installed by a home builder, contractor, or the homeowner themselves, can be located by a private locator. Common private lines are water lines from the water meter to a home, irrigation or sprinkler lines, gas line feeding a back yard barbeque or fire pit, or an electrical line that powers a detached shed. You can find more information about private locators by visiting usanorth811.org or by searching online for ?private utility locators.?

Non-member Facility Owners:

The vast majority, but not all, owners of underground facilities are members of the USA North 811 nonprofit association of utility owners. Non-member entities include California and Nevada departments of transportation, railroads, military, tribal, and a few other entities. Non-pressurized sewer and drain line owners are also exempt from participating in California. Please review the list of utility owners on your ticket and contact any other affected entities directly.

Tolerance Zone and Hand Digging Requirements:

When digging near underground facilities, state law requires that you use only hand tools to expose lines in conflict with your excavation. Hand tools must be used within 24 inches of the outside edge of all utility markings. You may use vacuum equipment only if indicated on your ticket and with the approval of the facility operator whose line will be exposed.

Damaged, Nicked, Scraped, or Dented an Underground Facility?:

If you discover or cause damage, nicks, scrapes, dents, or any other disturbance to a marked or unmarked underground facility, state law requires that you immediately report the damage to the facility owner. You can contact the facility operator directly using the phone number listed at the bottom of your ticket, or you may contact USA North 811 to process a Damage/Exposed ticket. This can be done online through the E-Ticket program at usanorth811.org or by calling 811. You must also contact 911 if you discover or cause damage to a natural gas line, high-voltage power cable, high-pressure or hazardous materials pipeline, or any other high-priority facility. Make sure to evacuate the area before calling 911.

Delineating or Pre-marking Your Work Site:

State law requires that you mark out the dimensions of your project by delineating or pre-marking with something white, such as spray paint, chalk, flags, or stakes to show the utility companies where you plan to dig before you submit your locate ticket. If you have yet to pre-mark your dig site, please do so as soon as possible. You may start digging after the two working day minimum notice or the starting date and time you provided, whichever is later, has passed and every utility operator that was notified on your ticket has responded by either marking their underground facilities at the dig site, letting you know their facilities are not in conflict with your project, or making other arrangements with you.

Additional Site Information:

When submitting your locate ticket, you should have provided all necessary information about the site including special circumstances such as site access instructions, locked gate information, dogs in the yard or on the property, or any other information that would help assist the locators before arriving to your site. If you forgot to add information like this, you can submit a ticket amendment and add this necessary information to your existing locate ticket. You can submit an amendment online through the E-Ticket program at usanorth811.org or by calling 811.

E-Tickets:

80% of the contractors and excavators submitting tickets today are doing so online through our E-Tickets platform. It not only is saving them time and money, but allows us to keep our 811 phone lines open for damages, emergencies, curious homeowners, and new contractors who need help with the system. With your E-Ticket account you can submit any ticket you have, submit Renew or Re-mark requests, and have access to a stellar team of Web Operations Specialists who are available to help walk you through any questions or issues you might have. For more information on E-Tickets visit usanorth811.org and click the orange ?Get Started? button on the top right corner of the page.

For More Information:

For more information and safe digging tips please visit usanorth811.org/safety

From: [Julio A Gonzalez](#)
To: [Tyler Potter](#)
Cc: [Tim P O'Halloran](#)
Subject: Ryan Ranch Water Main project - Fire Department Notice
Date: Wednesday, January 29, 2020 3:37:35 PM

Tyler,

I sent the below email over the City of Monterey Fire Department as part the outstanding NTP items. For your records.

J. Aman Gonzalez
California American Water

Begin forwarded message:

From: Julio.Gonzalez@amwater.com
Date: January 29, 2020 at 10:03:39 AM PST
To: allaire@monterey.org
Subject: Ryan Ranch Water Main project

Hello Carol,

My name is J. Aman Gonzalez with California American Water. Our contractor Monterey Peninsula Engineering will be installing a water main in the Ryan Ranch Development starting on Ragsdale Drive and proceeding to Lower Ragsdale, Wilson and Blue Larkspur Roads beginning the second week of February and running though late March/ early April. Currently we are working in these roads performing utility potholing activities. Water is not projected to be affected however traffic will be impacted. Lanes will be coned off and traffic will be directed around work areas during this time. Flaggers will be present as necessary.

If the Fire Department has any questions please feel free to give me a call.

Thank You

J. Aman Gonzalez
California American Water
831-236-6828 cell

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