



Variance Request Form

PG&E Hollister 115 kV Power Line Reconductoring Project

Variance Request No.: 17

CONTRACTOR SECTION

Request Prepared By: Pacific Gas and Electric Company (PG&E) Photos? Yes No

Landowner: Not Applicable (NA) Attachments? Yes No
 • Attachment A: Access Roads Map

Current Land Use: Agriculture

Permit Measure or Specification:

- California Public Utilities Commission (CPUC) Mitigated Negative Declaration (MND) Project Description
 - Deviation from the project description to allow use of additional existing private roads not included in the MND to access project work areas.

Detailed Description of Variance:

PG&E is requesting authorization from the CPUC to allow PG&E to use additional existing private roads that are necessary to construct the project. As part of the California Environmental Quality Act (CEQA) review, the MND for the Hollister 115 Kilovolt Power Line Reconductoring Project (project) identified existing roads and estimated the total mileage of existing roads that would be necessary during construction. The MND estimated that 11.64 miles of existing roads would be required. This variance request would add an additional 6.49 miles of additional existing roads.

As construction has progressed, it has become apparent to PG&E and its contractors that the roads originally identified in the MND do not adequately illustrate all of the existing roads that are necessary to construct the project. This is particularly true in the eastern portion of the project from poles 13/10 to 14/06 and from poles 20/06 to 22/05. As a result, PG&E has identified and mapped additional existing private roads that are required and requests that the CPUC approve the use of these roads during project construction. Many of the roads identified in this request have been used historically by PG&E to maintain and operate the line. Attachment A: Access Roads Map maps the locations of these roads and additional private roads that are necessary to access the project work areas. It is important to note that the exact location of the access roads in the agricultural areas shown on Attachment A: Access Road Map can change seasonally as crops are rotated and the fields are plowed. Therefore the access roads depicted in these areas are general in nature and based on recent aerial photos with input from PG&E construction personnel.

Variance Justification:

PG&E is requesting this variance because there are multiple existing private roads within the project area that are necessary to access project work areas, but they are not indicated on the maps contained in the MND. In addition, they do not appear to have been included in Table 2-4: Access Roads in the MND, which estimates the total mileage of each type of road in the project area (i.e., existing road, existing road-needs improvement; overland travel, new road). It is infeasible to construct the project using only the roads identified in the MND; therefore, additional existing private roads have been identified in Attachment A: Access Roads Map that provide the necessary access to the project work areas. As described in the resource evaluation section below, potential impacts associated with this variance are consistent with those evaluated during the CEQA review and will not result in any new significant impacts that were not previously identified. Environmental protection measures will be implemented as described in the MND and other project permits.



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PG&E ENVIRONMENTAL SECTION		
RESOURCE EVALUATION		
The proposed variance was analyzed to verify that the project change would not introduce new significant impacts and that any potential impacts were fully analyzed in the MND. The following table provides a brief summary of each resource area analyzed in the MND.		
CEQA SECTION	Applicable	(Y) Define Potential Impact or (N) Briefly Explain Why CEQA Section is Not Applicable
Aesthetics	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p><i>No Change.</i> No new sources of light or glare will be introduced to the area from use of additional private roads, since impacts from truck traffic were considered in the MND. In addition, use of these private roads will not increase traffic beyond the 200 construction-related vehicle trips per day analyzed in the MND. The use of these private roads will not substantially degrade the quality of the site and its surroundings because they are existing roads and are already in use by landowners and for agricultural activities. In addition, views of the trucks will be of short duration, and construction is relatively short term. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional private roads during project construction will not create significant additional impacts to aesthetics.</p>
Agriculture and Forestry Resources	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p><i>No Change.</i> The use of additional private roads will not result in any new impacts to agriculture because they are existing roads and are already in use by landowners and for agricultural activities. In addition, use of these roads will not preclude them from use for agricultural activities. Use of these roads will not result in impacts to forestry resources because it will not require additional tree trimming or removal. Use of these roads will not conflict with Williamson Act contracts or existing zoning because it will not result in any changes to existing land uses. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional private roads will not create significant additional impacts to agriculture or forestry resources.</p>
Air Quality and Greenhouse Gas Emissions	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p><i>No Change.</i> The MND analyzed 200 construction-related vehicle trips per day within the project area, as well as construction-related equipment. The use of additional private roads will not require additional trips; therefore, traffic will not increase beyond the estimated 200 construction-related vehicle trips per day that were analyzed in the MND. In addition, the use of these roads will not increase the amount or use of heavy equipment on the project and; therefore, will not increase emissions, including fugitive dust, beyond what was analyzed in the MND. These roads will not be closer to residences or sensitive receptors; therefore, pollutant concentrations and objectionable odors will not increase beyond those described in the MND. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional private roads will not create significant additional impacts to air quality or greenhouse gas emissions.</p>



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Biological Resources	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p><i>No Change.</i> The use of additional private roads will not result in new significant impacts to habitats or special status species because they are existing roads and are already in use by landowners and for agricultural activities. In accordance with Applicant-Proposed Measures (APMs) and mitigation measures in the MND, surveys for California tiger salamander (<i>Ambystoma californiense</i>), California red-legged frog (<i>Rana draytonii</i>), and western pond turtle (<i>Actinemys marmorata</i>) have been conducted along access roads and work areas immediately prior to construction. In addition, pre-construction wildlife surveys for American badger (<i>Taxidea taxus</i>), San Joaquin kit fox (<i>Vulpes macrotis mutica</i>), and western burrowing owl (<i>Athene cunicularia</i>) have been conducted along access roads and work areas 30 days prior to construction. This survey work will continue as in accordance with applicable measures. Reports describing the survey results have been previously submitted to the CPUC, and the results of future survey work will be submitted as well. If work is initiated during the nesting season, nesting bird surveys will be conducted. If any special-status species or nesting birds are observed, the appropriate and required construction buffers will be implemented as described in the MND and project permits. The use of additional private roads will not require any additional tree trimming or removal beyond what was analyzed in the MND. Environmental protection measures will be implemented as described in the MND and other project permits. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional private roads will not create significant additional impacts to biological resources.</p>
Cultural Resources	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p><i>No Change.</i> The use of additional private roads will not result in new significant impacts to cultural resources because they are existing roads and are already in use by landowners and for agricultural activities. Environmental protection measures will be implemented as described in the MND and other project permits. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional private roads will not create significant additional impacts to cultural resources.</p>
Geology, Soils, and Seismicity	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p><i>No Change.</i> The additional private roads were included in the evaluation of geology, soils, and seismicity in the project area, and will not result in new geology, soils, or seismicity impacts. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional private roads will not create significant additional geology, soils, or seismicity impacts.</p>
Hazards and Hazardous Materials	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p><i>No Change.</i> The use of additional private roads will not create new significant hazards or require new hazardous materials because they are existing roads already in use by landowners and for agricultural activities, and construction activities will not change. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional private roads will not create significant additional impacts from hazards or hazardous materials.</p>
Hydrology and Water Quality	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p><i>No Change.</i> The use of additional private roads will not result in new significant impacts to hydrology and water quality because they are existing roads already in use by landowners and for agricultural activities and will not require improvements. Environmental protection measures will be implemented as described in the MND and other project permits. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional private roads will not create significant additional impacts to</p>



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		hydrology or water quality.
Land Use and Planning	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<i>No Change.</i> The use of additional private roads will not result in new significant impacts to land use because they are existing roads and are already in use by landowners and for agricultural activities. The current land use will not be converted because the use of these roads will be temporary. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional private roads will not create significant additional impacts to land use or planning.
Mineral Resources	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<i>No Change.</i> The additional private roads do not cross any known mineral resources. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional private roads will not create additional significant impacts to mineral resources.
Noise	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<i>No change.</i> The use of additional private roads will not result in new significant impacts from noise because these roads will not be located closer to residences or sensitive receptors. The use of additional private roads will not require additional trips; therefore, traffic will not increase beyond the estimated 200 construction-related vehicle trips per day that were analyzed in the MND. In addition, impacts to noise as a result of construction vehicles were analyzed in the MND and use of additional private roads will have the same impacts. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional private roads will not create additional significant impacts from noise.
Population and Housing	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<i>No Change.</i> The additional private roads will not be closer to residences than those described in the MND. The use of additional private roads will not induce population growth or displace existing housing or people because they are existing and are already in use by landowners and for agricultural activities. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional private roads will not create additional significant impacts to population or housing.
Public Services	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<i>No Change.</i> The use of additional private roads will not result in any impacts on public services because they are existing roads and are already in use by landowners and for agricultural activities. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND and the use of additional private roads will not create additional significant impacts to public services.
Recreation	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<i>No Change.</i> Impacts to recreational resources will not increase substantially beyond those identified in the MND because the additional private roads are existing and are already in use by landowners and for agricultural activities. In addition, the use of these roads will be of relatively short duration. The use of additional private roads will not increase local population or housing and; therefore, will not increase demand for recreational facilities. In accordance with APM REC-1 in the MND, construction within the immediate vicinity of the Juan Bautista de Anza National Historic Trail will be limited to weekdays or as otherwise permitted by the National Parks Service. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional private roads will not create additional significant impacts to recreation.



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Transportation and Traffic	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<i>No Change.</i> The use of additional private roads will not result in new significant impacts to transportation or traffic because they are existing roads and are already in use by landowners and for agricultural activities. Impacts to traffic will be short term because use of these roads will be temporary. In the MND, PG&E estimated that construction will generate over 200 vehicle trips per day within the project area. The use of additional private roads will not require additional trips; therefore, traffic will not increase beyond the estimated 200 construction-related vehicle trips per day that were analyzed in the MND. In addition, these roads are on private land and; therefore, will not impact public transit, bicycle and pedestrian transportation, airports, or rail service. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional private roads will not create additional significant impacts to transportation or traffic.
Utilities and Service Systems	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<i>No Change.</i> The use of additional private roads will not result in any impacts to existing utilities or service systems because they are existing roads and are already in use by landowners and for agricultural activities. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional private roads will not create additional significant impacts to utility or service systems.
Other Variance Conditions Attached: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		



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PG&E Approval					
Title	Name	Approval Initials	Date	Conditions (see attached)	
Henkels & McCoy Project Manager (if applicable)	Craig Smithey	CS		<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Henkels & McCoy Field Foreman (if applicable)	James Panter			<input type="checkbox"/> Yes	<input type="checkbox"/> No
Henkels & McCoy Env. Field Lead (if applicable)	Duke Sonderegger			<input type="checkbox"/> Yes	<input type="checkbox"/> No
Environmental Compliance Supervisor	Kevin Kilpatrick	KK		<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Lead Environmental Inspector	Nick Fisher	NF		<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
PG&E Project Biologist (if applicable)	Andrea Henke	AH		<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
PG&E Project Archaeologist (if applicable)	Wendy Nettles			<input type="checkbox"/> Yes	<input type="checkbox"/> No
PG&E Storm Water Program Manager (if applicable)	Hugo Jurado			<input type="checkbox"/> Yes	<input type="checkbox"/> No
PG&E Environmental Compliance Lead	Andy Smith	AS		<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
PG&E Project Manager (if applicable)	Rod Parame	RP		<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Landowner Approval (if needed)					
Landowner Name	Approval Signature	Date			
NA	NA	NA			
Resource Agency Approvals					
Determine required agency approvals based on the following:					
Will biological resources/habitats be affected? NO	If yes, obtain CDFG and USFWS approval				
Is this a variance from a permit? NO	If yes, obtain permitting agency approval				
Will wetlands or waters of the U.S. be affected? NO	If yes, obtain U.S. Army Corps of Engineers approval				
Will riparian areas or drainages be affected? NO	If yes, obtain CDFG approval – may require a permit				
Will surface or groundwater be affected? NO	If yes, obtain RWQCB approval				
Resource Agency	Name	Approval Initials	Date	Conditions (see attached)	
USFWS		NA		<input type="checkbox"/> Yes	<input type="checkbox"/> No
CDFG		NA		<input type="checkbox"/> Yes	<input type="checkbox"/> No
USACE		NA		<input type="checkbox"/> Yes	<input type="checkbox"/> No
RWQCB		NA		<input type="checkbox"/> Yes	<input type="checkbox"/> No



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CPUC and CPUC CONSULTANT SECTION	
Variance Approved: <input type="checkbox"/> Yes <input type="checkbox"/> No	
AFFECTED RESOURCE(s) and APPLICABLE MITIGATION MEASURES	
<input type="checkbox"/> Air Quality:	<input type="checkbox"/> Soils:
<input type="checkbox"/> Hazards and Hazardous Materials:	<input type="checkbox"/> Transportation and Traffic:
<input type="checkbox"/> Noise:	
Other Variance Conditions Attached: <input type="checkbox"/> Yes <input type="checkbox"/> No	
REQUIRED APPROVAL SIGNATURES	
Consultant Environmental Monitor: _____	<i>(Note: signature signifies review only)</i>
Consultant Project Manager: _____	<input type="checkbox"/> Level 1 Verbal Approval
CPUC Project Manager: _____	<input type="checkbox"/> Level 1 Verbal Approval
<i>Level 1 variances require only verbal approval from CPUC Project Manager and Consultant Project Manager. Level 2 variances require signatures.</i>	



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VARIANCE CONDITIONS

Condition Name:
Conditions:
Condition Name:
Conditions:
Condition Name:
Conditions:

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Access Roads (Miles)

Type of Access	Mitigated Negative Declaration ¹	Previously Approved Variances	Variance 17
Existing Dirt and Paved Roads	10.11	1.03	6.49
Existing Roads to be Improved	1.53	0.0	0.0
New Permanent Road	0.25	0.0	0.0
Overland Travel	5.59 ²	0.10	0.0
Total	17.48²	1.13	6.49

1. Refer to Table 2-4 in the MND.

2. There is a 0.01 mile difference between the GIS shapefiles and Table 2-4 in the MND.



ACCESS ROAD MAP

Hollister 115 kV Power Line Reconductoring Project

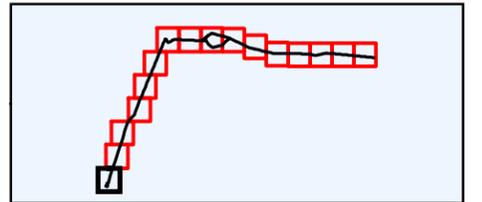
- New LDS
- New TSP
- New Tower
- + Existing Tower
- ⊕ Existing Pole
- ⊗ Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate

- Original Approved Road**
- Existing Road
 - Existing Road - Needs Improvement
 - New Road
 - Overland Travel Route

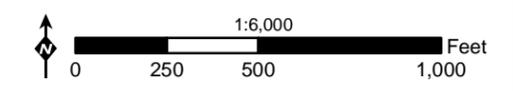
- Variance Approved Road**
- Existing Road
 - Overland Travel Route

- Variance 17 Proposed Road**
- Existing Road

Map 1 of 16



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Attorney Work Product



Source: Insignia 2012; PG&E 2011

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ACCESS ROAD MAP

Hollister 115 kV Power Line Reconductoring Project

- New LDS
- New TSP
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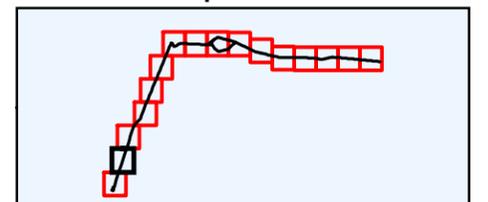
Variance Approved Road

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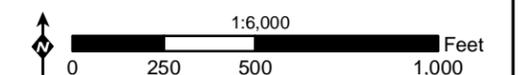
Variance 17 Proposed Road

- Existing Road

Map 2 of 16



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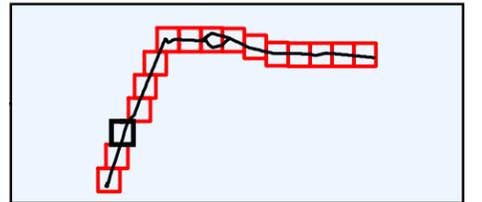


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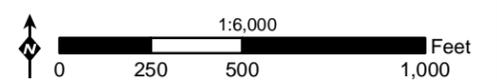
Hollister 115 kV Power Line Reconductoring Project

- New LDS
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Map 3 of 16



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Source: Insignia 2012; PG&E 2011

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ACCESS ROAD MAP

Hollister 115 kV Power Line Reconductoring Project

- New LDS
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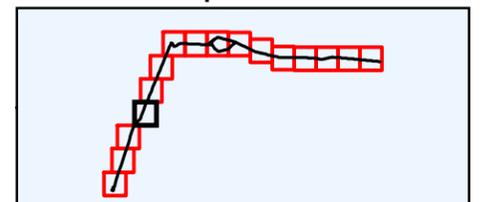
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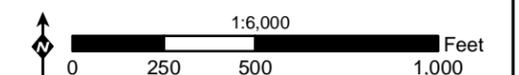
Variance 17 Proposed Road

- Existing Road

Map 4 of 16



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ACCESS ROAD MAP

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- New LDS
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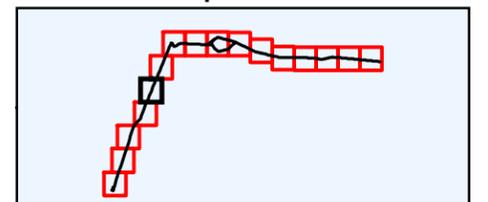
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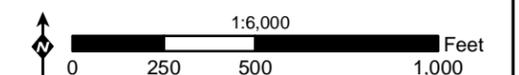
Variance 17 Proposed Road

- Existing Road

Map 5 of 16



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ACCESS ROAD MAP

Hollister 115 kV Power Line Reconductoring Project

- New LDS
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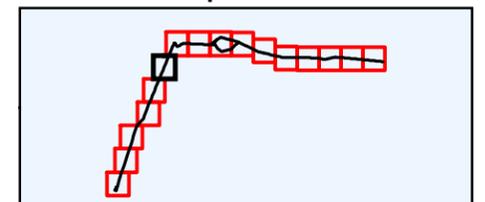
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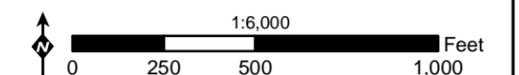
Variance 17 Proposed Road

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Map 6 of 16



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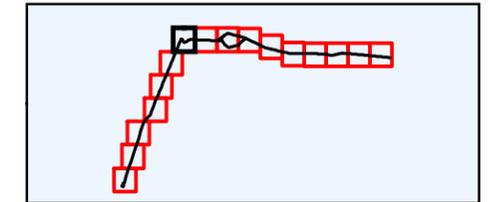




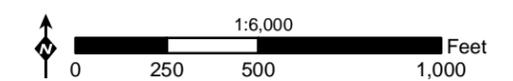
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Source: Insignia 2012; PG&E 2011

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ACCESS ROAD MAP

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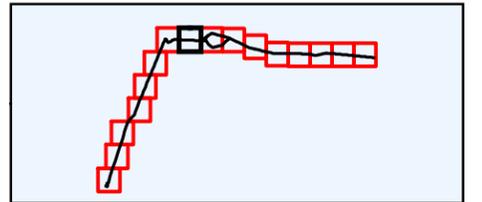
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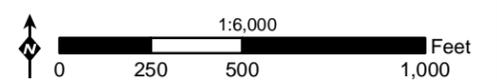
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Map 8 of 16



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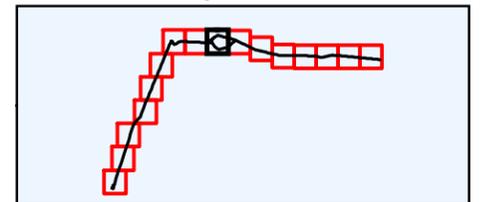
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- Existing Road
- Overland Travel Route

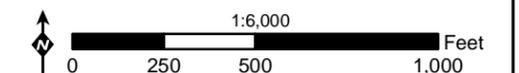
Variance 17 Proposed Road

- Existing Road

Map 9 of 16



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Source: Insignia 2012; PG&E 2011

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ACCESS ROAD MAP

Hollister 115 kV Power Line Reconducting Project

- New LDS
- New TSP
- New Tower
- + Existing Tower
- ⊕ Existing Pole
- ⊗ Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate

Original Approved Road

- Existing Road
- Existing Road - Needs Improvement
- New Road
- Overland Travel Route

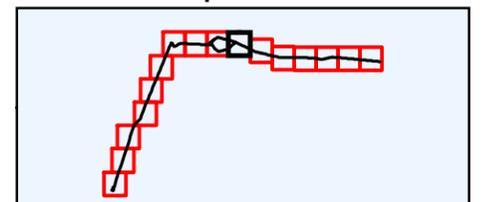
Variance Approved Road

- Existing Road
- Overland Travel Route

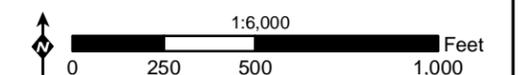
Variance 17 Proposed Road

- Existing Road

Map 10 of 16



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ACCESS ROAD MAP

Hollister 115 kV Power Line Reconductoring Project

- New LDS
- New TSP
- New Tower
- + Existing Tower
- ⊕ Existing Pole
- ⊗ Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate

Original Approved Road

- Existing Road
- Existing Road - Needs Improvement
- New Road
- Overland Travel Route

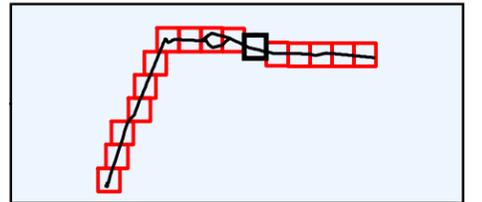
Variance Approved Road

- Existing Road
- Overland Travel Route

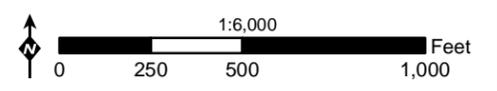
Variance 17 Proposed Road

- Existing Road

Map 11 of 16



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Source: Insignia 2012; PG&E 2011

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ACCESS ROAD MAP

Hollister 115 kV Power Line Reconductoring Project

- New LDS
- New TSP
- New Tower
- + Existing Tower
- ⊕ Existing Pole
- ⊗ Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate

Original Approved Road

- Existing Road
- Existing Road - Needs Improvement
- New Road
- Overland Travel Route

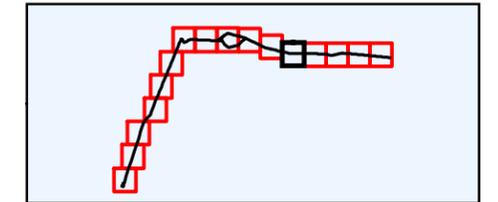
Variance Approved Road

- Existing Road
- Overland Travel Route

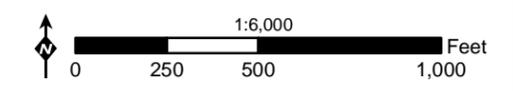
Variance 17 Proposed Road

- Existing Road

Map 12 of 16



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Source: Insignia 2012; PG&E 2011

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ACCESS ROAD MAP

Hollister 115 kV Power Line Reconducting Project

- New LDS
- New TSP
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate

Original Approved Road

- Existing Road
- Existing Road - Needs Improvement
- New Road
- Overland Travel Route

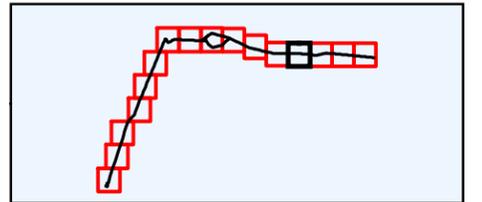
Variance Approved Road

- Existing Road
- Overland Travel Route

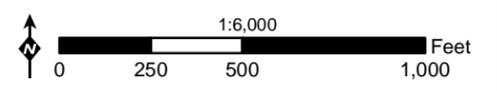
Variance 17 Proposed Road

- Existing Road

Map 13 of 16



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Source: Insignia 2012; PG&E 2011

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ACCESS ROAD MAP

Hollister 115 kV Power Line Reconductoring Project

- New LDS
- New TSP
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate

Original Approved Road

- Existing Road
- Existing Road - Needs Improvement
- New Road
- Overland Travel Route

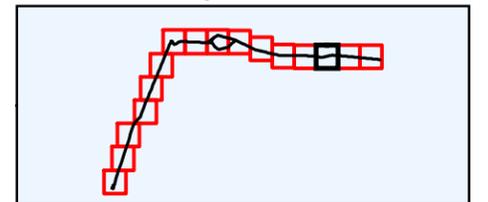
Variance Approved Road

- Existing Road
- Overland Travel Route

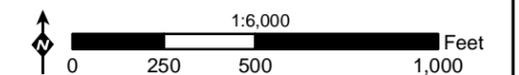
Variance 17 Proposed Road

- Existing Road

Map 14 of 16



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ACCESS ROAD MAP

Hollister 115 kV Power Line Reconducting Project

- New LDS
- New TSP
- New Tower
- + Existing Tower
- ⊕ Existing Pole
- ⊗ Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate

Original Approved Road

- Existing Road
- Existing Road - Needs Improvement
- New Road
- Overland Travel Route

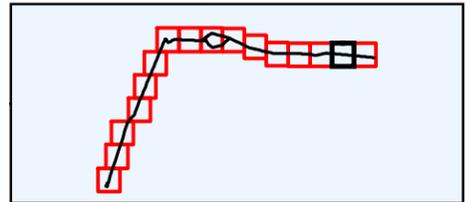
Variance Approved Road

- Existing Road
- Overland Travel Route

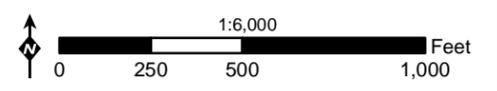
Variance 17 Proposed Road

- Existing Road

Map 15 of 16

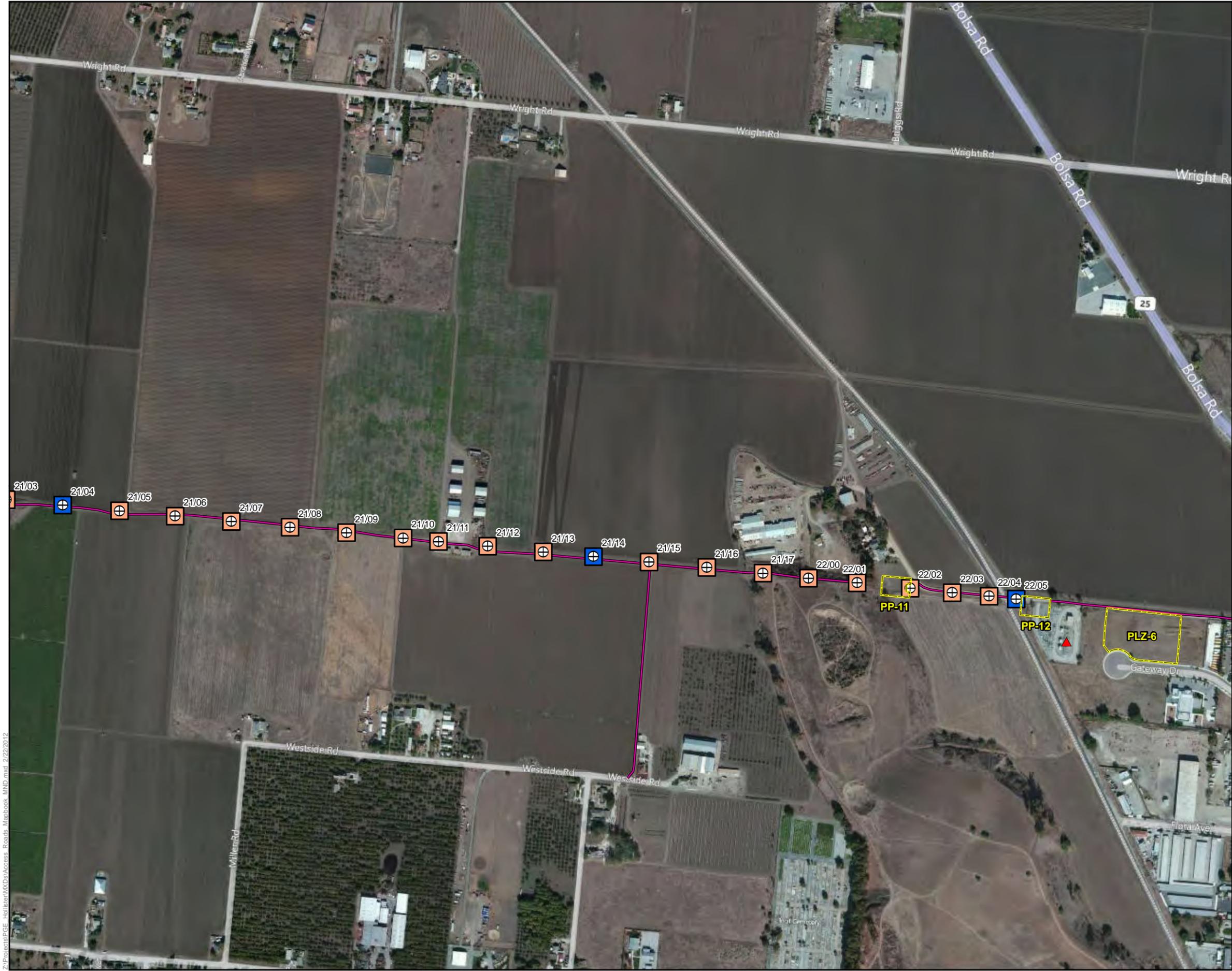


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Source: Insignia 2012; PG&E 2011

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ACCESS ROAD MAP

Hollister 115 kV Power Line Reconductoring Project

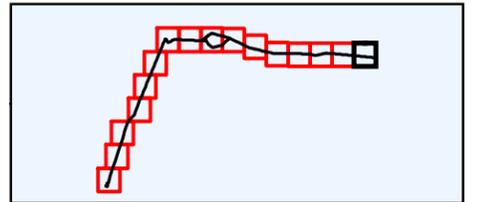
- New LDS
- New TSP
- New Tower
- Existing Tower
- + Existing Pole
- x Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate

- Original Approved Road**
- Existing Road
 - Existing Road - Needs Improvement
 - New Road
 - Overland Travel Route

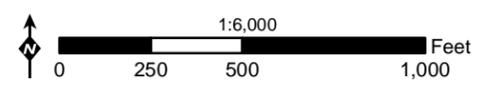
- Variance Approved Road**
- Existing Road
 - Overland Travel Route

- Variance 17 Proposed Road**
- Existing Road

Map 16 of 16



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Source: Insignia 2012; PG&E 2011

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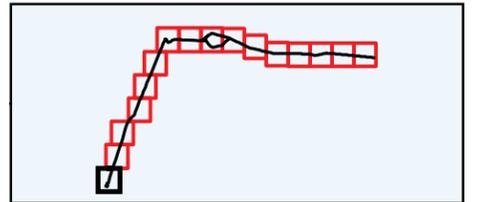


**VARIANCE 17
PROPOSED ROADS MAP**

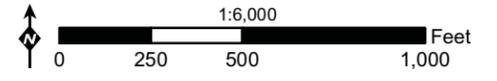
**Hollister 115 kV Power Line
Reconductoring Project**

- LDS Location
 - TSP Location
 - Proposed Realignment, Install LDS Pole
 - Proposed Realignment, Install TSP Pole
 - New Tower
 - + Existing Tower
 - + Existing Pole
 - x Existing Pole to be Removed
 - Existing Pole to be Topped
 - Crane Pad
 - Existing Substation
 - Existing Switch
 - Construction Area
 - Culvert Installation
 - Proposed Gate
- Variance 17 Proposed Road**
- Existing Road

Map 1 of 16



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Source: Insignia 2012; PG&E 2011

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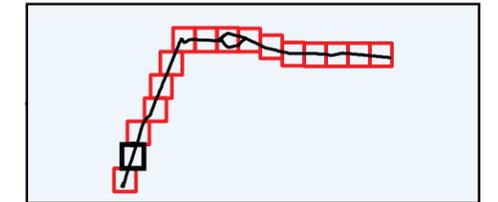


**VARIANCE 17
PROPOSED ROADS MAP**

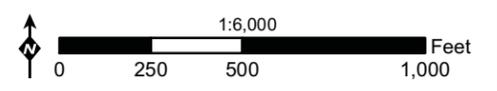
**Hollister 115 kV Power Line
Reconducting Project**

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- + Existing Tower
- ⊕ Existing Pole
- ⊗ Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate
- Variance 17 Proposed Road
- Existing Road

Map 2 of 16



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Source: Insignia 2012; PG&E 2011

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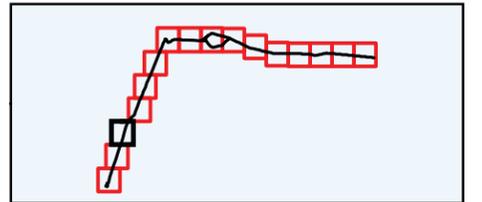


**VARIANCE 17
PROPOSED ROADS MAP**

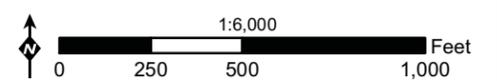
**Hollister 115 kV Power Line
Reconductoring Project**

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- + Existing Tower
- ⊕ Existing Pole
- ⊗ Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate
- Variance 17 Proposed Road
- Existing Road

Map 3 of 16



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Source: Insignia 2012; PG&E 2011

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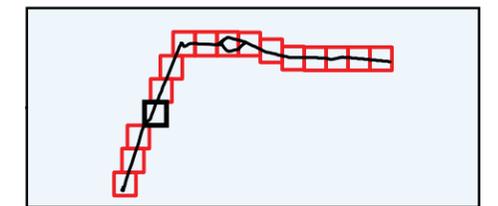
VARIANCE 17 PROPOSED ROADS MAP

Hollister 115 kV Power Line Reconducting Project

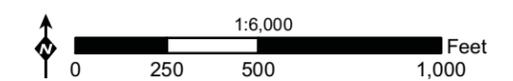
-  LDS Location
 -  TSP Location
 -  Proposed Realignment, Install LDS Pole
 -  Proposed Realignment, Install TSP Pole
 -  New Tower
 -  Existing Tower
 -  Existing Pole
 -  Existing Pole to be Removed
 -  Existing Pole to be Topped
 -  Crane Pad
 -  Existing Substation
 -  Existing Switch
 -  Construction Area
 -  Culvert Installation
 -  Proposed Gate
- Variance 17 Proposed Road**
-  Existing Road



Map 4 of 16



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Source: Insignia 2012; PG&E 2011

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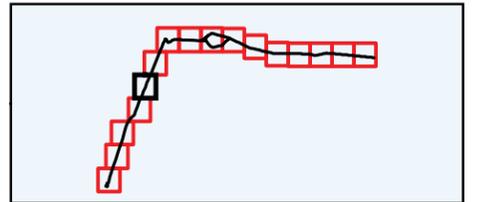


VARIANCE 17 PROPOSED ROADS MAP

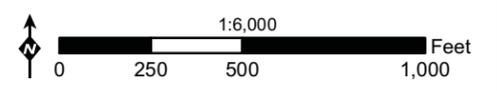
Hollister 115 kV Power Line Reconductoring Project

-  LDS Location
 -  TSP Location
 -  Proposed Realignment, Install LDS Pole
 -  Proposed Realignment, Install TSP Pole
 -  New Tower
 -  Existing Tower
 -  Existing Pole
 -  Existing Pole to be Removed
 -  Existing Pole to be Topped
 -  Crane Pad
 -  Existing Substation
 -  Existing Switch
 -  Construction Area
 -  Culvert Installation
 -  Proposed Gate
- Variance 17 Proposed Road**
-  Existing Road

Map 5 of 16



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Source: Insignia 2012; PG&E 2011

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**VARIANCE 17
PROPOSED ROADS MAP**

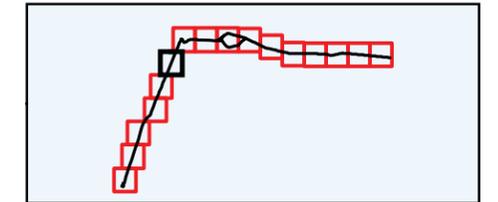
**Hollister 115 kV Power Line
Reconductoring Project**

-  LDS Location
-  TSP Location
-  Proposed Realignment, Install LDS Pole
-  Proposed Realignment, Install TSP Pole
-  New Tower
-  Existing Tower
-  Existing Pole
-  Existing Pole to be Removed
-  Existing Pole to be Topped
-  Crane Pad
-  Existing Substation
-  Existing Switch
-  Construction Area
-  Culvert Installation
-  Proposed Gate
-  Existing Road

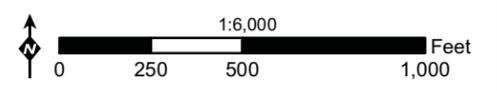
Variance 17 Proposed Road

-  Existing Road

Map 6 of 16



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Source: Insignia 2012; PG&E 2011

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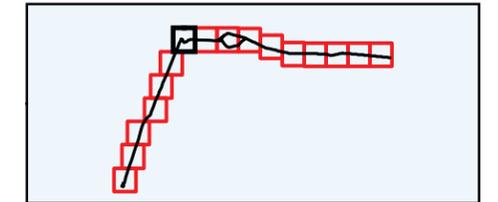


VARIANCE 17 PROPOSED ROADS MAP

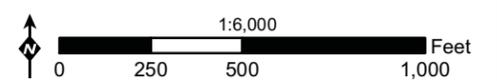
Hollister 115 kV Power Line Reconductoring Project

- LDS Location
 - TSP Location
 - Proposed Realignment, Install LDS Pole
 - Proposed Realignment, Install TSP Pole
 - New Tower
 - + Existing Tower
 - + Existing Pole
 - x Existing Pole to be Removed
 - Existing Pole to be Topped
 - Crane Pad
 - Existing Substation
 - Existing Switch
 - Construction Area
 - Culvert Installation
 - Proposed Gate
- Variance 17 Proposed Road**
- Existing Road

Map 7 of 16



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Source: Insignia 2012; PG&E 2011

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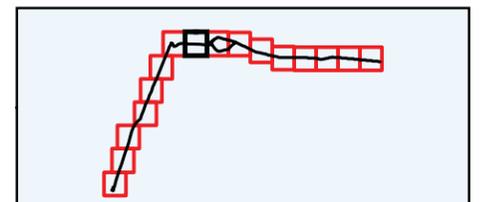


VARIANCE 17 PROPOSED ROADS MAP

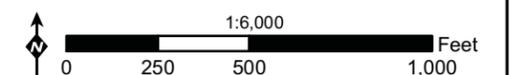
Hollister 115 kV Power Line Reconductoring Project

- LDS Location
 - TSP Location
 - Proposed Realignment, Install LDS Pole
 - Proposed Realignment, Install TSP Pole
 - New Tower
 - Existing Tower
 - Existing Pole
 - Existing Pole to be Removed
 - Existing Pole to be Topped
 - Crane Pad
 - Existing Substation
 - Existing Switch
 - Construction Area
 - Culvert Installation
 - Proposed Gate
- Variance 17 Proposed Road**
- Existing Road

Map 8 of 16



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VARIANCE 17 PROPOSED ROADS MAP

Hollister 115 kV Power Line Reconducting Project

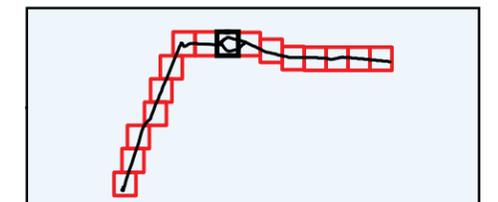
-  LDS Location
-  TSP Location
-  Proposed Realignment, Install LDS Pole
-  Proposed Realignment, Install TSP Pole
-  New Tower
-  Existing Tower
-  Existing Pole
-  Existing Pole to be Removed
-  Existing Pole to be Topped
-  Crane Pad
-  Existing Substation
-  Existing Switch
-  Construction Area
-  Culvert Installation
-  Proposed Gate
-  Existing Road

Variance 17 Proposed Road

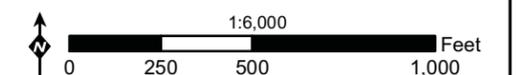
-  Existing Road



Map 9 of 16



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Source: Insignia 2012; PG&E 2011

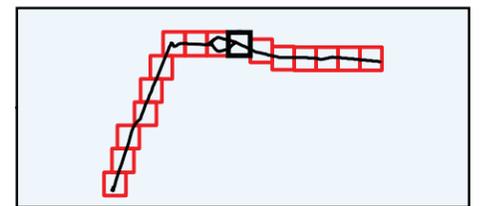
VARIANCE 17 PROPOSED ROADS MAP

Hollister 115 kV Power Line Reconducting Project

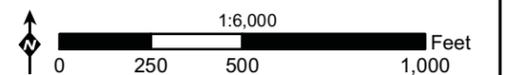
- LDS Location
 - TSP Location
 - Proposed Realignment, Install LDS Pole
 - Proposed Realignment, Install TSP Pole
 - New Tower
 - Existing Tower
 - Existing Pole
 - Existing Pole to be Removed
 - Existing Pole to be Topped
 - Crane Pad
 - Existing Substation
 - Existing Switch
 - Construction Area
 - Culvert Installation
 - Proposed Gate
- Variance 17 Proposed Road**
- Existing Road



Map 10 of 16



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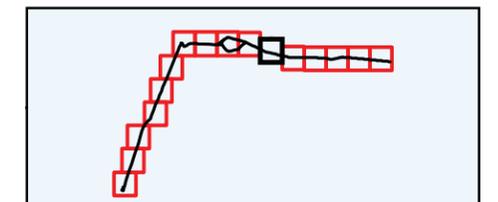
**VARIANCE 17
PROPOSED ROADS MAP**

**Hollister 115 kV Power Line
Reconducting Project**

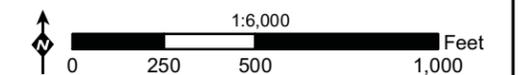
-  LDS Location
-  TSP Location
-  Proposed Realignment, Install LDS Pole
-  Proposed Realignment, Install TSP Pole
-  New Tower
-  Existing Tower
-  Existing Pole
-  Existing Pole to be Removed
-  Existing Pole to be Topped
-  Crane Pad
-  Existing Substation
-  Existing Switch
-  Construction Area
-  Culvert Installation
-  Proposed Gate
-  Existing Road



Map 11 of 16



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Source: Insignia 2012; PG&E 2011

VARIANCE 17 PROPOSED ROADS MAP

Hollister 115 kV Power Line Reconducting Project

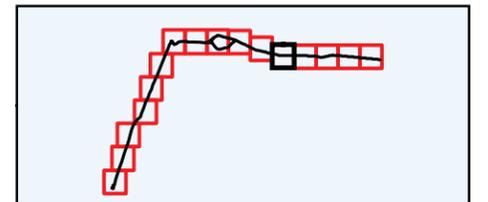
-  LDS Location
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-  Proposed Realignment, Install LDS Pole
-  Proposed Realignment, Install TSP Pole
-  New Tower
-  Existing Tower
-  Existing Pole
-  Existing Pole to be Removed
-  Existing Pole to be Topped
-  Crane Pad
-  Existing Substation
-  Existing Switch
-  Construction Area
-  Culvert Installation
-  Proposed Gate
-  Existing Road

Variance 17 Proposed Road

-  Existing Road



Map 12 of 16



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VARIANCE 17 PROPOSED ROADS MAP

Hollister 115 kV Power Line Reconducting Project

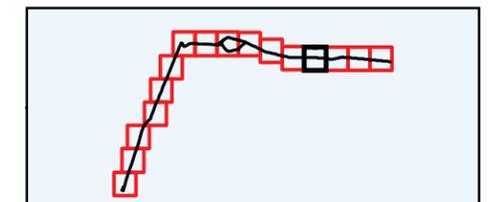
-  LDS Location
-  TSP Location
-  Proposed Realignment, Install LDS Pole
-  Proposed Realignment, Install TSP Pole
-  New Tower
-  Existing Tower
-  Existing Pole
-  Existing Pole to be Removed
-  Existing Pole to be Topped
-  Crane Pad
-  Existing Substation
-  Existing Switch
-  Construction Area
-  Culvert Installation
-  Proposed Gate
-  Existing Road

Variance 17 Proposed Road

-  Existing Road



Map 13 of 16



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VARIANCE 17 PROPOSED ROADS MAP

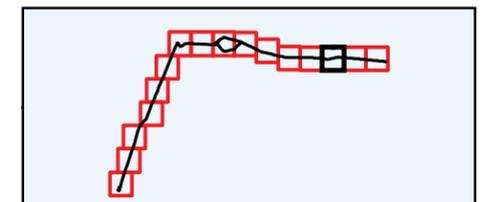
Hollister 115 kV Power Line Reconducting Project

-  LDS Location
-  TSP Location
-  Proposed Realignment, Install LDS Pole
-  Proposed Realignment, Install TSP Pole
-  New Tower
-  Existing Tower
-  Existing Pole
-  Existing Pole to be Removed
-  Existing Pole to be Topped
-  Crane Pad
-  Existing Substation
-  Existing Switch
-  Construction Area
-  Culvert Installation
-  Proposed Gate
-  Existing Road

Variance 17 Proposed Road

Existing Road

Map 14 of 16



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Source: Insignia 2012; PG&E 2011

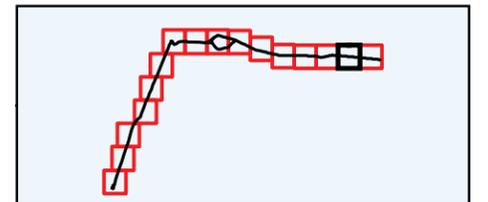
VARIANCE 17 PROPOSED ROADS MAP

Hollister 115 kV Power Line Reconducting Project

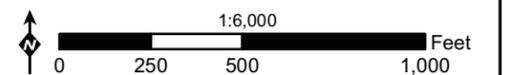
-  LDS Location
-  TSP Location
-  Proposed Realignment, Install LDS Pole
-  Proposed Realignment, Install TSP Pole
-  New Tower
-  Existing Tower
-  Existing Pole
-  Existing Pole to be Removed
-  Existing Pole to be Topped
-  Crane Pad
-  Existing Substation
-  Existing Switch
-  Construction Area
-  Culvert Installation
-  Proposed Gate
-  Variance 17 Proposed Road
-  Existing Road

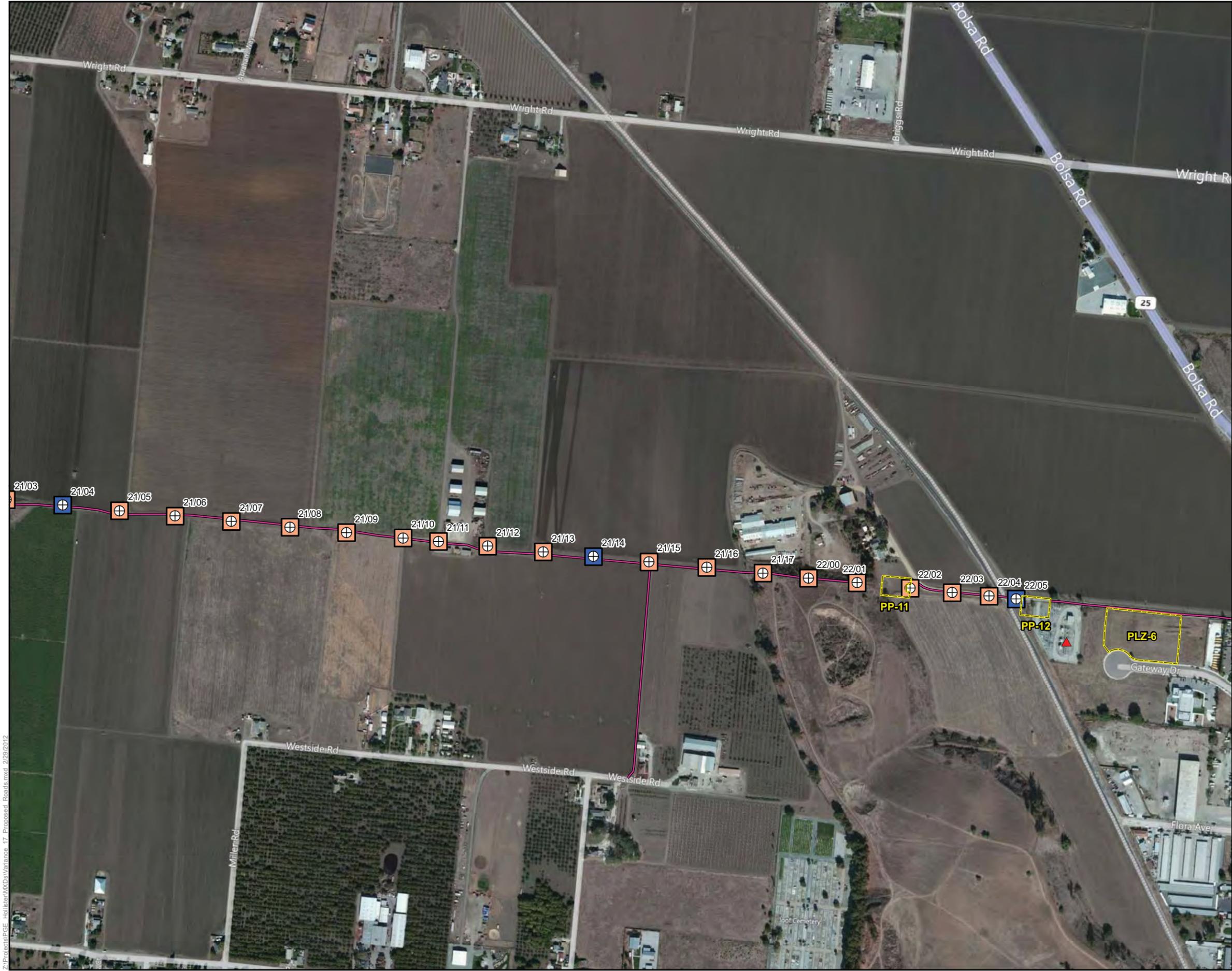


Map 15 of 16



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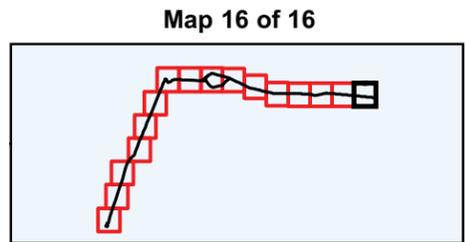


VARIANCE 17 PROPOSED ROADS MAP

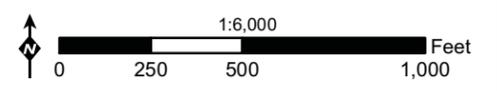
Hollister 115 kV Power Line Reconducting Project

- LDS Location
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- Proposed Gate
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Variance 17 Proposed Road



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Source: Insignia 2012; PG&E 2011

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