



Variance Request Form

PG&E Hollister 115 kV Power Line Reconductoring Project

Variance Request No.: 19

CONTRACTOR SECTION

Request Prepared By: Pacific Gas and Electric Company (PG&E)

Photos? Yes No

Landowners:

Various property owners currently encumbered by easements to access, maintain and operate the power line.

Attachments? Yes No

- Attachment A: Access Roads Maps
- ~~Attachment B: Cultural Resources Memo~~

Current Land Use: Agriculture, range land, primarily cattle grazing

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 access roads not specifically discussed in the MND and reclassify access roads originally identified in the MND to access project work areas.

Detailed Description of Variance:

As construction has progressed, it has become apparent to PG&E and its contractors that the access routes originally identified in the MND do not adequately illustrate all of the routes that are necessary to construct the project. PG&E is requesting authorization from the CPUC to allow use of additional access roads and to reclassify other access roads originally identified in the MND in order to accurately reflect existing conditions.

~~Table 1: Access Roads~~ Table 1: Access Roads, provides a summary of the miles of access roads from the MND and previously approved variances, ~~and~~ the net increase in miles of access roads from this variance, and the total if this variance request is approved. It should be noted that the first two columns are not additive. Some of the miles identified for Variance #19 are reclassifications, not new roads. Attachment A: Access Roads Maps depicts the locations of these routes.

Table 1: Access Roads

Type of Access	MND and Previously Approved Variances (miles)	Variance Request #19 (miles)	<u>Total (miles)</u>
Existing Road	17.63	1.88	<u>18.19</u>
Existing Road – Needs Improvement	1.56	0.34	<u>1.79</u>
New Road	0.25	0.06	<u>.32</u>
Overland Travel Route	6.81	0.79	<u>7.36</u>
Total	26.25	3.07	<u>27.66</u>

Variance Justification:

PG&E is requesting this variance for five reasons:

- 1) Upon further inspection of the access routes shown in the MND and subsequent variance request maps, we have determined that some of the routes have been misclassified. Proper classification of these roads is necessary in order to accurately calculate project impact areas and determine which mitigation measures are applicable.
- 2) It is necessary to improve a portion of the existing access road between poles 18/04 and 18/05 and between Towers 0/04 and 0/06 to allow for access by heavy-duty trucks.
- 3) The existing road that needs improvement shown in the MND between Pole 18/13 and 18/15 does not exist. An alternative overland access route that follows a poorly defined agricultural road and a direct new access road have been proposed instead. access road between poles 18/14 and 18/15 has been identified that does not require improvements. Two roads are proposed because the new road may require a permit from the local agency, and the timing of that permit issuance is unknown. In the meantime, the overland access road could be used by light-duty vehicles to drive from Pole 18/14 to Pole 18/13 (there are existing gates along this overland route indicating past use, and possible future use, by the property owner).
- 4) The alignments of some of the existing access roads shown in the MND have been changed in recent years by landowners and therefore the maps have been updated to show the current alignments.



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- 5) Additional overland travel routes not included in the MND or previous variances, but that are necessary to access project work areas have been added to the maps. ~~In addition this request would allow for overland travel by all-terrain vehicle (ATV), as necessary, within the right-of-way between poles and towers in the project area. Use of ATVs is not required between all poles and towers, although it may be necessary when conductor is removed from or installed between the poles and towers, to avoid dragging conductor along the ground in cases where a helicopter is not used. Because of the limited nature of this activity specific overland travel routes for use by ATV have not been shown on Attachment A: Access Roads Map.~~

It is infeasible to construct the project using only the existing roads and overland travel routes shown in the MND and included in previous variances; therefore, the additional routes and reclassifications have been identified in Attachment A: Access Roads Map. 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		
<p>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.</p>		
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 routes or reclassification of original routes. Use of these routes will not increase traffic beyond the 200 construction-related vehicle trips per day analyzed in the MND. The use of these routes will not substantially degrade the quality of the site and its surroundings because 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 routes and reclassification of original routes 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 additional and reclassified routes will not traverse Important Farmland, but will traverse grazing land. These routes will not significantly impact agricultural activities because use of these routes is relatively short term and will not convert agricultural land to non-agricultural use. Use of these routes 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 routes and reclassification of original routes 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 use of additional routes and reclassification of original routes 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 routes will not increase the amount or use of heavy equipment on the project and, therefore, will not increase emissions or fugitive dust, beyond what was analyzed in the MND. These routes 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 routes and reclassification of original routes 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 MND evaluated the project areas and a 500-foot buffer for special status wildlife species. All of the reclassified routes and the majority of the additional routes described in this variance are located within the 500-foot survey buffer and were, therefore, evaluated in the MND. <u>One existing road located between PLZ-4 and Pole 18/13 is located partially outside of the 500-foot survey buffer; however, this is an existing ranch road, and no ground disturbance, is proposed to utilize the road. This access road does cross a drainage classified as an intermittent "blue line" stream on the USGS Hollister Quadrangle; however at the existing crossing location there is no defined bed or bank or riparian vegetation. No improvements or other disturbance outside of the existing road alignment or adjacent to or within the banks of the stream would be necessary. The proposed new road immediately east of Pole 18/13 is located within the 500-foot buffer. A culvert, previously evaluated in the MND (but proposed to be located approximately 100 feet to the south in the MND) would be installed immediately west of Pole 18/14 when the new road is constructed. <u>Permits with both CDFG and the US Army Corp have been obtained for the location immediately west of Pole 18/14.</u></u></p> <p>Improvements to the existing road between poles 18/04 and 18/05 will occur in proximity to an intermittent blue line drainage on the USGS Hollister Quadrangle, although improvements will occur on the upslope sides of the existing road, opposite from the banks of the drainage. The areas of disturbance will be identified and staked in the field prior to disturbance to ensure disturbance avoids the drainage.</p> <p>In accordance with Applicant-Proposed Measures (APMs) and mitigation measures in the MND, pre-construction wildlife surveys for burrowing owl (BUOW), American badger (AMBA), and San Joaquin kit fox (SJKF) will be conducted within 30 days prior to use of these access roads. In addition, surveys for California tiger salamander (CTS), and California red-legged frog (CRLF), and nesting birds will be conducted immediately prior to construction for any access roads requiring ground disturbance. A report describing the survey results will be submitted to the CPUC. If any special-status species or nesting birds are observed, the appropriate and required measures, including construction buffers will be implemented as described in the MND and project permits. The use of additional routes and reclassification of original routes 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 to biological resources associated with this variance are consistent with those evaluated in the MND, and the use of additional routes and reclassification of original routes 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> PG&E prepared a Historic Properties Inventory Report, which included an evaluation of cultural resources in the project area and a 500-foot buffer. The majority of the additional routes and all of the reclassified routes are located within the 500-foot survey buffer and were, therefore, included in the evaluation. One existing road identified in this variance between PLZ-4 and Pole 18/13 is partially located outside of the 500-foot survey buffer; however, this road is existing and no ground disturbance is proposed along this road. In addition, Far Western Anthropological Resource Group conducted a records search and a pedestrian field survey for this existing road. No resources were identified during the pedestrian survey or the records search. A memo summarizing the results of the records search and field assessment is included in Attachment B: Cultural Resources Memo. A portion of the access roads are in an area of high archaeological sensitivity; however, no ground disturbance is anticipated to occur in these areas, and no impacts to cultural resources are anticipated. Environmental protection</p>



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		measures will be implemented as described in the MND and other project permits. Therefore, potential impacts to cultural resources associated with this variance are consistent with those evaluated in the MND, and the use of additional routes and reclassification of original routes will not create significant additional impacts to cultural resources.
Geology, Soils, and Seismicity	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<i>No Change.</i> The additional and reclassified routes 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 routes and reclassification of original routes will not create significant additional geology, soils, or seismicity impacts.
Hazards and Hazardous Materials	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<i>No Change.</i> The use of additional and reclassified routes will not create new significant hazards or require new hazardous materials because 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 routes and reclassification of original routes will not create significant additional impacts from hazards or hazardous materials.
Hydrology and Water Quality	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<i>No Change.</i> The use of additional and reclassified routes will not result in new significant impacts to hydrology and water quality. Although minor improvements will be made to the existing road between pole 18/04 and 18/05, applicable measures in the existing Stormwater Pollution Prevention Plan (SWPPP) and other relevant measures as described in the MND and other project permits will be implemented. In addition the areas of disturbance will be staked prior to construction. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional routes and reclassification of original routes will not create significant additional impacts to 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 and reclassified routes will not result in new significant impacts to land use because the current land use will not be converted and the use of these routes will be temporary. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional routes and reclassification of original routes 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 and reclassified routes do not cross any known mineral resources. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional routes and reclassification of original routes 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 and reclassified routes will not result in new significant impacts from noise because these routes will not be located closer to residences or sensitive receptors. The use of these routes 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 and reclassified routes 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 routes and reclassification of original routes will not create additional significant impacts from noise.
Population and	<input type="checkbox"/> Y	<i>No Change.</i> The additional and reclassified routes will not be closer to



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Housing	<input checked="" type="checkbox"/> N	residences than those described in the MND and use of these routes will not induce population growth or displace existing housing or people. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional routes and reclassification of original routes 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 routes and reclassification of original routes will not result in any impacts on public services because use of these routes will be of relatively short duration. The MND found that potential impacts on emergency response services, fire protection services, police services, school facilities, recreational facilities, public libraries, and hospitals will be less than significant because construction activities are temporary and do not require construction of new or physically altered governmental facilities for public services. 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 routes and reclassification of original routes 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 use of the additional and reclassified routes will be of relatively short duration. The use of these routes will not increase local population or housing and, therefore, will not increase demand for recreational facilities. 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 routes and reclassification of original routes will not create additional significant impacts to recreation.
Transportation and Traffic	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<i>No Change.</i> The use of additional and reclassified routes will not result in new significant impacts to transportation or traffic because use of these routes will be of relatively short duration and these routes are not public thoroughfares. In the MND, it was estimated that construction will generate over 200 vehicle trips per day within the project area. The use of additional and reclassified routes 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 routes are not public thoroughfares 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 routes and reclassification of original routes will not create additional significant impacts to transportation or traffic.
Utilities and Service Systems	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<i>No Change.</i> The use of additional and reclassified routes will not result in new significant impacts to existing utilities or service systems because use of these routes will be of relatively short duration 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 routes and reclassification of original routes will not create additional significant impacts to utility or service systems.

Other Variance Conditions Attached: Yes 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	5/17	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Henkels & McCoy Field Foreman (if applicable)	Jeff Sturdivant	JS	5/17	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Henkels & McCoy Env. Field Lead (if applicable)	Duke Sonderegger	DK		<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Environmental Compliance Supervisor	Keith Miller Kilpatrick	KMK	5/17	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Lead Environmental Inspector	Nick Fisher	NF	5/17	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
PG&E Project Biologist (if applicable)	Andrea Henke	AH	5/17	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
PG&E Project Archaeologist (if applicable)	Wendy Nettles	WN	5/17	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
PG&E Storm Water Program Manager (if applicable)	Hugo Jurado	HJ		<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
PG&E Environmental Compliance Lead	Andy Smith	AS	5/17	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
PG&E Project Manager (if applicable)	Soonam Chowdhury	SC		<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: Yes No

AFFECTED RESOURCE(s) and APPLICABLE MITIGATION MEASURES

- | | | |
|---|--|--|
| <input type="checkbox"/> Aesthetics: | <input type="checkbox"/> Agriculture and Forestry Resources: | <input type="checkbox"/> Air Quality and Greenhouse Gas Emissions: |
| <input type="checkbox"/> Biological Resources: | <input type="checkbox"/> Cultural Resources: | <input type="checkbox"/> Geology, Soils, and Seismicity: |
| <input type="checkbox"/> Hazards and Hazardous Materials: | <input type="checkbox"/> Hydrology and Water Quality: | <input type="checkbox"/> Land Use and Planning: |
| <input type="checkbox"/> Mineral Resources: | <input type="checkbox"/> Noise: | <input type="checkbox"/> Population and Housing: |
| <input type="checkbox"/> Public Services: | <input type="checkbox"/> Recreation: | <input type="checkbox"/> Transportation and Traffic: |
| <input type="checkbox"/> Utilities and Service Systems: | | |

Other Variance Conditions Attached: Yes No

REQUIRED APPROVAL SIGNATURES

Consultant Environmental Monitor: _____ (Note: signature signifies review only)

Consultant Project Manager: _____ Level 1 Verbal Approval

CPUC Project Manager: _____ Level 1 Verbal Approval

Level 1 variances require only verbal approval from CPUC Project Manager and Consultant Project Manager. Level 2 variances require signatures.



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VARIANCE CONDITIONS

Condition Name:

Conditions:

Condition Name:

Conditions:

Condition Name:

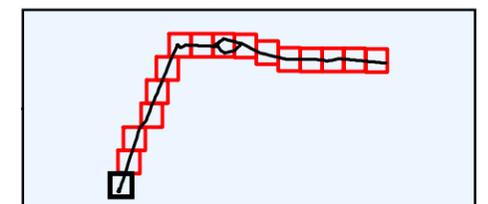
Conditions:

ATTACHMENT A: ACCESS ROADS MAP

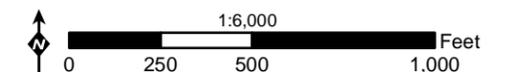
Hollister 115 kV Power Line Reconducting Project

-  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
 -  Tree Removal and Trimming
- Approved Road**
-  Overland Travel Route
 -  New Road
 -  Existing Road
 -  Existing Road - Needs Improvement
- Variance 19 Proposed Road**
-  Existing Road
 -  Existing Road - Needs Improvement
 -  New Road
 -  Overland Travel Route

Map 1 of 16



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Attorney Work Product



Source: Insignia 2012; PG&E 2011



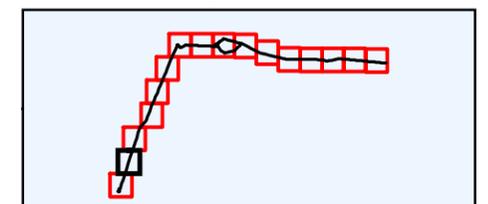
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ATTACHMENT A: ACCESS ROADS MAP

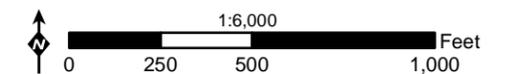
Hollister 115 kV Power Line Reconducting Project

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Attorney Work Product



Source: Insignia 2012; PG&E 2011

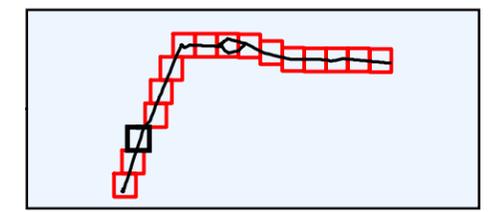
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ATTACHMENT A: ACCESS ROADS MAP

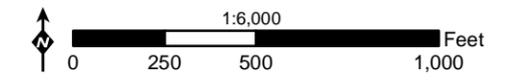
Hollister 115 kV Power Line Reconducting Project

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Source: Insignia 2012; PG&E 2011



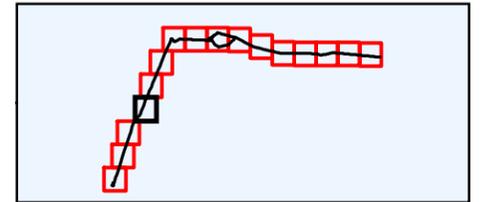


**ATTACHMENT A:
ACCESS ROADS MAP**

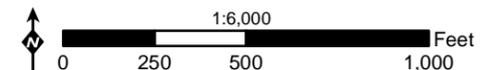
**Hollister 115 kV Power Line
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**Privileged and Confidential
Attorney Work Product**



Source: Insignia 2012; PG&E 2011

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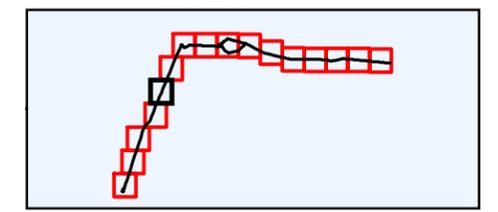
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ATTACHMENT A: ACCESS ROADS MAP

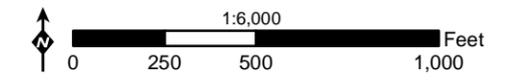
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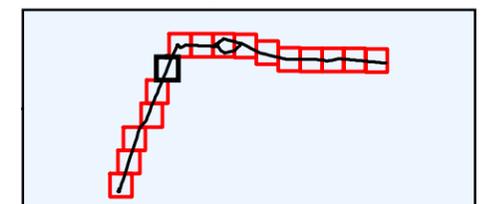


ATTACHMENT A: ACCESS ROADS MAP

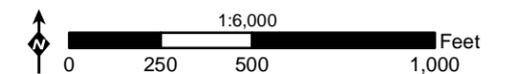
Hollister 115 kV Power Line Reconducting Project

-  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
 -  Tree Removal and Trimming
- Approved Road**
-  Overland Travel Route
 -  New Road
 -  Existing Road
 -  Existing Road - Needs Improvement
- Variance 19 Proposed Road**
-  Existing Road
 -  Existing Road - Needs Improvement
 -  New Road
 -  Overland Travel Route

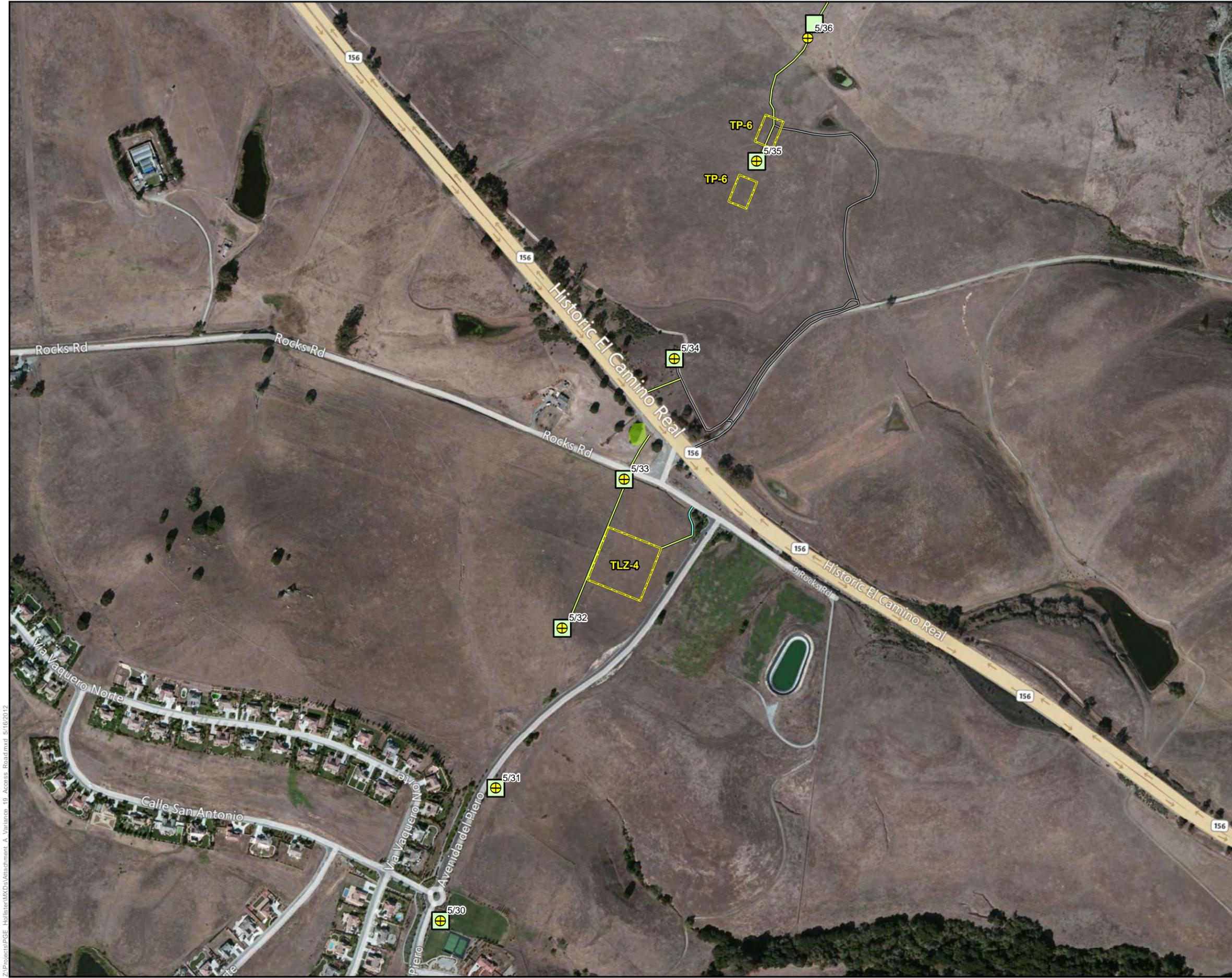
Map 6 of 16



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Source: Insignia 2012; PG&E 2011



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ATTACHMENT A: ACCESS ROADS MAP

Hollister 115 kV Power Line Reconducting Project

- LDS Location
- TSP Location
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- New Tower
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- Existing Pole
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- Existing Pole to be Topped
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- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate
- Tree Removal and Trimming

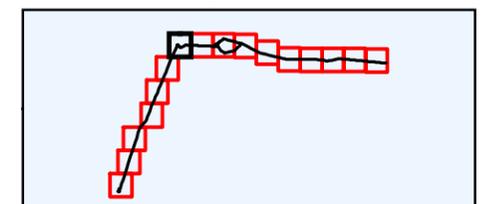
Approved Road

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

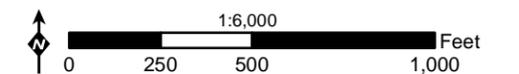
Variance 19 Proposed Road

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

Map 7 of 16



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Source: Insignia 2012; PG&E 2011

ATTACHMENT A: ACCESS ROADS MAP

Hollister 115 kV Power Line Reconducting Project

-  LDS Location
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-  Crane Pad
-  Existing Substation
-  Existing Switch
-  Construction Area
-  Culvert Installation
-  Proposed Gate
-  Tree Removal and Trimming

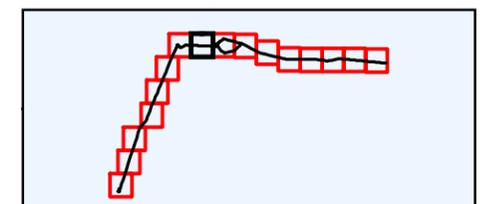
Approved Road

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

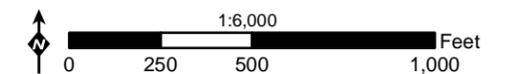
Variance 19 Proposed Road

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

Map 8 of 16



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Source: Insignia 2012; PG&E 2011



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ATTACHMENT A: ACCESS ROADS MAP

Hollister 115 kV Power Line Reconducting Project

-  LDS Location
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-  Culvert Installation
-  Proposed Gate
-  Tree Removal and Trimming

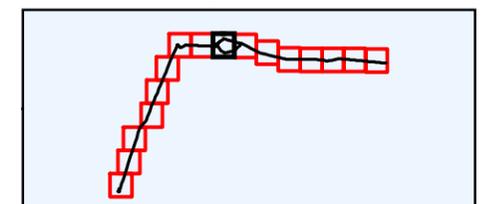
Approved Road

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

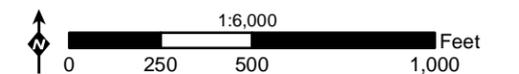
Variance 19 Proposed Road

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

Map 9 of 16



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Source: Insignia 2012; PG&E 2011

ATTACHMENT A: ACCESS ROADS MAP

Hollister 115 kV Power Line Reconducting Project

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- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate
- Tree Removal and Trimming

Approved Road

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

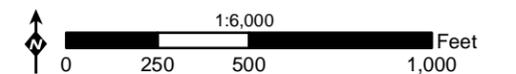
Variance 19 Proposed Road

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

Map 10 of 16



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Source: Insignia 2012; PG&E 2011

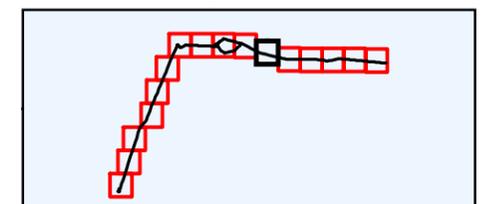
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ATTACHMENT A: ACCESS ROADS MAP

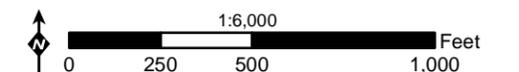
Hollister 115 kV Power Line Reconducting Project

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

Map 11 of 16



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Source: Insignia 2012; PG&E 2011

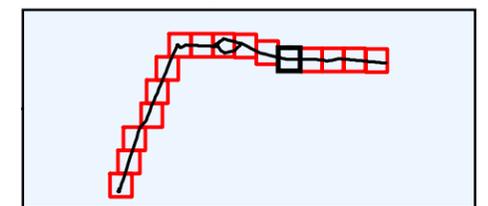
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ATTACHMENT A: ACCESS ROADS MAP

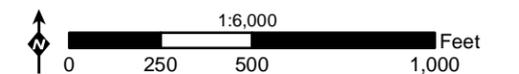
Hollister 115 kV Power Line Reconducting Project

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 -  New Road
 -  Overland Travel Route

Map 12 of 16



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Source: Insignia 2012; PG&E 2011



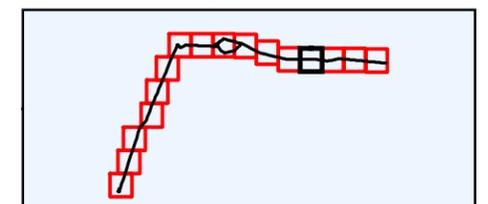
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ATTACHMENT A: ACCESS ROADS MAP

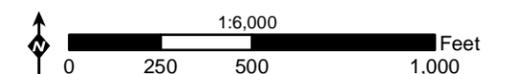
Hollister 115 kV Power Line Reconducting Project

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 -  Existing Road - Needs Improvement
- Variance 19 Proposed Road**
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 -  New Road
 -  Overland Travel Route

Map 13 of 16



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Source: Insignia 2012; PG&E 2011

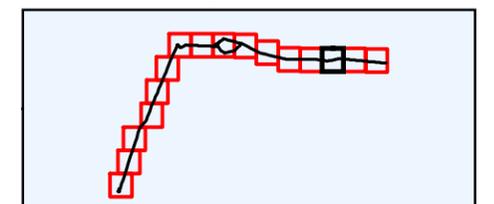


ATTACHMENT A: ACCESS ROADS MAP

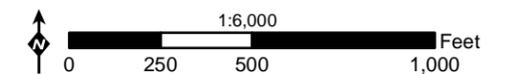
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 -  New Road
 -  Overland Travel Route

Map 14 of 16



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Source: Insignia 2012; PG&E 2011

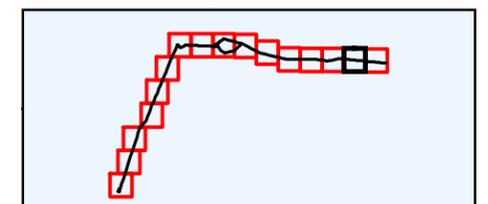
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ATTACHMENT A: ACCESS ROADS MAP

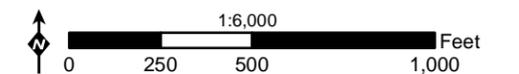
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- Variance 19 Proposed Road**
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 -  New Road
 -  Overland Travel Route

Map 15 of 16



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Source: Insignia 2012; PG&E 2011

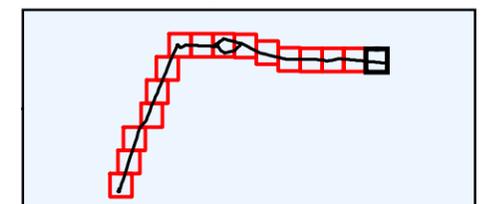


ATTACHMENT A: ACCESS ROADS MAP

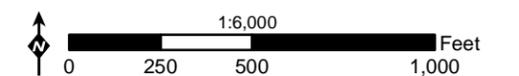
Hollister 115 kV Power Line Reconducting Project

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-  Existing Road
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 -  New Road
 -  Overland Travel Route

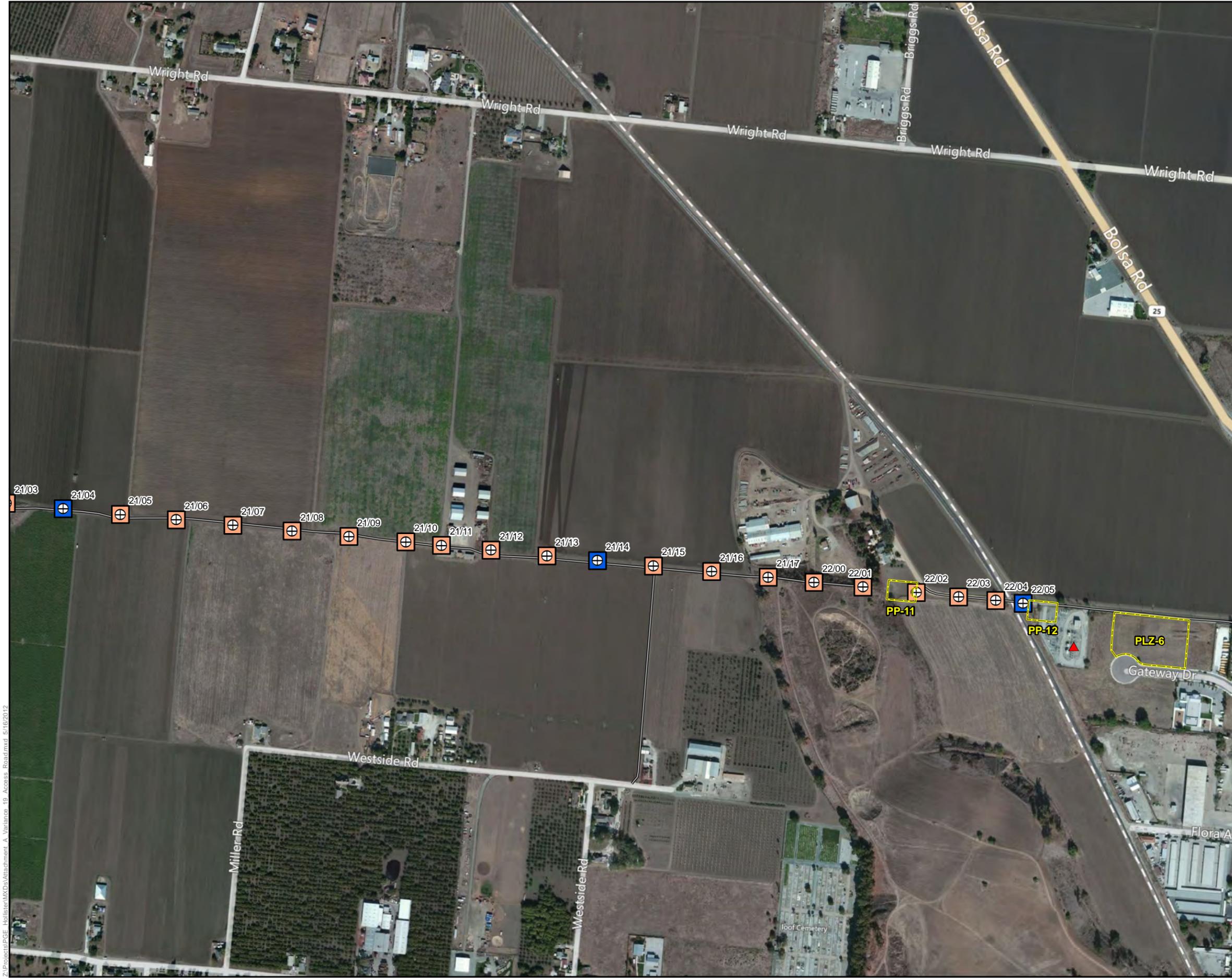
Map 16 of 16



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Source: Insignia 2012; PG&E 2011



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