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File No. 030137-0008

January 18, 2008

VIA FEDEX

CALIFORNIA ENERGY COMMISSION
Attn: Docket No. 06-AFC-9
1516 Ninth Street, MS-4
Sacramento, California 95814-5512

Re: Colusa Generating Station Project: Docket No. 06-AFC-9

Dear Sir/Madam:

Pursuant to California Code of Regulations, title 20, sections 1209, 1209.5, and 1210, enclosed herewith for filing please find a copy of a document prepared by URS Corporation entitled, "(Draft) Temporary Jumper Bridge, Colusa Generating Station."

Please note that the enclosed submittal was filed today via electronic mail to your attention and to all parties on the CEC's current electronic proof of service list.

Very truly yours,

Paul E. Kihm
Senior Paralegal

Enclosure

cc: CEC 06-AFC-9 Proof of Service List (w/ encl. via e-mail)
Michael J. Carroll, Esq. (w/ encl.)

DRAFT

Temporary Jumper Bridge
Colusa Generating Station (06-AFC-9)

The existing 74-foot span Glenn-Colusa Canal Bridge was originally designed for a 40-ton load, but its rating from the American Association of State Highway and Transportation Officials (AASHTO) is currently H-20, which is a 20-ton load. During construction of the Colusa Generating Station, the estimated maximum heavy haul load is 270 tons (540,000 pounds), which exceeds the capacity of the existing bridge. An option for transporting heavy loads across the canal is to install a temporary "Jumper" bridge. The Jumper bridge has an 800-ton capacity at a span length of 100 feet. There are three possible locations for placing the temporary Jumper bridge over the GCID canal within existing easements:

(A) The Jumper bridge can span directly over the existing bridge, see Figures 1 and 2, Alternative 1.

(B) The Jumper bridge can be placed side-by-side to the existing bridge, see Figures 1 and 3, Alternative 2 or 3.

The Jumper bridge is a proprietary structure supplied by Bigge Construction. The bridge is composed of heavy steel sections with modular assembly. Each modular component is approximately 6.5 feet wide and 40 feet long. The assembled bridge length is 120 feet and the width is 20 feet.

The Jumper bridge will be supported on wooden mats made of heavy timber, see Figure 1. The mats serve as the foundation for the Jumper bridge and transfer the load to the ground that the mats are placed on. The mats will need to raise the Jumper bridge high enough above the existing bridge so that any deflection (sag) in the Jumper bridge would not result in load on the existing bridge. Therefore, the mats need enough elevation to accomplish this. This will require constructing a transition grade of asphalt fill between the mat and the existing road to act as a ramp to the bridge, see Figure 1.

It will take one day to erect the Jumper bridge and one day to dismantle and haul it away. For Alternative 1, the existing bridge would be closed during installation and dismantling. Erection can be carried out at night and/or on weekends to minimize traffic disruptions. A staging area approximately 40 feet by 50 feet will be needed to set up the crane to erect the Jumper bridge. The existing Dirks Road, which approaches the bridge, will be used for this.

The duration the Jumper bridge will be in place is estimated to be approximately 6 months. The EPC contractor will decide if the Jumper bridge will be used as a one-way or two-way bridge. Alternatives 2 and 3 minimize the traffic disruption for regular bridge users and the need to close the existing bridge when the Jumper bridge is erected.

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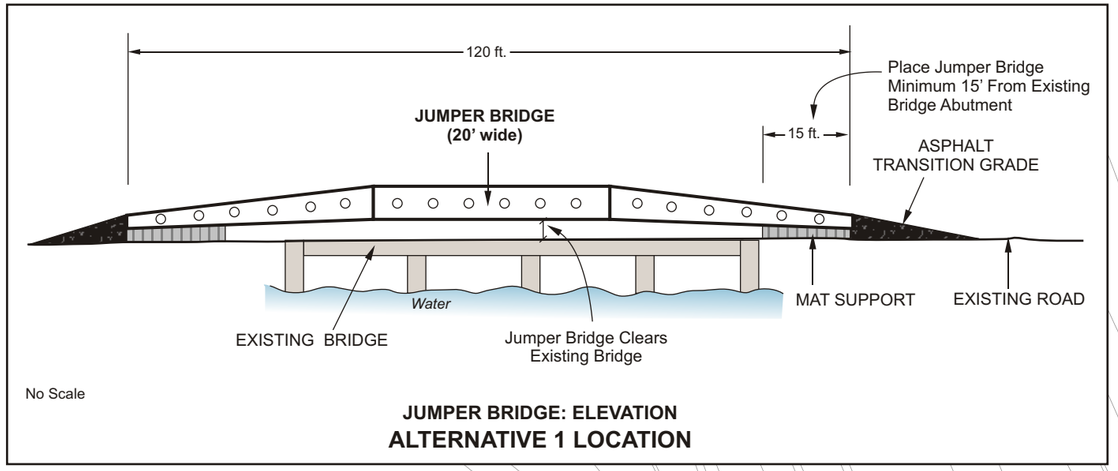
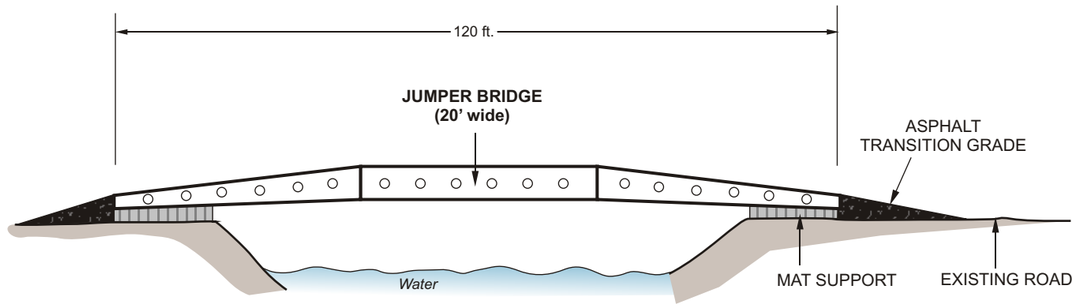


No Scale

JUMPER BRIDGE: ELEVATION
ALTERNATIVE 1 LOCATION



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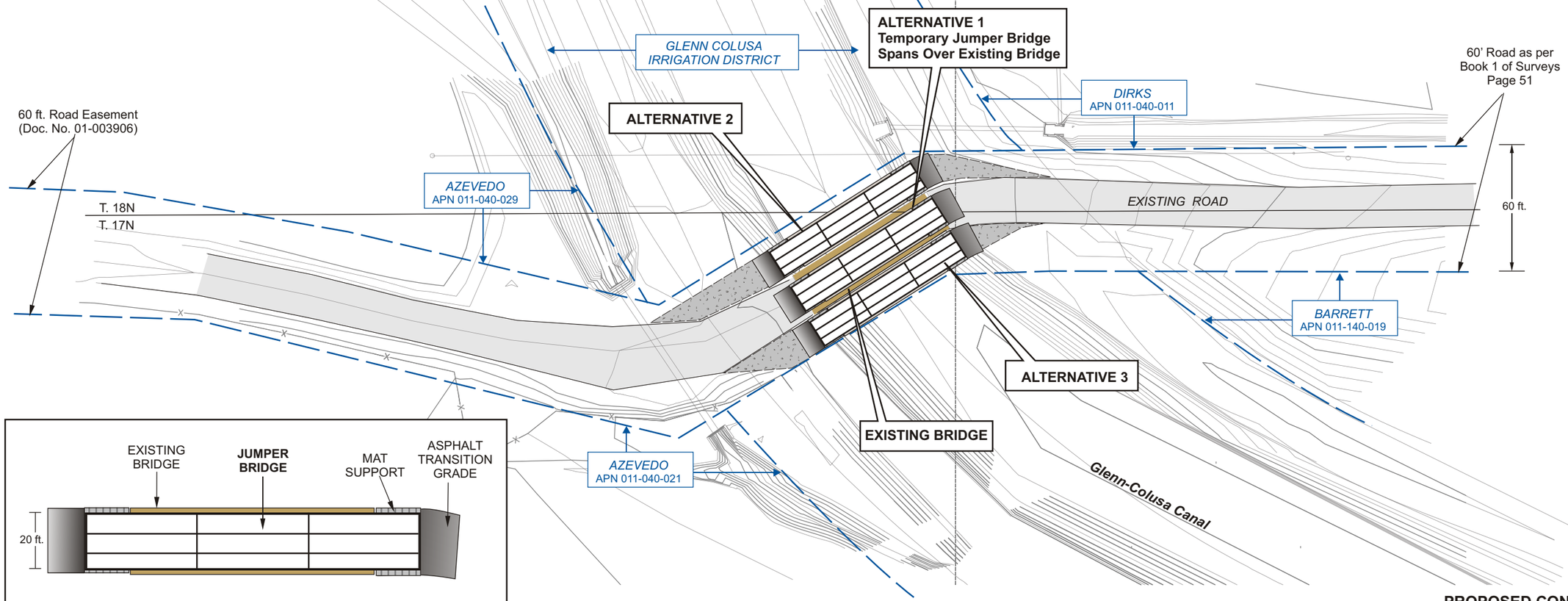
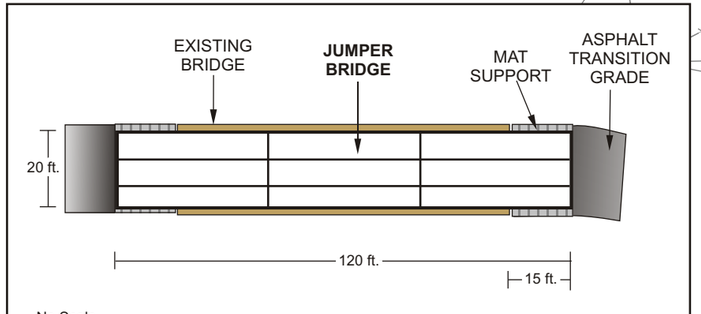
JUMPER BRIDGE: ELEVATION
ALTERNATIVE 2 OR 3 LOCATION





No Scale

JUMPER BRIDGE: PLAN
ALTERNATIVE 1

Source:
Bechtel Corporation; Colusa Power Plant,
Dwg. No. 7.2-1, October 5, 2006

N

0 80 160
Scale in Feet

PROPOSED CONCEPTUAL DESIGN
GLENN-COLUSA CANAL TEMPORARY BRIDGE

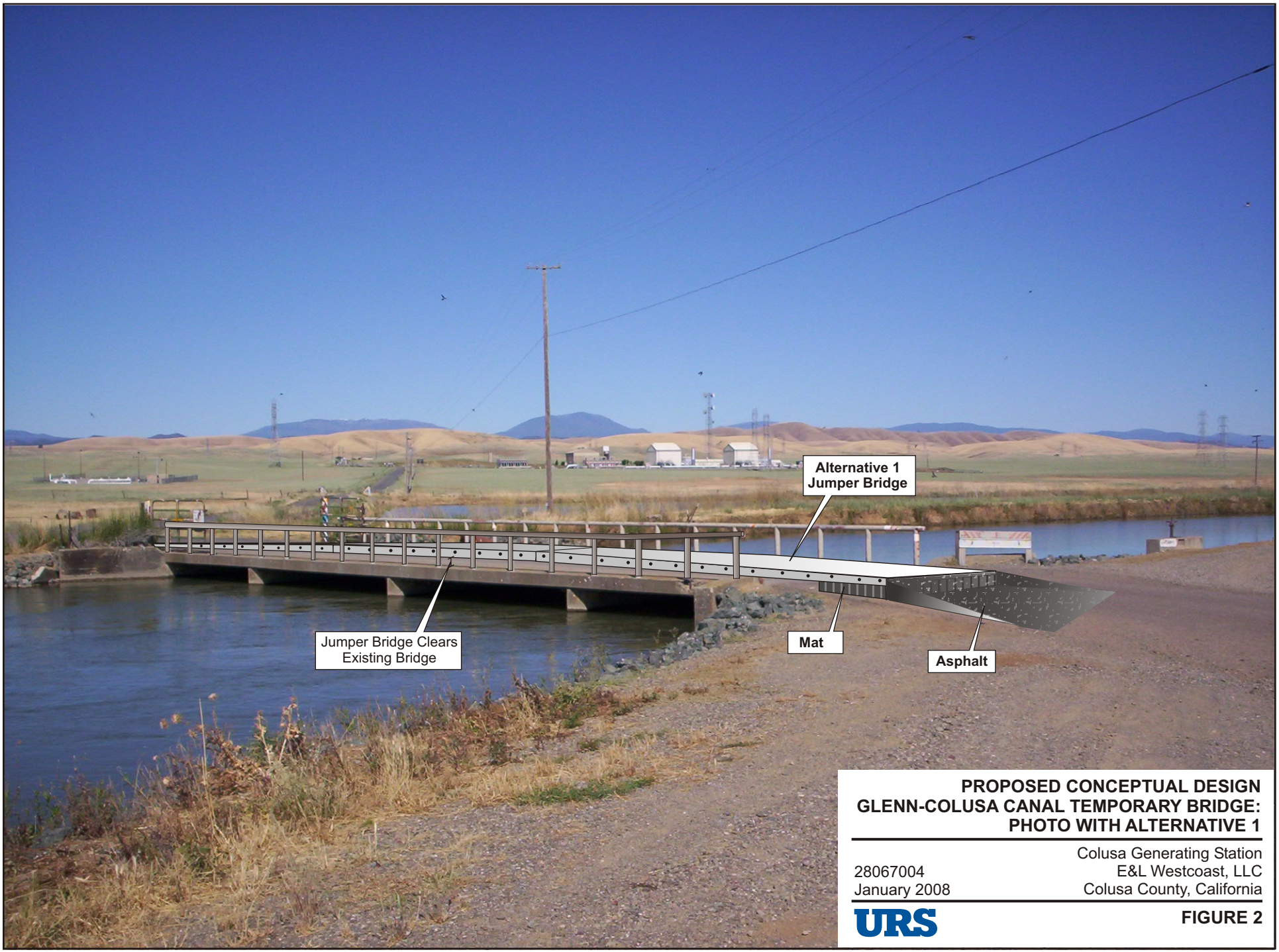
28067004
January 2008

Colusa Generating Station
E&L Westcoast, LLC
Colusa County, California

URS

FIGURE 1

1/16/08 vsa ..\28067004 CPV Colusa 2008\New Bridge Jan08\Graphics\F1_glenn-colusa temp bridge_REV jan08.cdr



PROPOSED CONCEPTUAL DESIGN
GLENN-COLUSA CANAL TEMPORARY BRIDGE:
PHOTO WITH ALTERNATIVE 1

28067004
January 2008

Colusa Generating Station
E&L Westcoast, LLC
Colusa County, California

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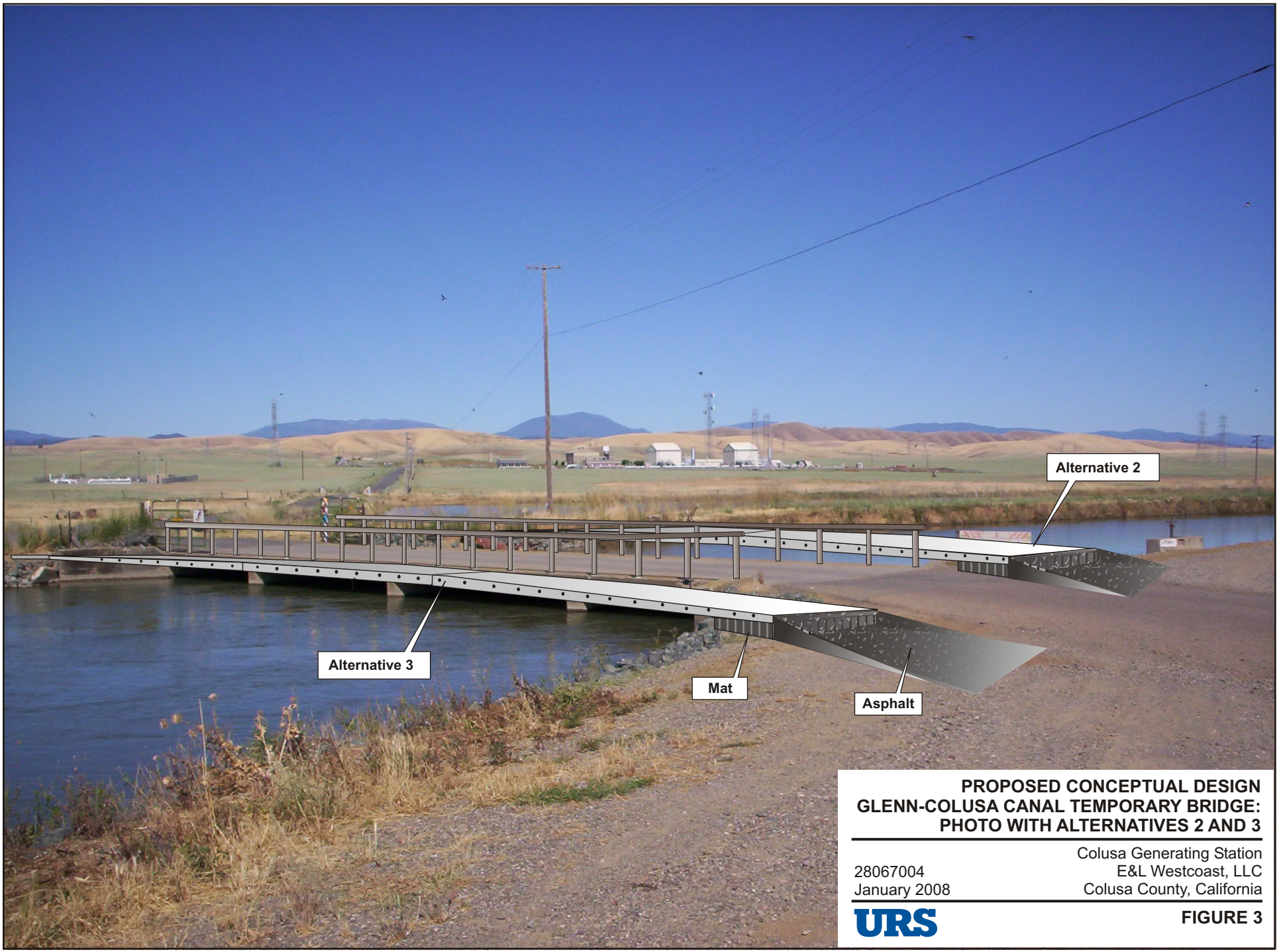
FIGURE 2

1/15/08 vsa ..\28067004 CPV Colusa 2008\New Bridge Jan08\Graphics\F2_glenn-colusa temp bridge_PHOTO-Alt 1.cdr



PROPOSED CONCEPTUAL DESIGN
GLENN-COLUSA CANAL TEMPORARY BRIDGE:
PHOTO WITH ALTERNATIVES 2 AND 3

Colusa Generating Station
28067004 — E&L Westcoast, LLC
January 2008 — Colusa County, California

URS

FIGURE 3

1/15/08 vsa ..\28067004 CPV Colusa 2008\New Bridge Jan08\Graphics\F2_glenn-colusa remp bridge_PHOTO-Alts2&3.cdr

STATE OF CALIFORNIA
ENERGY RESOURCES
CONSERVATION AND DEVELOPMENT COMMISSION

In the Matter of:	)	Docket No. 06-AFC-9
	)	
Application for Certification, for the COLUSA GENERATING STATION by E&L Westcoast, LLC	)	**ELECTRONIC PROOF OF SERVICE LIST**
	)	
	)	**(revised August 22, 2007)**
	)	
	)	

☒ Transmission via electronic mail and by depositing one original signed document with FedEx overnight mail delivery service at Costa Mesa, California with delivery fees thereon fully prepaid and addressed to the following:

DOCKET UNIT

CALIFORNIA ENERGY COMMISSION
Attn: DOCKET NO. 06-AFC-9
1516 Ninth Street, MS-4
Sacramento, California 95814-5512
docket@energy.state.ca.us

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DECLARATION OF SERVICE

I, Paul Kihm, declare that on January 18, 2008, I deposited a copy of the attached:

DOCUMENT PREPARED BY URS CORPORATION ENTITLED, "(DRAFT) TEMPORARY JUMPER BRIDGE, COLUSA GENERATING STATION"

with FedEx overnight mail delivery service at Costa Mesa, California with delivery fees thereon fully prepaid and addressed to the California Energy Commission. I further declare that transmission via electronic mail was consistent with the requirements of California Code of Regulations, title 20, sections 1209, 1209.5, and 1210. All electronic copies were sent to all those identified on the Proof of Service List above.

I declare under penalty of perjury that the foregoing is true and correct. Executed on January 18, 2008, at Costa Mesa, California.

Paul Kihm