
Childs-Irving Hydroelectric Project

Closeout Report – Reach 18 Flume Road



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Childs/Irving Hydroelectric Project Facilities Decommissioning

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INTRODUCTION

APS received approval from the Federal Energy Regulating Commission (“FERC”) to begin decommissioning activities at the Childs-Irving Hydroelectric Facilities on March 24, 2005. APS and its construction crews at the Child-Irving project have since proceeded forward with de-construction activities and are making significant progress towards its goal of removal and restoration according to the Decommissioning Work Plan (APS document CI-ENG-1 and the proceeding Settlement Agreements for the decommissioning.

This document provides a summary of the work completed and restoration activities in Reach 18 of the project. Reach 18 consists of the Flume Road that allowed access from the Irving Plant to the Fossil Springs Diversion Dam.

If you have any questions regarding this report, contact Kimberly Ashcraft at 602-250-5206 or the Childs-Irving website at <http://www.aps.com/aps/CI/Default.html> .

CHILDS IRVING SITE PLAN

1.0 Site Location and Access

The Childs Irving Project is an operating hydroelectric facility located on Fossil Creek in Central Arizona. It consists of two developments: Childs and Irving. The project is located entirely on land of the United States, managed by the United States Forest Service (“USFS”) and is part of the Coconino and Tonto National Forests.

Childs and Irving hydroelectric power plants are located approximately 110 miles north of Phoenix, Arizona. Environmentally sensitive areas surround each one. The only access to the facility is to use winding and gravel roads. One of the roads is approximately 22 miles long and enters off of the State Highway 260, which is six miles east of Camp Verde. The other access road is approximately 15 miles long and enters off of State Highway 87 at Strawberry, Arizona.

Closeout Report

2.0 Construction Activities

2.1 Flume Road (Reach 2)

The edges of the Flume Road have been ripped and re-seeded. Brush and rocks were placed to provide a more natural appearance. Low areas were reinforced with rock to allow storm water drainage to cross.



2.2 Flume Road (Reach 4)

The edges of the Flume Road have been ripped and re-seeded. Brush and rocks were placed to provide a more natural appearance. All culverts were removed and drainage swales were installed using rock and wattles for erosion protection. The road has been turned into a trail all the way back to the Irving Power Plant. The USFS requested that the trail continue to the Plant. See attached letter stating that they accept the change in the deconstruction plan.



2.3 Black Canyon Bridge (Reach 4)

The wooden bridge has been removed. All materials have been removed and disposed of offsite. The Forest Service trail building crew has created a trail and installed trail markers to cross this area.



3.0 Monitoring and Mitigation

3.1 Noxious Weed Control and Eradication

APS completed tasks related to the containment and eradication of noxious weeds as outlined in CI-ENG-10 Noxious Weed Control Plan. No additional noxious weed treatments are required.

No noxious weeds were encountered in this Reach.

3.2 Asbestos and Lead Based Paint

No lead paint or asbestos were encountered in this reach.

3.3 Waste Management

All wood materials were hauled off site for disposal.

3.4 Sediment and Erosion Control

Sediment and Erosion Control has been installed as required in the field.

3.5 Revegetation

The edges of the flume road have been re-seeded with native seed mix.

3.6 Agave Protection

No Agave plants were impacted in this area. Agaves impacted from Reach 3 were transplanted onto the edges of the Flume road.

3.7 Archeological Monitoring

The site was cleared by USFS archeologists prior to deconstruction.

3.8 Historical Mitigation

Retention of historic elements has been completed according to the Historic Properties Management Plan (HPMP) for the project.

Historic foundations remain for interpretation.

4.0 Facility Walk Down and Punch list

4.1 Facility walk down

A walk down of completed deconstruction work for Reach 18 was conducted during the walk downs of Reaches 2, 3, and 4. This occurred on March 23 and May 4, 2009. In attendance were APS project team members and USFS land staff. A summary of these walk downs can be found in Attachment 1 to this document.

4.2 Punch list items

No punchlist items were developed for this Reach. See Attachment 1 for final walkdown summary.

Attachment 1 – Facility Walk Down and Punch list

Reach 18 – Flume Road Site Walkdown / Punchlist

Walk Down Date: March 23, 2009 and February 18, 2010

Attendees: Kimberly Ashcraft, APS (3/23, 2/18)
Mike Stewart, APS (3/23, 2/18)
Jake Randal, APS (3/23)
Judy Adams, USFS (3/23, 2/18)
Beth Dykstra, USFS (2/18)
Steve Martinet, USFS (2/18)

Brief Walk down Description:

The site was walked down during the inspections of Reaches 2 and 4. The site was inspected by driving up the road and then hiking to various areas.

Flume Road (upper reach):

The upper reach of the flume road has been turned into a trail by ripping the sides of the road to narrow it and then re-seeding those area. A chipper was used to mulch brush and then spread on the areas. Boulders were placed for a more natural appearance and erosion control measures were put in place.

Flume Road (lower reach):

The lower reach of the flume road includes the removal of the Black Canyon Bridge. The wooden bridge was removed and all material was hauled off site. The USFS trail building crew then came in to create a trail to connect the flume road trail. The remaining road has been ripped and re-seeded similar to the upper reach. In locations where culverts crossed the road, they were removed and reinforced with rock to allow natural drainage across the road. Erosion control measures were put in place as required.

Punch List Items to be completed prior to USFS site acceptance:

For APS response:

1. None. Areas were stated to be OK during walkdowns.

For USFS response:

1. None. Areas were stated to be OK during walkdown.



File Code: 2770-2

Date: August 27, 2009

Kimberly Ashcraft
Arizona Public Service
PO Box 53933
Phoenix, AZ 85072

Dear Kim:

Thank you for your continued coordination on the deconstruction activities at Childs Irving. In field visits earlier this spring and summer, we have completed walk down reviews of many reaches and discussed activities within the project. This letter is to provide confirmation of recent conversations about the Flume Road and trail and other clarifications requested from our office.

The approved deconstruction plan indicated that the Flume Road would be converted to a trail width from the Fossil Springs dam to where the existing designated trail crossed Fossil Creek and intersected with the flume road. The Forest Service is requesting that APS continue narrowing the road to trail width the entire way to the Irving Plant site instead of obliterating the remainder of the Flume Road. We will be changing the trail location to avoid the steep slope and deeper creek crossing location by bringing the trail along the road bench into the Irving plant site. We would appreciate your help in making this revision to the deconstruction plans as we believe this trail location better serves the public. We will be looking at a trail connection back to the existing trailhead in the near future.

There was also some confusion about the spring development that serves the Irving site. At this time, the Tonto National Forest would like the concrete sump and metal shed structure removed to ground level and the pipe and other work done per the plans. Please ensure that there is nothing left above the ground surface that would be a safety issue.

You have asked for clarification about the Irving powerhouse foundation. We would recommend filling the holes in the foundation with dirt and compacting to ground surface level around the rest of the foundation. Again as stated above, we want to reduce the public safety issues as much as possible at this location.

You have also discussed the small rock retaining walls at the Irving plant site. We do not feel that all of the walls need to be removed. Any wall no higher than 2 feet tall could remain on site as long as there are no sharp edges or metal pieces exposed that might create a safety hazard or if they are damaged during deconstruction and are a visual impact. Please have Judy Adams review wall locations to remain and determine if there are any specific concerns that would need to be addressed.

We also would like to clarify that we do not want the steel cargo bridge left on site. This should be removed as stated in the deconstruction plans.



If you have any questions regarding this letter, please contact Judy Adams at (928) 203-7506.

Sincerely,

A handwritten signature in cursive script, appearing to read "Heather C. Provencio". The signature is written in dark ink and is positioned to the right of the word "Sincerely,".

HEATHER C. PROVENCIO
District Ranger