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PROJECT MEMORANDUM
SDG&E VINE 69/12-KV SUBSTATION PROJECT

To: Eric Chiang, Project Manager, CPUC
From: Vida Strong, Aspen Project Manager
Date: October 25, 2017
Subject: Monitoring Report #18: September 10 to October 6, 2017

Introduction

This report provides a summary of the construction and compliance activities associated with San Diego Gas and Electric's (SDG&E) Vine 69/12-kV Project.

A summary of the Notice to Proceed (NTP) for construction is provided below. The status of Temporary Extra Workspace (TEWS) and Minor Project Changes (MPCs) is provided in Table 1.

CPUC Environmental Monitor (EM): Jenny Slaughter was onsite September 21-22 and October 5-6, 2017.

Work Schedule: Construction at the Vine Substation site was conducted Monday-Friday between 7:00 am and 3:30 pm. Underground trenching for the distribution work along India and Vine Streets has been completed, and trenching along Kettner Boulevard is occurring between 7:00 pm and 5:00 am Sunday through Thursday.

CPUC NTP

NTP #1: Construction of the Vine 69/12-kV Substation Project

NTP #1 was issued by CPUC on June 8, 2016 for the entirety of the Vine 69/12-kV Substation Project, including construction of the Vine Substation, 12 kV distribution relocation, 69 kV Loop in, and telecom system upgrades.

Construction & Compliance

Vine Substation Construction

Summary of Activity: Please see Exhibit A

1. Construction began at the Vine Substation site on August 17, 2016. Civil construction activities are being conducted by Patriot Engineering. The below grade structural portion of the substation construction was conducted by DCX. Above ground construction is being performed by Kearney (SDG&E). Patriot has completed the majority of the civil work and returned the week of October 23, 2017 to complete final construction elements including rock placement, driveways, and sidewalks.
2. Wiring was installed within the 69 kV racks and control shelter.
3. 12 kV and 69 kV circuit breakers were installed.
4. Transformer gates were delivered.
5. Cable terminations were completed and switchgear testing occurred.



12-kV Relocation (India Segment – 12 kV Underground)

Summary of Activity:

6. NPL crews continued the underground work along Kettner Boulevard. Potholing, saw cutting, trenching, conduit installation, backfilling, and vault installation took place between the hours of 7:00 pm and 5:00 am, Monday through Friday.
7. Crews used leaf blowers to remove dislodged cold mix used to cover trench plates from adjacent sidewalks (see Figure 1).
8. Excavation and removal of historic trolley tracks continued (see Figure 2).
9. Grinding and paving took place along India Street.
10. 3-way switch installation took place at the State Street and Laurel Street intersection.
11. NPL crews are staging equipment and material at the Kettner Yard.

69 kV Loop In

Summary of Activity

No activity took place during the subject period.

Telecom System Upgrades

Summary of Activity

No activity took place during the subject period.

Environmental Compliance

1. On October 5, the CPUC EM observed unsafe conditions during night work along Kettner Boulevard (see Figure 3). Traffic control was set up and NPL crews were removing plates to begin trenching activities on Kettner crossing the intersection of W. Redwood Street. The CPUC EM observed several vehicles leaving parking lots located on W. Redwood Street drive directly into the work area on Kettner. There were no flaggers, signs, or cones present to stop traffic from entering the active work area. In addition, NPL crews had blocked the access to W. Redwood Street with traffic control cones, but cars needing to access W. Redwood were turning into the coned area (with open trenches) to access W. Redwood Street. Again, no flaggers were present to assist public traffic. Upon inspection of the approved Traffic Control Permits, it was determined that NPL had not set up traffic controls consistent with the permits. Access to W. Redwood Street was shown on the approved permits, and did not reflect was set up in the field on October 5. The CPUC EM notified the SDG&E site representative of the concerns and the SDG&E representative directed the NPL crews to shut down at that location. CPUC Project Memorandum #2 was issued to SDG&E on October 9 for the significant safety concerns relating to the traffic control problems, and construction was ordered to stand down by the CPUC until a Remedial Action Plan was submitted by SDG&E. The Remedial Action Plan included steps taken by NPL and SDG&E to ensure that the Traffic Control Permits were reviewed each day prior to the onset of work. Remedial Action Plan was provided to the CPUC on October 13 and construction was authorized to recommence on October 17.
2. On October 6, SDG&E provided notification of an incident that occurred on the night of October 4 at the Kettner Yard. A portable generator sparked a fire to straw wattles in the back of a work truck. Emergency response was dispatched to the scene to extinguish hot spots. As outlined in the Mitigation, Monitoring, Compliance Reporting Plan (MMCRP), SDG&E is required to immediately notify

the CPUC for certain safety incidents, including when emergency response is required. Because immediate notification did not occur, the lack of timely notification was included in the Project Memorandum #2.

3. Two Level B incidents were reported by SDG&E on September 21 and October 4 for crews not finishing work and having traffic control in place after the City permit allowable time of 5:00 am. SDG&E also reported the non-compliance with Traffic Control Permit as a Level B incident on October 6.
4. On October 2, a traffic collision occurred at the intersection of Kettner and Sassafras, outside of the Project traffic cone and work areas. Emergency response was dispatched, and no injuries were reported.

Public Involvement

No complaints were received during the subject period.

Temporary Extra Workspaces (TEWS) and Minor Project Changes (MPCs)

Table 1 summarizes the TEWS and MPCs for the Vine Substation Project.

Table 1
Temporary Extra Workspaces (TEWS) & Minor Project Changes (MPCs)
 (Updated 10/25/17)

TEWS / MPC	Date Requested	Date Issued	Phase	Description
Temporary Extra Workspaces (TEWS)				
TEWS #1	07/20/16	07/20/16	12 kV Underground	Requests the use of an existing graveled portion of the Witherby Substation for equipment and materials staging.
TEWS #2	07/21/16	07/21/16	12 kV Underground	The use of a paved, private parking area along Laurel Street for the large excavator.
TEWS #3	08/15/16	08/16/16	12 kV Underground	Use of paved, private parking lot (currently empty) for Underground contractor's equipment and materials storage.
TEWS #4	06/21/17	06/22/17	12 kV Underground	Use of three areas for equipment storage near the India Street Underground.
TEWS #5	08/29/17	08/29/17	12 kV Underground	Use of staging area at dead end of Redwood Street.
Minor Project Changes (MPCs)				
MPC #1	08/31/16	09/09/16	12 kV Underground	Continued use (beyond 60 days) of Kettner and Witherby yards.
MPC #2	04/24/17	05/12/17	66 kV Loop in	Replacement of wood pole with TSP

CPUC Project Memoranda (PMs) and Non-Compliance Reports (NCRs)

Table 2 summarizes the CPUC PMs and NCRs issued to date.

Table 2
CPUC Project Memoranda and Non-Compliance Reports
(Updated 10/25/17)

TEWS / MPC	Date Issued	Phase	Description
PM #1	07/27/17	12 kV Underground	Potholing along Kettner without the required monitors and a general trend in non-compliance incidents.
PM #2	10/09/17	12 kV Underground	Non-Compliance with Traffic Control Permits and untimely incident reporting.

Exhibit A – Construction Status



PROJECT PHOTOGRAPHS



Figure 1 – NPL crews used leaf blowers to remove dislodged cold mix from the sidewalks adjacent to Kettner Blvd.



Figure 2 – NPL crews working along Kettner Boulevard salvaged abandoned rail segments from the trench and vault excavations. These sections are put aside for recycling and for collection by the Pacific Southwest Railway Museum.



Figure 3 – Traffic control and construction activity the night of October 5 at the intersection of Kettner and W. Redwood Street. A vehicle drove through the work area to access a parking lot on W. Redwood Street. Open access to Redwood Street was not provided, inconsistent with Traffic Control Permits.