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PROJECT MEMORANDUM
PG&E WINDSOR SUBSTATION PROJECT

To: Eric Chiang, Project Manager, CPUC
From: Vida Strong, Aspen Project Manager
Date: January 5, 2018
Subject: Monitoring Report #43 – December 18, 2017 to December 31, 2017

This report provides a summary of the construction and compliance activities associated with the PG&E Windsor Substation Project which includes the construction of the Windsor Substation, as well as 12 kv distribution line underbuild and reconductoring work (see Exhibit A).

A summary of the Notices to Proceed (NTPs) for construction and Minor Project Change (MPC) activities are provided in Tables 1 and 2, respectively (below).

CPUC Environmental Monitor (EM): Jody Fessler was on site December 19.

Windsor Substation Site

NTP #1 was issued on June 15, 2016 for the Windsor Substation component of the Project, located at 10789 Old Redwood Highway in the Town of Windsor. NTP #1 included conditions that had to be satisfied prior to the start of construction. PG&E was allowed to start vegetation clearing and tree trimming prior to receiving their grading permit from the Town of Windsor. PG&E received the grading and building permits from the Town of Windsor on November 14, 2016, and minimal construction activities started thereafter. During the 2016/2017 rainy season, heavy rains and saturated conditions precluded construction activities at the Windsor Substation site for the majority of the season. Construction activities started back up in April 2017. The Substation was energized December 20, 2017; final grade, v-ditch, and landscaping work remain.

Summary of Activity:

Week of December 18-24

Crews worked at the Windsor Substation site Monday through Friday. Crews conducted grading of the substation pad, completed V-ditches to the stormwater pond and near the northeast gate, worked on completing conduit installation in pull boxes, and continued fence installation on the south side of the substation pad. PG&E General Construction (GC) crews worked on the dead-end switches and in the switchgear building, and the substation was activated and went “hot” on December 20, 2017.

At the time of the CPUC EM’s site visit of December 19, crews were working on a V-ditch on the south side of the substation pad, working on installing conduit in pull boxes, and grading (see Figure 1).

Week of December 25-31

Crews worked at the Windsor Substation site Wednesday through Friday. Crews continued working on the V-ditches and final grade of the substation pad.

The CPUC EM did not conduct a site visit of the substation during the subject week.

Environmental Compliance:

1. PG&E’s Environmental Inspector (EI), conducted inspections and monitoring on December 18, 19, and 28. No concerns were noted. Ongoing surveys for special-status species were performed. No special-status species were observed.

2. Steve Stetson (AHTNA) performed a SWPPP inspection on December 20. No issues were identified.
3. On December 19, the CPUC EM noted that there were several garbage cans within the Substation site that did not have lids. The CPUC EM informed the PG&E Inspector and he said that they would be covered by the end of the day. The CPUC EM noted that the site was neat and clean. Silt fencing was installed around the wetland areas on the west and south sides of the substation site, and was in good working condition. Environmentally Sensitive Area fencing was also installed around oak trees for protection. Soil piles that were not active were covered with plastic and surrounded by fiber rolls. Drainage inlets were protected with fiber rolls and gravel bags. Traffic control signs were setup along Old Redwood Highway near the Substation entrance and exit. Track out was being cleaned up as necessary. The site was in compliance with mitigation measures, Applicant Proposed Measures, and other permit requirements.

12 kV Distribution Line Underbuild and Reconductoring Work

NTP #2 for the 12 kV distribution line underbuild and reconductoring work was issued by CPUC on March 30, 2017. Work along Old Redwood Highway began July 5, 2017. Work along the Fulton No. 1 line began on September 12, 2017.

Summary of Activity:

Week of December 18-24

On the property west of the Substation across from the railroad tracks (Drew property), mats leading to the tubular steel pole (TSP) site were removed by a small Bobcat forklift and placed on a loader to be driven to a semi-trailer. Crews also redistributed a natural spoil pile near the TSP site by hand and removed the plastic liner at the bottom of the pile.

Along the Fulton No. 1 alignment, crews worked Monday through Friday where seven poles were replaced. Two cranes were used to carry new poles to the appropriate locations, and remove and move the old poles to the staging area to be removed at a later date. The cranes and bucket trucks were used to transfer wires from the old poles to the new poles. After a pole replacement was completed, crews moved the cranes along the tracks to the next pole location. While the last pole replacement was being completed, crews removed one of the cranes from the Project area. Once the last pole replacement was completed, the second crane was removed. Crews removed wood beams from along the railroad tracks following pole replacement and cleared out larger wooden platforms that were used to bring in the cranes to the Project area. Crews also raked and cleared all debris that may have been associated with the construction work and left the site clean and debris free.

No work occurred along Old Redwood Highway during the subject reporting period.

At the time of the CPUC EMs site visit on December 19, crews were working on pole replacements along the railroad tracks for the Fulton No. 1 line south of Starr Road, and another crew was removing wood beams that were used for the cranes to drive on over the tracks (see Figures 2 - 4).

Week of December 25-31

On the property west of the Substation across from the railroad tracks (Drew property), work occurred in the vicinity of the TSP. The mats along the access road for heavy equipment were removed the previous week (see Figure 5). A small excavator was used to dig a trench for conduit installation to the TSP and PVC piping was installed (see Figure 6). The trench was then backfilled with imported sand and excavated soil, and compacted (see Figure 7). A small amount of remaining soil was removed from the site and the work area was graded. All materials, including fencing, cones, lumber pallets, and debris were removed from the site following completion of the work. Tire ruts along the temporary access route were removed, and track out onto Herb Road beyond the rumble plates was swept by hand.

The CPUC EM did not conduct a site visit of the TSP work during the subject week.

Environmental Compliance:

1. The PG&E EI conducted inspections and monitoring December 18–22, and 27–29 along the Fulton No. 1 alignment. Ongoing surveys for special-status species were performed. No special-status species were observed. No compliance issues were noted except the incident below (#4.).
2. Steve Stetson (AHTNA) performed a SWPPP inspection of December 20. No issues were identified.
3. The CPUC EM conducted monitoring of the pole replacement work on the Fulton No. 1 alignment along the railroad tracks south of Starr Road. The work was in compliance with mitigation measures, Applicant Proposed Measures, and other permit requirements. No monitoring was conducted along Old Redwood Highway during the subject week since no construction activities occurred.
4. On December 21, a driver of a Blue Line Rental Company drove from Herb Lane through the gate and onto the Drew property, leaving a large divot in the grassland. The driver drove past the Outback (contractor) Foreman, through the gate, and directly off the matting. The Foreman and other Outback staff shouted and waved trying to stop the driver from continuing into the restricted area, but were unable to get his attention until he was already in the grass by approximately 10 to 12 feet. At that point, the equipment was off-loaded and the truck was able to back out without getting further entrenched in the field. The ruts were approximately 30-40 cm deep and were repaired as best as possible with the minimal material available to be used as backfill. No further action is proposed and no sensitive areas were damaged.

Notices to Proceed (NTPs)

Table 1 summarizes the Notices to Proceed (NTPs) for the Windsor Substation Project.

Table 1
Notice to Proceeds (NTPs)
(Updated 1/05/18)

NTP #	Date Requested	Date Issued	Phase	Description
NTP #1	5/17/16	6/15/16	Windsor Substation	Windsor Substation component of the Project.
NTP #2	2/17/17	3/30/17	Reconductoring & 12 kV Line Underbuild	Rebuild a segment of the Fulton No. 1 power line to hold a new double-circuit 12 kilovolt (kV) distribution line underbuild, and reconductoring an existing distribution line along Old Redwood Highway.

Minor Project Changes (MPCs)

Table 2 summarizes the Minor Project Changes (MPCs) submitted for the Windsor Substation Project.

Table 2
Minor Project Changes (MPCs)
(Updated 1/05/18)

MPC #	Date Requested	Date Issued	Phase	Description
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MPC #	Date Requested	Date Issued	Phase	Description
MPC #1	5/17/16	6/15/16	Windsor Substation	Design change to Spill Prevention Control and Countermeasure (SPCC) retention pond and stormwater flow. MPC #1 was incorporated into NTP #1.
MPC #2	5/17/16	6/15/16	Windsor Substation	Use of water truck or driwater pods instead of irrigation system for landscaping. MPC #2 was incorporated into NTP #1.
MPC #3	5/17/16	6/15/16	Windsor Substation	Replacement of culverts in existing roadways entering substation site and Herb Lane. MPC #3 incorporated into NTP #1.
MPC #4	8/11/16	8/19/16	Windsor Substation	Revision of the Conceptual Landscape Plan based on final design and engineering.
MPC #5	2/17/17	3/30/17	Reconductoring & 12 kV Line Underbuild	Use of crane staged on SMART tracks to replace certain poles along the Fulton No. 1 Power Line submitted with NTP Request #2.
MPC #6	2/17/17	3/30/17	Reconductoring & 12 kV Line Underbuild	Final design and engineering revision to the tubular steel pole (TSP) west of the substation submitted with NTP Request #2.
MPC #7	2/17/17	3/30/17	Reconductoring & 12 kV Line Underbuild	Changes to tree trimming and removal due to construction method changes (crane use on SMART tracks) submitted with NTP Request #2.
MPC #8	2/17/17	3/30/17	Reconductoring & 12 kV Line Underbuild	Additional pull and tension site located on Railroad Avenue between Poles a32 and a33 submitted with NTP Request #2.
MPC #9	6/05/17	6/22/17	Reconductoring & 12 kV Line Underbuild	Reconfiguration of distribution line crossing of Old Redwood Highway and pole changes.
MPC #10 REVISED	8/15/17	9/12/17	Additional Staging Area	Additional temporary staging area at southeast corner of Windsor River Road and Windsor Road in Windsor.

EXHIBIT A – CONSTRUCTION STATUS



PROJECT PHOTOS



Figure 1 – Crews working on a V-ditch on the south side of the Substation – view west, December 19, 2017.



Figure 2 – Crews preparing pole for replacement with crane along the railroad – view south, December 19, 2017.



Figure 3 – Crane lifting pole into place over trees – view west, December 19, 2017.
Photo courtesy of PG&E.



Figure 4 – Crews picking up wood beams used to drive cranes on over railroad tracks – view north, December 19, 2017.



Figure 5 – Access road to TSP where mats were removed the previous week – view north, December 27, 2017. Photo courtesy of PG&E.



Figure 6 – Conduit trench to TSP – view south, December 27, 2017. Photo courtesy of PG&E.



Figure 7 – Backfilling and compacting conduit trench to TSP – view north, December 28, 2017. Photo courtesy of PG&E.