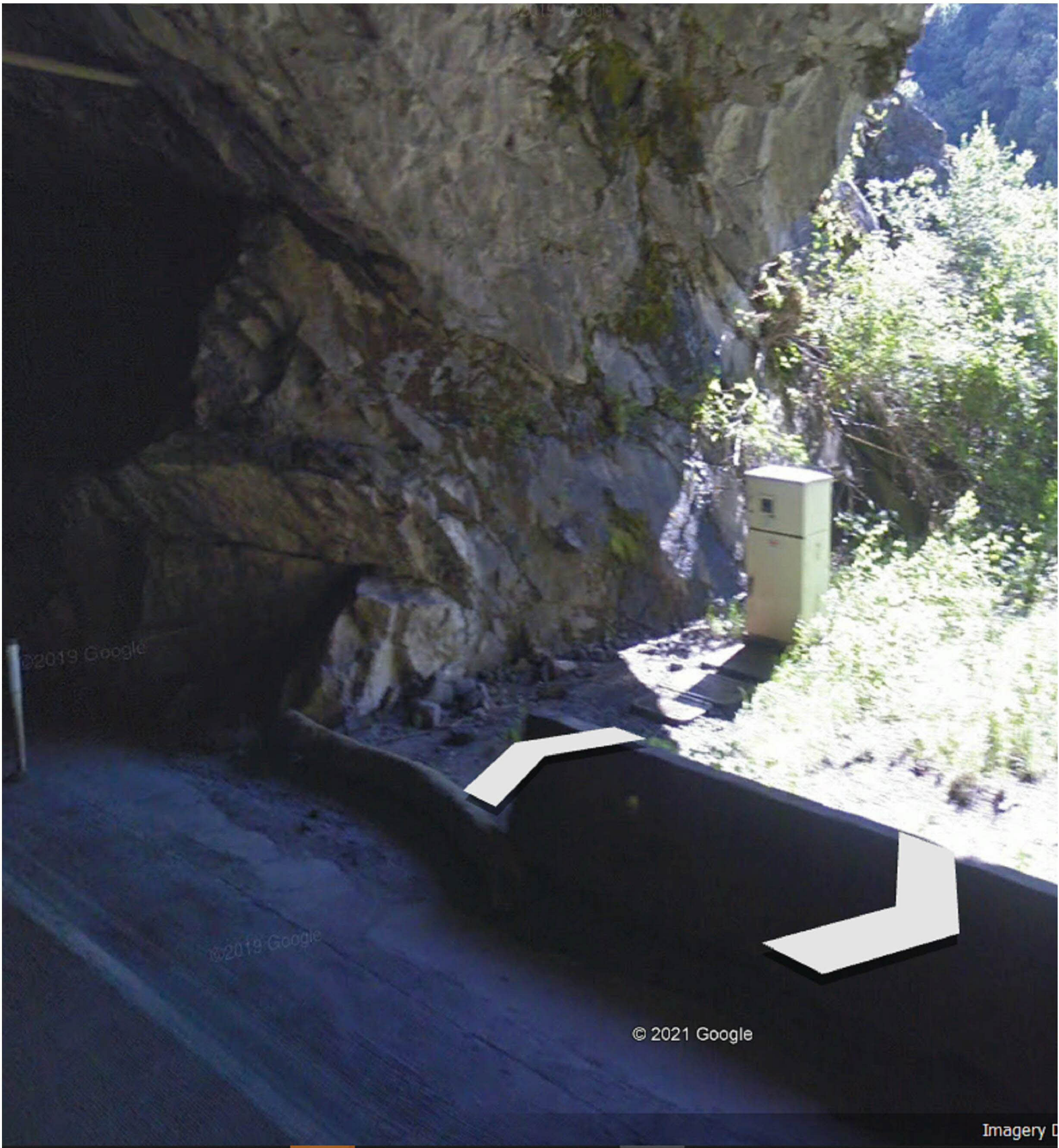

From: [REDACTED]
To: [REDACTED]
CC: [REDACTED]
Sent: 2/23/2021 2:13:56 PM
Subject: RE: O8W-PM [REDACTED] - Bucks Creek 1101 Phase 1,2&3 -
Pre-Engineering Meeting
Attachments: Basemap Limits for PM's [REDACTED].kmz

H [REDACTED]

Attached are the 'base-map' limits in a kmz. file. As you will see, we need our base-map to go about ~100' into the tunnel at the south end (see pedestal in picture below....please begin about ~50 beyond this point which is about ~100' beyond the Cresta Dam).



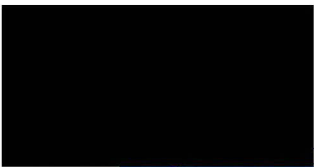
We want to end the base-map at the sign location below which is roughly at MM (Mile Marker) 5.10.





Please advise to all on this email when you have an expected completion date for this base map?

Thanks in advance,



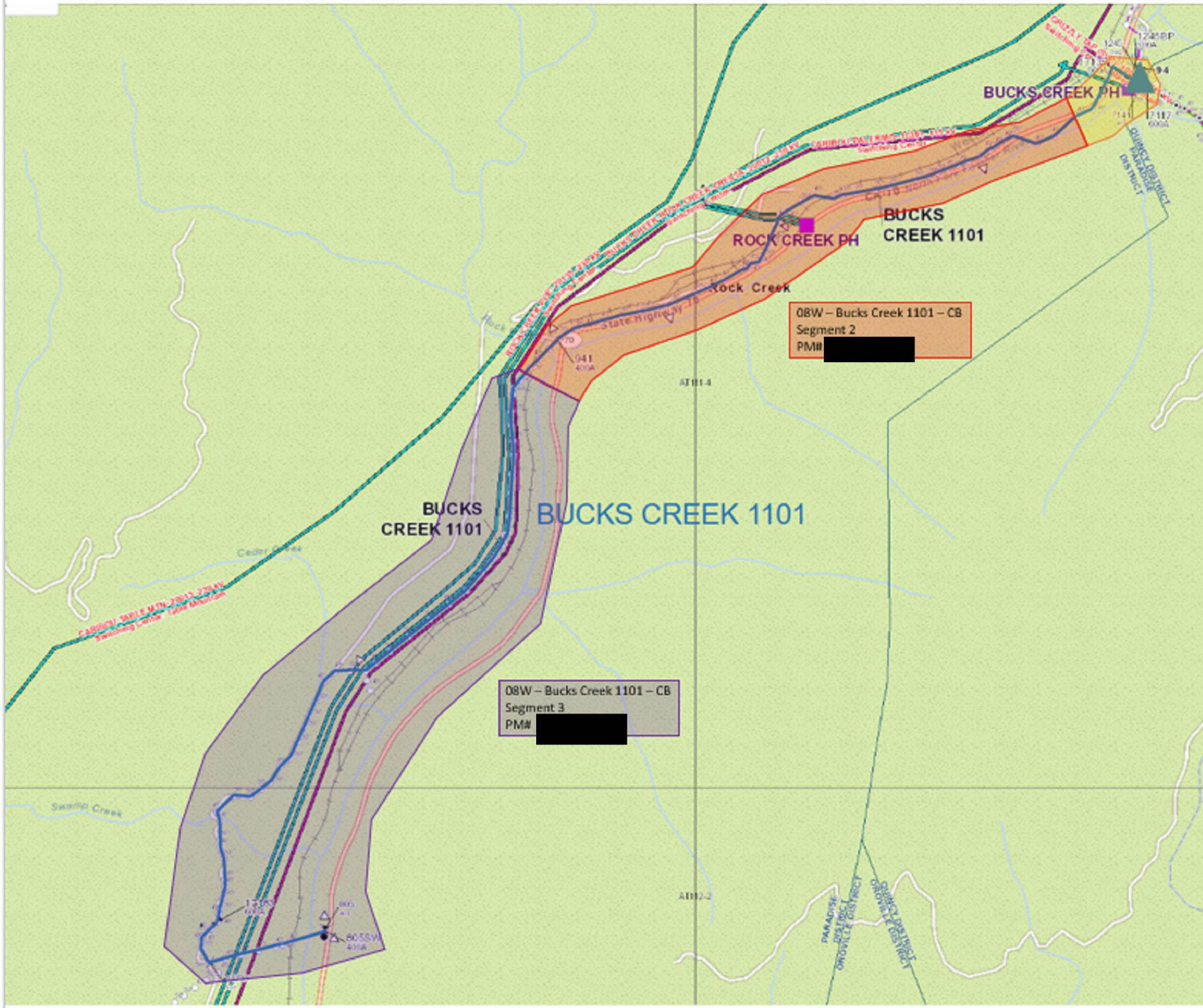
Pacific Gas and
Electric Company

From: [REDACTED]
Sent: Tuesday, February 23, 2021 1:34 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: O8W-PM [REDACTED] - Bucks Creek 1101 Phase 1,2&3 - Pre-Engineering Meeting
Importance: High

[REDACTED] and [REDACTED]

For Bucks Creek there is quite a bit of work surrounding Hwy 70 and we will need a Land Department Base Maps prepared for all 3 Orders. This will delay the EOD dates until these can be developed and provided to the Vendor... We will also need answers to the questions outlined by [REDACTED] below...

Bucks Creek 1101- PM# [REDACTED] Overview Map

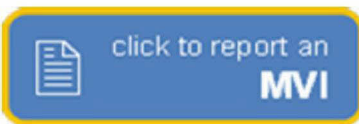


Thxs,

[REDACTED] | Manager - Electric Ops – Major Projects and Programs – Central Design and Estimating

Contract Estimating - Pacific Gas and Electric Company
[REDACTED]

Some of the measures included in this email are contemplated as additional precautionary measures intended to further reduce the risk of wildfires.



From: [REDACTED]

Sent: Tuesday, February 23, 2021 11:29 AM

To: [REDACTED]

Cc: [REDACTED]

Subject: O8W-PM [REDACTED] - Bucks Creek 1101 Phase 1,2&3 - Pre-Engineering Meeting

All,

Good meeting yesterday...I feel its best to get everything 'on the table' as soon as possible in the 'life cycle' of any project, here is that attempt.

I will set up a virtual 'follow up' meeting next week to discuss who is taking what action items below.....first I need confirmation that we can even change scope, and what the process looks like.

Here are my notes/action items:

PM [REDACTED] (Phase 1)

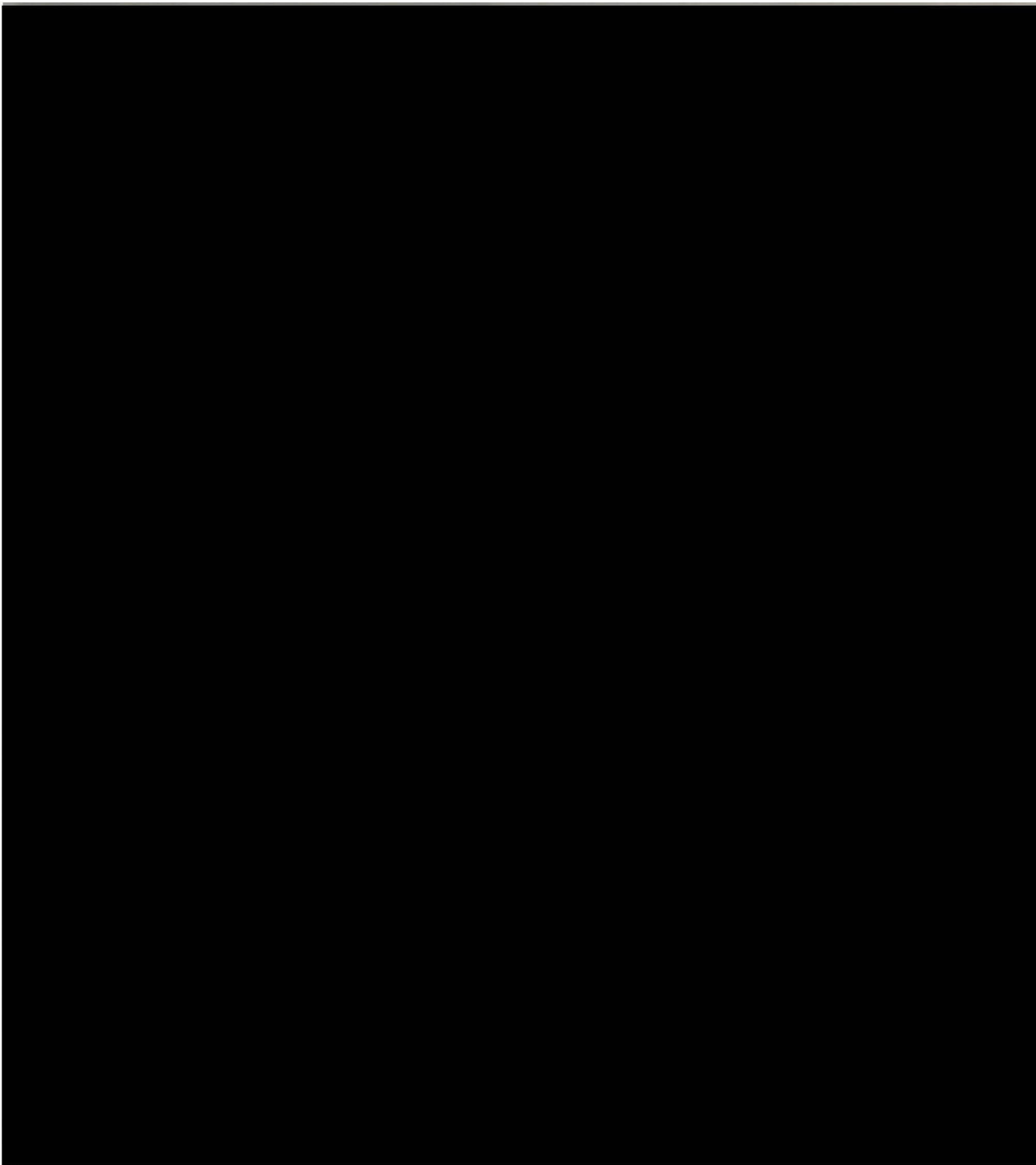
1. We learned the following:
 - a. Sub-Station (per Foreman [REDACTED] is undergoing its own project under PM [REDACTED] of which is in UNSC status, and the following locations have 'overlap' scope:
 - i. Location 1, pole is being replaced under Sub PM
 - ii. Location3, pole is being replaced under Sub PM
 - iii. It appears that PM [REDACTED] will be completed before our O8W project begins, so it is imperative that we work to have their scope match our needs...ASAP. I will take this action with the help of [REDACTED] and [REDACTED] to supply the details.
2. Location 2 has a bank of three transformers not indicated in any of our scoping documents...do we really need to replace this steel pole?



3. 'Underground' scope between locations 102 and 101 doesn't make sense when the following are considered:
 - a. How does this scope reduce risk?
 - b. Is 'undergrounding this small section 'constructible' when you consider the following:
 - i. Stairway, creek crossing, and proximity to sub-station
 - c. See picture



3. All parties had the same burning question regarding the 'river crossing';
 - a. Why couldn't we move Location 4 to the east side of CA-70 and remove Locations 5, 6, 7, and 8 of the OH-Hardening scope? This would require an increase in OH-UG scope on PM [REDACTED] of about the same distance of OH-Hardening scope begin removed from PM [REDACTED]
 - b. Here is the basic idea in RED.....the dashed line is proposing UG:



PM [REDACTED] (Phase 2)

1. Preliminary Drawing was not provided

2. Trench Location:

- a. We determined that landing the trench ~2' into the lane from the ETW (fog-line) was probably the best consistent location of which it would be ideal if the 7-boxes could be landed in the 'travel lane'. This will need to be discussed with [REDACTED] before moving forward with the design.
- b. Any proposed poles to be placed within 52' from ETW if absolutely needed will need 'gaurdrail' protection to assist with DSDD exception requests.

3. Rock Creek Bridge Crossing

- a. Scope is not clear for this crossing since it leads us to a 'what-if' scenario of, if [REDACTED] doesn't allow the conduits to be attached to the existing bridge we should span the river OH. This will need to be discussed with [REDACTED] to first determine 'if' we can attach to their bridge before scope is locked.

PM [REDACTED] (Phase 3)

- 1. [REDACTED] located in picture below also has a weather station on pole and scope for

replacing this Tx is another 'what if' scenario of:

- a. Does the [REDACTED] need the service?
- b. If they do can we serve via a crossing at the Cresta Dam.
- c. If Cresta Dam doesn't work should we cross the river a different location?
- d. What do we do about the weather station?



e. Here is pic:

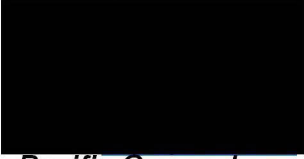
2. Termination of UG scope at Cresta Dam is not clear for the following reasons:

- a. Not constructible to 'trench' to....see pic:



- i. We were not able to see the panel at the Cresta Dam to determine loading needs.
 - ii. It also appears that this transformer feeds a [REDACTED] Pedestal for lights in the tunnels.
- b. The question is:
 - i. First, do we need the river crossing at the outflow of the dam if we are going to cross the river at a different location to feed the [REDACTED] Tx?
 1. If we don't need the river crossing could we install a pad-mount Tx and trench in a service through the tunnel ~100LF to the [REDACTED] pedestal and then feed the

Cresta Dam panel?



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Electric Company