
From: [REDACTED]
To: [REDACTED]
Sent: 2/23/2021 6:44:42 PM
Subject: Re: O8W-[REDACTED] Bucks Creek 1101 Phase 1,2&3 - Pre-Engineering Meeting

[REDACTED]

I can meet you with an estimator out there one day and look at what you're proposing. I would suggest you use my Caltrans contacts & UPRR contacts.

I can introduce you to them and they are comfortable working with you things will be easy. I can also introduce you to all the players for Hydro up there that you will need to come to agreement with also during scoping. If you involve our Caltrans liaison [REDACTED] or the account rep for UPRR you will get nowhere. I already had this painful experience so I'm trying to work with the Caltrans and Railroad on the lower section of the Bucks Creek 1101.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Tuesday, February 23, 2021 12:57:21 PM
To: [REDACTED]
Subject: FW: O8W-[REDACTED] Bucks Creek 1101 Phase 1,2&3 - Pre-Engineering Meeting

Hi [REDACTED]

You are listed as a contact in the scoping documents as someone that could work with the RR to determine the use of an existing transformer... can you provide me with your contact at the RR?

Please advise,

[REDACTED]

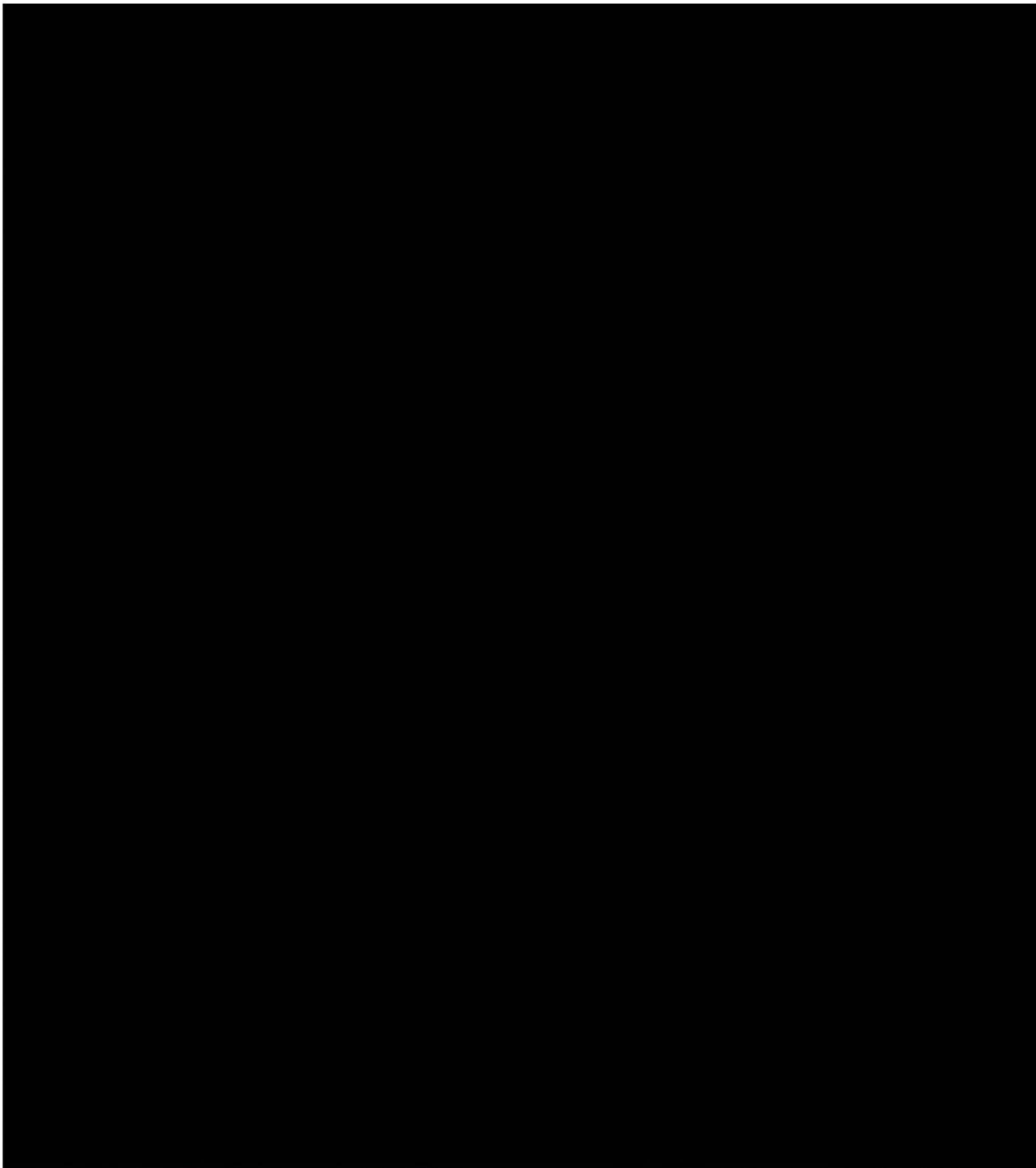
From: [REDACTED]
Sent: Tuesday, February 23, 2021 11:29 AM



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 Caltrans 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 Caltrans 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 Caltrans to first determine 'if' we can attach to their bridge before scope is locked.

PM [redacted] (Phase 3)

1. RR Siding Service/Tx 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 RR 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 Caltrans 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 RR 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 Caltrans pedestal and then feed the

Cresta Dam panel?

