PG&E FULTON-FITCH MOUNTAIN RECONDUCTORING PROJECT – A.15-12-005; D.17-12-012

Table 1 Data Needs #3 for Petition for Modification #1

ID	Applicable References	Issue	Data Need
Recreation			
REC-01	**Supplemental PEA:** 2.4.2.1 Proposed and Alternate Sites **Data Needs #1:** REC-01 **Data Needs #2:** REC-01	**Grading in Shiloh Ranch Regional Park** In response to Data Needs #1 and #2, PG&E provided the Shiloh Park Grading Plan prepared by Kleinfelder which illustrates proposed grading areas at Pole 23 and Pull Site-6 (PS-6). The grading plan identifies the existing location of Pole 23 but does not include the proposed pole location and permanent pad. The grading plan should also identify the route of Ridge Trail in the park and project access road that would be realigned during construction; both the pre-project and temporarily alignment routes should be shown.	a. Revise the Shiloh Park Grading Plan to identify (1) the proposed new location of Pole 23 and permanent pad, and (2) the pre-project trail route and the temporary trail route.
Noise			
NS-1	**Final IS/MND:** 3.11 Noise **PFM Application:** Section III and Attachment A **Data Needs #1:** PD-09	**Wording Changes to MM Noise-3** PG&E included proposed wording changes for MM Noise-3 regarding landing zones for heavy lift helicopters within 4,000 feet of schools. In Data Needs #1 (PD-09), PG&E confirmed that use of large helicopters could be avoided in the Southern Segment.	a. Confirm that the proposed wording changes to MM Noise-3 are no longer needed and should be withdrawn from consideration.
Hydrology and Water Quality			
HWQ-1	**Final IS/MND:** 3.9 Hydrology and Water Quality **Supplemental PEA:** 2.4.6 Erosion,	**Dewatering during TSP Foundation Construction** The 2018 geotechnical investigation submitted in response to Data Needs #2 identified groundwater levels at boring locations in the Southern Segment as close as 11.5 feet from the ground surface. The borings were drilled in July 2018. According to	a. Provide a detailed description of the extent of dewatering activities that may be required at TSP locations in the Southern Segment, including the process for extracting, storing, testing, discharging and/or off-hauling and disposing water in excavations.

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	Sediment, and Pollution Control **Data Needs #2:** GEO-01 **2018 Geotechnical Investigation Report**	PG&E's proposed schedule, TSPs foundations (5 to 7 feet in diameter and 20 to 30 feet deep) would be constructed between approximately October and January when groundwater could be encountered at shallower depths than the July 2018 depths identified in the geotechnical report. The potential for dewatering at pole holes was evaluated in the IS/MND; however, the extent of dewatering associated with the PFM could be greater and require additional equipment or workspace that should be considered and evaluated. Additional information is needed regarding anticipated dewatering activities. During a site visit on December 20, 2018, PG&E reported that they would use a programmatic dewatering permit from the North Coast Regional Water Quality Control Board (NCRWQCB) for anticipated dewatering activities in the Southern Segment. Details on permit coverage and requirements are needed per MM Hydrology-3.	b. Identify the equipment that would be used for dewatering (i.e., pumps, generators, storage tanks, pipes and hoses). Provide motorized equipment run times, emissions estimates, and noise levels. c. Describe potential workspace needs for any extensive dewatering activities, such as where pumps, pipelines, and baker tanks would be stored considering pole locations along public roadways. d. Provide a copy of PG&E's programmatic dewatering permit from NCRWQCB that would be used for anticipated dewatering activities in the Southern Segment.
Geology and Soils			
GEO-01	**Final IS/MND:** 3.6 Geology, Soils, and Mineral Resources **Data Needs #2:** GEO-01 **2017 Geotechnical Investigation Report** **2018 Geotechnical**	**Geotechnical Investigation Report** According to soil data published by the U.S. Department of Agriculture and Natural Conservation Resource Service (US Department of Agriculture 1972, Natural Resource Conservation Service 2015), expansive soils with high shrink-sell potential are located in the Southern Segment where Poles 16, 17, and 18 are located. The soil type is identified as Clear Lake clay (CeA) (refer to Section 3.6 of the Final IS/MND). The 2017 geotechnical report notes the presence of expansive soils in the Southern Segment, but potential impacts were not addressed because at the time no pole replacement was proposed in the Southern Segment.	a. Provide a revised version of the geotechnical investigation report that addresses expansive soils in the Southern Segment. At a minimum, the report should be revised as follows: – Identify the locations of expansive soils and associated hazards. – Describe existing hazards from expansive soils on existing poles, such as location and design factors. – Describe potential hazards from expansive soils on proposed poles, based on proposed locations and designs. – Describe any design elements that would be adopted to ensure potential hazards from expansive soils would not be greater than the existing conditions.

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	Investigation Report	The 2018 geotechnical investigation report addresses geologic and seismic hazards in the Southern Segment in relation to proposed pole replacement, but the report does not address potential hazards from expansive soils. Potential impacts from expansive soils must be addressed directly per criteria d) of the CEQA impact guidelines for geology and soils. The geotechnical report should be revised to address these potential hazards and to identify any design elements that may be necessary to address potential hazards.	
Traffic and Transportation[1]			
TT-01	**Supplemental PEA:** 2.4.7 Traffic Control **Data Needs #1:** TRA-02 **Data Needs #2:** TRA-01 **Traffic Control Plans (Parmeter General Engineers & Services Inc. 2018)**	**Traffic Control Plans** PG&E submitted draft Traffic Control Plans to CPUC on December 27, 2018 in response to Data Needs #1 and Data Needs #2. A note on several sheets of the Traffic Control Plan sheets states: "Traffic control shall be present for a total of 48 hours while crane and other equipment is set up in the roadway for steel pole replacement." More information is needed about this note to understand traffic controls that would be in place during all work activities in roadways. More information is needed about traffic controls that may be needed during non-work hours, such as where any equipment or potential road hazard may be left overnight.	a. Clarify the note on sheet TC-4. Explain the purpose of the specified 48-hour period. Explain what traffic controls would be in place during all work activities in roadways beyond this one "setup" period, such as during all other work activities (i.e., pole hole excavation, pole replacement, etc.). b. Explain what traffic controls would be in place during non-work hours where any equipment or potential road hazard may be left overnight. c. Revise the traffic control plan sheets to clarify that the permitted construction hours are between the hours of 7:00 am and 10:00 pm. Work between 10:00 pm and 7:00 am must be limited to activities that involve very low noise levels (i.e., workers gathering and positioning some traffic controls).

[1] The data needs included in this document are based on a preliminary review of the traffic control plans provided by PG&E. The CPUC is in the process of reviewing traffic conditions that would result from the proposed conditions identified in PFM 1; additional data needs may be identified during the review process.

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		The construction work hours referenced in the traffic plan are 6:00 am to 7:00 pm, Monday through Friday. Work between 10:00 pm and 7:00 am is restricted as nighttime work, as described in MM Noise-1. These restrictions apply to all work areas within 500 feet of receptors. Limited activities that involve very low noise levels are acceptable before 7:00 am, such as workers gathering and positioning some traffic controls. Startup and mobilizing of large equipment should not occur before 7:00 am per MM Noise-1.	d. Clarify if work activities would also occur on Saturday and Sunday, and revise the construction hours in the traffic plans accordingly.
TT-02	**Final IS/MND:** 3.15 Transportation and Traffic **Supplemental PEA:** 2.4.7 Traffic Control **Data Needs #1:** TRA-02 **Data Needs #2:** TRA-01 **Traffic Control Plans (Parmeter General Engineers & Services Inc. 2018)**	**Traffic Controls on River Road** More information is needed regarding the proposed traffic controls on River Road near the Fulton Substation (Sheet TC-12 of the Traffic Control Plans). Example signs on Sheet TC-12 show "One Lane Road Ahead" signs would be installed. The notes in the sheet state flaggers would be present to stop traffic when necessary. The extent of lane closures on River Road is not clear. River Road is currently operating at LOS E, which is considered below an acceptable level (LOS C) as described in Section 3.15 of the Final IS/MND. Proposed lane closures on River Road could result in a new significant impact. PG&E should evaluate alternative construction methods to avoid lane closures on River Road. PG&E should also avoid stopping traffic on River Road during peak commute hours to avoid similar impacts to LOS (see MM Traffic-1).	a. Describe proposed traffic controls on River Road in detail, including the purpose. Clarify if lane closures would be required or if traffic control would be limited to periodically stopping traffic for ingress and egress. b. Describe the schedule and duration of any lane closures on River Road, including specific times and days of the week. If lane closures are proposed, evaluate alternative methods or workspaces to avoid lane closures that could result in significant impacts on traffic. c. Describe how flaggers would stop traffic to allow trucks to enter and exit the workspace. Would traffic be halted in both directions? How long would traffic be halted? Could truck traffic that required halting traffic be schedule outside of peak commute hours? Consider alternative methods or workspaces to avoid halting traffic during peak commute periods that could result in significant impacts on traffic.
TT-03	**Supplemental PEA:** 2.4.7 Traffic Control **Data Needs #1:** TRA-02	**Coordination with Sonoma County Regarding Road Closures and Detour Routes** MM Traffic-1 requires PG&E to coordinate with Sonoma County to obtain encroachment permits and review proposed detour routes.	a. After addressing CPUC's initial comments, submit a copy of the traffic control plans to the Sonoma County Permit & Resource Management Department for review and comment. Provide a detailed schedule of the proposed work activities within County roadways, and inform the County of closures that would occur during peak commute periods.

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	Data Needs #2: TRA-01 **Traffic Control Plans (Parmeter General Engineers & Services Inc. 2018)**		b. Provide CPUC with the County's comments and PG&E's responses. Incorporate the County's comments into the traffic plans accordingly and provide CPUC with revised versions of the traffic control plans.
TT-04	**Supplemental PEA:** 2.4.4.2 Pole Installation **Supplemental PEA:** 3.8 Hazards and Hazardous Materials **Data Needs #2:** UTL-01 and UTL-02	**Potential Work within Roadways for Underground Utility Modifications** The CPUC is waiting for PG&E to provide information on potential underground utility modifications that may be needed, as well as the gas pipeline grounding plan. Refer to UTL-01 and UTL-02 in Data Needs #2. Modifying underground utilities could result in impacts on traffic depending on the extent of modifications and locations. More information is needed regarding potential utility modifications that may impact circulation.	a. Determine if any additional work will be required within roadways related to underground utilities as a result of the project, including work conducted by other utility operators. b. Describe any underground utility work or gas pipeline grounding that would require additional construction traffic, lane closures, or road closures. Provide anticipated truck trips, locations, and durations of work. c. Identify the locations of anticipated lane and road closures, if applicable, and provide traffic control plans.