



Aspen Environmental Group

PROJECT MEMORANDUM PG&E JEFFERSON-MARTIN 230KV TRANSMISSION PROJECT

To: Billie Blanchard, CPUC
From: Vida Strong, Aspen Project Manager
Date: May 11, 2005
Subject: Weekly Report #16: May 1, 2005 – May 7, 2005
CPUC Environmental Monitors (EM): Jody Fessler and Jenny Slaughter

CPUC EM Jody Fessler was on site May 3rd through May 6th along Segments 1, 2, 4, and 5.

CPUC EM Jenny Slaughter was on site May 2nd through May 5th along Segments 1, 2, 4, and 5.

SEGMENT 1:

Summary of Activity:

Construction activities continued during the subject week with the excavation of trenches, installation of conduit, and excavation of stub-outs at manholes. The weather was partly cloudy and cool throughout the week with scattered showers on Wednesday, Thursday, and Friday. PG&E Environmental Inspectors (EIs) were on-site to ensure compliance with mitigation measures adopted in the EIR, Storm Water Pollution Prevention Plan (SWPPP), and other permit requirements. At least five PG&E EIs were on-site during daytime activities to inspect environmental compliance at the work sites and six to ten biological monitors were located on the west side of Cañada Road (and east side in some areas) to watch for frogs and snakes, and to make sure these species did not enter the work site. The following activities occurred on Segment 1 during the subject week:

1. On May 2nd, crews started excavating trench between Manhole #14 and north of Manhole #15 on Cañada Road (Figure 1). A pilot vehicle was used in this area with a biological monitor riding along to look for snakes in the road. The soil from the trenching activities was transported to Ox Mountain landfill in Half Moon Bay (Class 3 facility). Crews shored the trench as they excavated. Conduit was installed in the trench as the excavation progressed, and cement slurry was poured around the conduit as it was installed. Approximately 2000 linear feet of conduit was installed throughout the week. Biological monitors were placed on the west side of the biological exclusion fencing (BEF) along Cañada Road. A few biological monitors were also placed on the east side of the road in high probability areas for the San Francisco garter snake. There were at least three EIs in the construction zone at all times. A small crew was on-site during the night, but little work was done in that area. An EI also stayed at the site at night to observe construction, watch for animals, and check under vehicles and equipment in case a crew member needed to move their vehicle. Crews conducted asphalt paving of the trench on Wednesday, Thursday, and Friday. Clean-up activities were done on Thursday and Friday. All materials and traffic controls were removed from the construction area at the end of the day Friday.
2. On Monday, May 2nd, crews began excavating the Manhole #15 stub-out on the north side of the manhole and the Manhole #6 stub-out on the north side of the manhole on Cañada Road. Both stub-outs had conduit installed throughout the week and were completed by the end of the week.
3. Night trenching work continued in the Caltrans area on Skyline Boulevard this week starting in the early morning of May 2nd. Skyline Boulevard/Highway 35 was closed to public traffic from the Crystal Springs Dam to the Highway 35/Highway 92 Interchange from 8:00 p.m. to 5:00 a.m., Monday through Friday. Crews continued to excavate south from where they left off with last week's trenching activ-

ities just north of Manhole #20. There is a concrete structure (stormwater holding tank) in the trenching path that was discovered a few weeks ago. The plan was to trench sixteen (16) feet under the structure because it was thought to extend all the way across and under the road. On Monday night, crew discovered that there was an end to the cement structure about a foot east of where they had been trenching. They had already trenched to sixteen feet deep on the south side of the cement structure, had shored the trench, and laid some conduit. There had been some cave-in problems at that location. After it was discovered where the cement structure ended, the new plan was to lift the installed conduit from the bottom of the trench, fill the sixteen foot trench with cement slurry, and re-route the trench around the east side of the cement structure. Caltrans allowed construction to set up K-rails around this trenching area and work during the day from 9:00 a.m. to 3:00 p.m. and longer on some days in order to stabilize the road base. Crews also worked the night shift at this area trying to get through this difficult trenching area. The K-rails were removed from the area on Friday and trench plates were placed over the trench where it had not been paved over. BEF was installed at this location. One or two PG&E EIs were always on-site to ensure environmental compliance.

4. The night shift also worked on Manhole #19 stub-outs in the Caltrans area this week starting in the early morning of May 2nd. K-rails were placed around the manhole work area and traffic was routed around the area during the day. Crews excavated the stub-out areas on either side of the manhole early Monday morning and shored the pit. Conduit was installed throughout the week and the area was paved over on Thursday night. The K-rails and traffic controls were gone from the area on Friday.
5. Traffic controls (signs, cones, and lights) were set up on Cañada Road at the various construction sites. Traffic control flaggers were in place at either end and in the middle of the construction areas along Cañada Road. A pilot vehicle was being used where there were stretches of traffic controls longer than 350 feet to slow traffic down as well as look out for San Francisco garter snakes. A biologist rode along in the pilot vehicle to look for snakes and frogs that may have gotten in the road. Traffic lights were set up at either end of traffic controls at night. Bright lights were set up at either end of traffic controls and in the construction zone at night.
6. Crews continue to use their staging yards at 40 Edwards Court in Burlingame and the southern Caltrans site along the Caltrans right-of-way on Highway 92/Highway 35.
7. No San Francisco garter snakes (SFGS) were sighted during the subject week along Segment 1.
8. On Friday, May 6th, crews conducted clean-up activities along Cañada Road in preparation for the weekend.

Environmental Compliance Activities:

Bird surveys continued throughout the week along the segment from the Jefferson Substation north along Cañada Road and Skyline Boulevard to Hayne Road.

No non-compliances were issued by PG&E's EIs during the subject week:

On May 4th, the CPUC EM noticed that there were a few oil spots in the trenching area that had been paved between Manhole #14 and Manhole #15. Construction personnel agreed to clean them up immediately. On May 6th, the CPUC EM observed that the area on the north side of Manhole #6, where crews had been working throughout the week, was dirty and needed to be swept up. The CPUC EM informed the PG&E EI of this and they said they would speak with construction management about cleaning up that area.

The CPUC EMs observed that all other Segment 1 construction activities were in compliance with mitigation measures adopted in the EIR and other permit requirements. Erosion controls were in place around the construction areas.

SEGMENT 2, UNDERGROUND & OVERHEAD

Summary of Activity

A Notice to Proceed (NTP) was issued for the Segment 2 underground portion, not including SFPUC lands, on March 8th. However, no NTP has been issued for the overhead component of Segment 2.

The CPUC EMs conducted site visits of the underground segment throughout the week. Crews were working at Manhole #34, south of Manhole #34, and between Manhole #36 and Manhole #37, throughout most of the week. A PG&E EI was on-site during construction to ensure compliance with the mitigation measures adopted in the EIR, Storm Water Pollution Prevention Plan (SWPPP), and other permit requirements. The following activities occurred on Segment 2 during the subject week:

1. On Monday, May 2nd, trench excavation started between Manhole #37 and Manhole #36 on Skyline Boulevard (Figure 2). The trench was excavated throughout the week, conduit installed, and cement slurry poured over the conduit. Approximately 130 linear feet of conduit was installed in the trench during the week. Paving was done on Friday in this area.
2. Pot-holing activities were conducted along Skyline Boulevard south of Manhole #34 throughout the week.
3. On Tuesday, May 3rd, Manhole #34 was backfilled with cement slurry. More excavation work will take place this week at that location to excavate out the cave-in areas on the east, north and south sides.
4. On Wednesday, May 4th, crews saw-cut around Manhole #35 to excavate a small amount of cave-in that they had on the east side.
5. Traffic controls (signs, cones, and flaggers) were set up on Trousdale Drive and Skyline Boulevard at the trenching location, the manhole location, and the saw-cutting area during active construction.
6. Crews continue to use the Northern Caltrans Staging Yard at the corner of Skyline Boulevard and Hayne Road. Crews are also using the Staging Yard at 60 Edwards Court in Burlingame to store equipment and materials. The CPUC EMs observed that the sites were neat and clean.
7. Clean-up activities were conducted at the end of each day at the active construction sites.

Environmental Compliance Activities:

Bird surveys continued throughout the week from Hayne Road north along Skyline Boulevard to Trousdale Drive for the underground segment, and from Trousdale Drive north along San Andreas Lake west and parallel to Highway 280, and Skyline Boulevard to Glenview Drive for the overhead segment.

On Tuesday, May 3rd, the CPUC EM observed that the trenching area and the area around Manhole #34 were dirty from dried slurry created by saw-cutting the asphalt in that location. Also, the cold patch used around the trench plates was loose and cars were driving over it and kicking up small rocks. PG&E's EI had issued three non-compliances last week regarding these issues and they had not been taken care of by the Tuesday site visit. The CPUC EM spoke with construction management about the issues and that she may have to issue a Non-compliance Report. Construction management told the CPUC EM that they

would take care of the issues. On Wednesday morning, May 4th, the CPUC EM conducted a site visit of the segment and noted that the site was much cleaner than previously. There were still a few areas where the road needed cleaning from saw-cutting activities. Construction management requested that crews do more cleaning of the road in the areas the CPUC EM pointed out. Construction crews promptly cleaned up the areas noted. The CPUC EMs observed that all other Segment 2 construction activities were in compliance with mitigation measures adopted in the EIR and other permit requirements.

PG&E continues to work with CDFG regarding woodrat removal activities that previously occurred along the overhead portion of Segment 2 without CDFG concurrence. PG&E is also consulting with USFWS and CDFG regarding biological resources along the entire overhead segment. PG&E has scheduled a site visit with the resource agencies for May 18th. In addition, a field visit was conducted on May 5th with applicable parties to review the proposed tree removal along Segment 2 overhead.

SEGMENT 4:

Summary of Activity:

Segment 4 construction started this week with the excavation of two manholes at the southern end of the segment in the BART right-of-way. Crews were working at Manhole #48 and Manhole #49 throughout the week. A PG&E EI was on-site during construction to ensure compliance with the mitigation measures adopted in the EIR, Storm Water Pollution Prevention Plan (SWPPP), and other permit requirements. The following activities occurred on Segment 4 during the subject week:

1. On Monday, May 2nd, pot-holing and excavation began at Manhole #48 in the BART right-of-way. The manhole vault was set Wednesday and cement slurry was poured around and over the vault. The vault area was blocked off by a chain-linked fence.
2. On Tuesday, May 3rd, pot-holing was conducted around Manhole #49 area in the BART right-of-way (Figure 3). On Wednesday, the manhole pit was excavated and on Thursday crews set Manhole #49 vault. Crews compacted native soil over Manhole #49 to restore the area on Friday.
3. Pot-holing activities continued throughout the week north of Manhole #48 in the BART right-of-way.

Environmental Compliance Activities:

Bird surveys continued throughout the week along the BART right-of-way.

No non-compliances were issued by PG&E's EIs during the subject week.

The CPUC EMs observed that Segment 4 construction activities were in compliance with mitigation measures adopted in the EIR and other permit requirements.

SEGMENT 5:

Summary of Activity:

Construction activities continued during the subject week with the excavation of trench, installation of conduit, bridge attachment activities, and conduit proofing. There was a PG&E EI on-site to ensure compliance with mitigation measures adopted in the EIR, Storm Water Pollution Prevention Plan (SWPPP), and other permit requirements. The following activities occurred on Segment 5 during the subject week:

1. On Monday, May 2nd, excavation of trench began between Manhole #70 and the bridge, and between Manhole #71 and the bridge on Guadalupe Canyon Parkway. The bridge is in between Manhole #70 and Manhole #71. Throughout the week, the trenches were shored, conduit installed, cement slurry poured, and the area paved over on Friday. Approximately 310 linear feet of conduit was installed during the week.
2. During the week, crews conducted and completed proofing activities of the installed 6-inch conduit between Manhole #66 and Manhole #70 (Figure 4).
3. Conduit still has to be attached to the bridge. Once the brackets are made, construction crews will complete the bridge work.
4. On Thursday, May 5th, the CPUC re-approved and re-signed a Temporary Extra Work Space (TEWS) for the installation of conduit on a bridge at the top of San Bruno Mountain on Guadalupe Canyon Parkway. The TEWS would allow crews to access an area on the bridge needed for conduit installation. The main representative from San Mateo County requested that the TEWS be reissued with his signature as the authorizing agent, instead of that of the Habitat Conservation Program Manager.
5. Traffic controls (signs, cones, and lights) were set up on Guadalupe Canyon Parkway from Manhole #66 to Manhole #73. Traffic control flaggers were in place at the active construction areas. Traffic cones were left in place blocking off the southern lane. Bright lights were set up on either end of the project at night. A small night crew stayed on-site at night and did some light work.
6. Construction crews continue to use their staging yard at the corner of North Access Road and South Airport Boulevard for the storage of equipment, materials and two trailers they are using for office space. Three Baker tanks are on site at that location.
7. On Friday, May 6th, crews conducted clean-up activities along Guadalupe Canyon Parkway in preparation for the weekend.

Environmental Compliance Activities:

Bird surveys continued throughout the week along the segment from approximately Orange Court east along Guadalupe Parkway and Bayshore Boulevard to the Martin Substation.

Biological monitors spot-checked nests for disturbance along the active construction zones.

No non-compliances were issued by PG&E's EIs during the subject week.

The CPUC EM observed that Segment 5 construction activities were in compliance with mitigation measures adopted in the EIR and other permit requirements. Erosion controls were in place around the construction areas.

NOTICES TO PROCEED (NTP):

Table 1 presents the NTPs issued by the CPUC for the Jefferson-Martin Project to date.

**TABLE 1
NOTICES TO PROCEED
(Updated 5-11-05)**

NTP #	Date Issued	Description
#1	1-10-05	Segment 1, underground only Segment 5, unincorporated San Mateo County only
#2	3-08-05	Segment 2, underground only, not including SFPUC lands
#3	3-11-05	Segment 5, incorporated
#4	3-11-05	Segment 3
#5	3-30-05	Segment 4

ENVIRONMENTAL COMPLIANCE:

One Non-Compliance Report (NCR) and three Project Memorandums (PMs) have been issued for the project to date (see Table 2).

**TABLE 2
ENVIRONMENTAL COMPLIANCE STATUS
(Updated 5-11-05)**

Project Memo or NCR	Date Issued	Description	Follow-up Activities
NCR (Level 3)	2-01-05	Segment 2 – Dismantling and removal of woodrat nests along the overhead route without consulting with CDFG.	PG&E consulting with CDFG on how to proceed.
PM	2-09-05	Segment 1 - Breach of trenching activities into vegetated drainage on east side of Cañada Road between MH #7 and MH #8.	PG&E consulting with CDFG and USFWS on how to proceed.
PM	2-16-05	Segment 5 – Dewatering of Manhole #67 vault pit without consulting with RWQCB on handling of water	PG&E consulting with RWQCB on how to proceed with storm water and groundwater.
PM	3-04-05	Segment 1 – Hummingbird nest found near Manhole #5 on Monday, Feb. 28 th , and not reported to CPUC or CDFG until Thursday, March 3 rd .	PG&E discussing better communication between PG&E and sub-contractors.

VARIANCE REQUESTS:

Variance Request #4 was submitted on April 28th for the use of a staging yard in the City of San Bruno under Highway 380. This request was approved by CPUC on May 3, 2005.

TABLE 3
VARIANCE REQUEST STATUS
 (Updated 5-11-05)

Variance Request #	Date Submitted	Description	Status	CPUC Approval Date
1	1-14-05	40 Edwards Court, Burlingame – Paved parking lot that is fenced to be used as a staging yard.	Approved	1-18-05
2	2-04-05	Staging yard, Airport Boulevard & North Access Road., South San Francisco.	Approved	2-09-05
3	2-22-05	Change compliance timing for Mitigation Measure U-1c, corrosion, from pre-construction to during construction.	Approved	3-04-05
4	4-28-05	Staging yard, Herman Street and Forest Lane, City of San Bruno	Approved	5-03-05

UPCOMING ITEMS:

PG&E holds the following weekly meetings to review issues and upcoming events:

- Segment 1 on Friday (12:00 p.m., San Mateo BV office) and Tuesday (8:00 a.m., Hayward BV office);
- Segment 2 on Friday (10:00 a.m., San Bruno BV office) and Tuesday (10:00 a.m., Hayward BV office);
- Segment 4 on Tuesday (11:00 a.m., Hayward BV office) and Monday (1:00 p.m., San Bruno BV office); and
- Segment 5 on Monday (3:00 p.m., South SF Mueller/InfraSource Staging Yard) and Tuesdays (9:00 a.m., Hayward BV office).

AGENCY PERSONNEL CONTACTS:

None.

Photographs



Figure 1 – Crews pouring cement slurry at the Manhole #15 tie-in on north side on Cañada Road, Segment 1, May 3, 2005.



Figure 2 – Crews installing conduit between Manhole #36 and Manhole #37 on Skyline Boulevard, Segment 2 Underground, May 4, 2005.



Figure 3 – Crews working at Manhole #49 in the BART right-of-way, Segment 4, May 5, 2005.



Figure 4 – Crews proofed conduit between Manhole #66 and Manhole #70 on Guadalupe Canyon Parkway, Segment 5, May 4, 2005