



# **Aspen** *Environmental Group*

## **PROJECT MEMORANDUM PG&E – TRI-VALLEY 2002 CAPACITY INCREASE PROJECT**

**To:** Roosevelt Grant, CPUC  
**From:** Vida Strong, Aspen Project Manager  
**Date:** January 30, 2003  
**Subject:** Weekly Report #19: January 20, 2003 – January 26, 2003  
**CPUC Environmental Monitor (EM):** Anne Sweet

### **Summary of Activity:**

Weather was mostly clear and overcast with no significant rain events occurring during the subject week. Erosion control was inspected project wide and repairs were made where needed. Additional sand bags were placed over storm drains along “Old” Vineyard Avenue due to the vault and trench work occurring and anticipated within the roadway.

Some minor spills occurred during the subject week due to leaking equipment. All hazardous materials were disposed of appropriately. No resources were impacted. The leaking equipment was fixed and re-inspected.

At the Arroyo del Valle bore, the pipe stem had been jacked under the crossing by January 12. High Density Polyethylene (HDPE) pipe had been attached to the steel bore casing and completely pulled back through the bore hole by January 19; thus, completing the first (western) of the two bores at the site. During the subject week, at the southern bore pit location, a small directional drill rig had been set up within the pit area. The rig was being used to pull the transmission line conduit through the HDPE casing installed under the crossing. Conduit installation through the casing had been completed by the end of the subject week.

Crews continued to de-water the northern and southern pits. On Thursday, January 16, an oily sheen was seen on the northern bore pit Baker tank. Discharge from the northern pit Baker tank was halted, although a small amount of water was pumped into the tank during the subject week. On January 20, water samples were collected for testing from the northern bore Baker tank. Results have not yet been submitted to Essex, and the Essex Environmental Inspector (EI) has checked the Baker tank daily; no discharge has occurred from the tank. De-watering activities at the site are greatly reduced because drilling activities are not occurring.

During the subject week, crews started excavating the entrance area for the next (eastern) bore within the northern pit. The second bore has not started yet. Crews are uncertain as to when the bore will begin again, the bore rig has been moved to the Ruby Hills location.

Crews have started trenching within “Old” Vineyard Avenue near Vista Diablo Court. On January 22, at 4:10 p.m., the CPUC EM observed crews cleaning up and placing steel plates over the trench within the road. A lane of traffic was still being blocked due to this construction. This is out of compliance with the Traffic Control Plan (TCP) which states that all construction has to be off of the road by 4:00 p.m. At 4:45 p.m. the CPUC EM re-toured the area and the lane had been re-opened.

During the site tour the following day, on January 23 at 4:00 pm, the CPUC EM observed that crews had finished cleaning up and had backfilled the trench within the road. Production is moving very slowly within the roadway, only about 75 feet has been installed to date. Crews have been parking project

vehicles in a nearby nursery lot; the Essex EI has continually reminded the crews that this is not an authorized parking area.

During the subject week, the CPUC EM toured New Vineyard Road. No work was observed at Vaults 13A and 13B between Stations 42+00 and 44+00 or Vaults 14A and 14B between Stations 60+00-63+00. Crews finished vault installation and tie-in work for Vaults 11A and 11B between Stations 4+00 and 6+00. The vaults and conduit have been set in concrete and the area has been backfilled (see Figures 1 and 2).

Crews completed the trench across “Old” Vineyard Avenue between Stations 2+00 to 4+00. This segment connects the mainline conduit installed within New Vineyard Road and “Old” Vineyard Avenue. One lane of traffic was shut down and work was being conducted in compliance with the Traffic Control Plan. By the end of the week the road was repaved over the trench line.

Boring operations continue at the Ruby Hills entrance location at Station 151+00 to 154+00. The steel casing has punched through to the exit pit and the HDPE pipe segments have been welded together. Crews experienced trouble pulling back the casing. On Saturday, January 25, bentonite was pumped into the bore hole to lubricate the bore hole and fill-up the subsurface fissures possibly hindering the pull. The more powerful bore rig at the Arroyo site was transported the Ruby Hills location.

Along “Old” Vineyard Avenue, crews continued the installation and conduit tie-in for Vaults 6A, 6B, 8A, 8B, 9A, 9B, 10A, 10B, 15A and 15B. During the subject week the contractor started installation of Vaults 17A and 17B. Vaults 17A and 17B have been temporarily backfilled with asphalt. The City of Pleasanton Inspector has requested that the street be kept clean. Crews thoroughly washed the site.

Through the subject week, the CPUC EM toured the area between Highway 84 and the Transition Station. At the Vault 4A and 4B location, the Zone 7 Access Road was being kept clear of all equipment and both lanes of traffic were open. Along this area, installation and associated tie-ins for Vaults 3A, 3B, 4A, 4B, 5A, and 5B have been completed. Soil has been back filled and contoured at the sites. Crews continue to do conduit proofing. During the subject week minor backfilling occurred at Vaults 5A and 5B.

The CPUC EM toured the Transition Station area. Erosion control was inspected and appeared to be containing run-off. On January 9, exposed areas of the Station were hydro-seeded to aid erosion control; the area appears to remain intact. (see Figure 3). The mix began to sprout grass this week.

On January 22, the CPUC EM met with the Essex EII. They conducted a joint tour of the Transition Station site. While on-site, what appeared to be a raptor was viewed in a tree within 50 feet of the site (see Figure 4).

### **Environmental Compliance:**

On January 22, work within “Old” Vineyard Avenue continued past allowable work hours as defined in the TCP.

For all other operations, the CPUC EM observed that construction was in compliance with mitigation measures adopted in EIR and other permitting requirements.

### **Notices to Proceed (NTP):**

NTP #3 was approved by the CPUC and distributed on December 12. This NTP completes the Phase One portion of the Tri-Valley Project.

**Variance Requests:**

On January 29, Variance Requests #3 and #4 were submitted for extra workspace areas at the Isabel Avenue and Highway 84 jack-and-bore sites, respectively. These requests are under review.

**Agency Personnel Contacts:**

None.

**TABLE 1  
VARIANCE REQUEST STATUS TABLE  
(Updated 01-30-03)**

Variance Request #	Date Submitted	Description	Status	CPUC Approval Date
1	10/3/02	Temporary storage of bore pit spoils on the north side of the Arroyo del Valle bore crossing Stations 304+00 to 306+00.	Completed	10/17/02
2	12/19/02	40 feet of extra work space was requested on the south, east and west sides of the north bore pit associated with the Arroyo Del Valle jack and bore to install a sound barrier around boring operations, so that 24-hour construction could occur.	Completed	1/6/02
3	01/29/03	Approximate 200' by 300' extra workspace area east of the Isabel Ave jack & bore.	Under review.	
4	01/29/03	Approximate 120' by 320' extra workspace area north of the Hwy 84 jack & bore, and an 80' by 200' area south of the Hwy 84 bore.	Under review.	



Figure 1  
Conduit tie-ins to Vaults 11A and 11B.



Figure 2  
Conduit tie-ins to Vaults 11A and 11B.



Figure 3  
Transition Station pad which was recently hydro-seeded for erosion control purposes.



Figure 4  
What appeared to be a raptor viewed within 50 feet of the Transition Station site.