



# **Aspen** *Environmental Group*

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

**To:** Roosevelt Grant, CPUC  
**From:** Vida Strong, Aspen Project Manager  
**Date:** February 6, 2003  
**Subject:** Weekly Report #20: January 27, 2003 – February 2, 2003  
**CPUC Environmental Monitor (EM):** Anne Sweet

### **Summary of Activity:**

Weather was mostly clear during the subject week. Erosion control was inspected project wide and repairs were made where needed. The Essex Environmental Inspector (EI) conducted several environmental trainings throughout the project week. Essex and PG&E have been proactive regarding the environmental training of all crewmembers and subcontractors, as well as all city and agency inspectors affiliated with the project.

At the Arroyo del Valle bore, the first (western) of the two bores at the site was completed on January 19th. The bore rig being used for the Arroyo del Valle crossing was taken to the Ruby Hills bore location; however, due to continued problems with the Ruby Hills bore, the bore rig (originally from the Arroyo) was brought back to the Arroyo del Valle bore location. During the subject week, crews continued excavating the entrance area for the next (eastern) bore within the northern pit. The California Department of Fish and Game Streambed Alteration Agreement for the Arroyo bore expires February 10. An extension is expected.

Crews continued to de-water the Arroyo del Valle northern and southern pits. On 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 show that hydrocarbon levels are too high to allow discharge. PG&E is considering taking the water to a local sanitary water district for disposal.

Crews continued trenching within “Old” Vineyard Avenue west of Vista Diablo Court between Stations 261+00 and 262+00. Per the City of Pleasanton, the trench line is temporarily backfilled to allow vehicle passage during non-construction hours (see Figure 1); steel plates are also used as an alternative method to cover the open trench line.

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. Work started up again on Vaults 14A and 14B between Stations 60+00-63+00. Crews have also started trenching and conduit installation west from this location along New Vineyard Road to intersect with ‘Old’ Vineyard Avenue.

Crews completed the trench across “Old” Vineyard Avenue between Stations 2+00 to 4+00. This segment is the eastern connection of 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 Monday, January 27, the road was repaved over the trench line.

Boring operation problems continued at the Ruby Hills entrance location. The steel casing has punched through to the exit pit and the HDPE pipe segments have been welded together. However, crews experienced trouble pulling back the casing. On Saturday, January 25, bentonite was pumped into the borehole

to lubricate the borehole and fill-up the subsurface fissures possibly hindering the pull. The larger bore rig at the Arroyo site was transported to the Ruby Hills location, but the replacement rig experienced mechanical problems and could not pull back the pipe. The rig was returned to the Arroyo del Valle bore location. Per the Essex EI, a more powerful bore rig will be brought to the site to attempt to pull the casing. During the subject week, a hazardous materials spill occurred during equipment repairs at the site. Crews were prepared and promptly cleaned-up the materials which were taken to the hazardous materials storage at the Mueller Yard. No resources were impacted.

On January 30, the CPUC EM met with the Essex EI to review the extra workspace areas requested in Variance Requests #3 and #4. These open land areas are east of Isabel Avenue; and on both sides of Highway 84, respectively. The most recent biological surveys conducted at the sites occurred in late September of 2002. Per mitigation measure requirements, surveys are necessary prior to the spring breeding season for avian species and within 30 days of construction for burrowing owl. On Monday February 2, the CPUC EM met with the Essex EI to do a quick visual inspection of the extra workspace area requested in Variance Request #3, east of Isabel Avenue. An impromptu ground survey was made and some burrows were noticed, one of which appeared to have bird scat at the entrance, which points to the possibility of burrowing owl habitation. The Essex EI flagged the location for further surveillance by a qualified biologist.

At the Isabel bore location, shoring has been installed and the bore rig and crane placed east of Isabel Avenue; drilling operations should start soon. Spoils are being placed along the right-of-way. A storm drain near the bore has been bridged with steel plates. The Essex EI had requested crews to move equipment away from the drainage area (see Figure 2).

Along "Old" Vineyard Avenue, crews started installation of Vaults 7A and 7B; continued the installation and conduit tie-in for Vaults 6A, 6B, 8A, 8B, 9A, 9B, 15A and 15B; and completed work on Vaults 10A and 10B (see Figures 3 and 4). During the subject week the contractor continued tie-ins to Vaults 17A and 17B. The City of Pleasanton Inspector has requested that the street be kept clean at this location. Crews have been responsive to this request.

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. The trench across Kalthoff Commons Road has been paved. 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 and have started stringing the line through the conduit. Crews began excavation and installation of Vaults 1A and 1B near the Transition Station.

The CPUC EM toured the Transition Station area. Erosion controls were inspected.

### **Environmental Compliance:**

For all 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. Additional information was provided on January 31. Biological surveys are being scheduled at these locations and findings will be incorporated into variance recommendations.

**Agency Personnel Contacts:**

None.

**TABLE 1  
VARIANCE REQUEST STATUS TABLE  
(Updated 02-06-03)**

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, pending submittal of biological survey results.	
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, pending submittal of biological survey results.	



Figure 1  
Temporary backfilled trench line within Vineyard Avenue to allow vehicle passage during non-construction hours.



Figure 2  
Storm drain near the Isabel Avenue bore.



Figure 3  
Conduit tie-ins to Vaults 6A and 6B.



Figure 4  
Conduit tie-ins to Vaults 6A and 6B.