



Aspen *Environmental Group*

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

To: Roosevelt Grant, CPUC
From: Vida Strong, Aspen Project Manager
Date: May 1, 2003
Subject: Weekly Report #32: April 21, 2003 – April 27, 2003
CPUC Environmental Monitor (EM): Anne Sweet and Jenny Slaughter

Summary of Activity:

Overcast skies with scattered rain continued throughout the subject week. Erosion control was inspected project wide and repairs were made where needed. The Essex Environmental Inspector (EI) conducted several environmental trainings of contractor and subcontractor personnel, as well as site visitors and inspectors during the subject week. Wildlife spring breeding seasons are occurring. The CPUC EM paid special attention to raptor habitat and possible nests, as well as ground surveys for burrowing owl habitat along the right-of-way.

For the area north of the Arroyo del Valle extending to the Vineyard Substation, crews completed pulling cable at Vault 18, as well as restoration efforts through the area. In addition, backfilling continued south of the Arroyo del Valle near the corner of Vineyard Avenue and Burnell Road.

With the completion of trenching, conduit installation, backfill and concrete pouring within “Old” Vineyard Avenue from Vaults 17A and 17B to the Southern Arroyo Del Valle bore tie-in, crews repaved over the installation. Cable pulling and fiber splicing was observed along portions of “Old” Vineyard Avenue at Vaults 14, 16, and 17. Traffic Control Plans were implemented.

The CPUC EM conducted a site visit of the Mueller Contractor Yard. All vehicles and equipment were being kept within the yard and the extra workspace area adjacent to the yard approved for use per Variance #5.

At New Vineyard Road, 24-hour boring operations continued early in the subject week. The CPUC EM inspected erosion controls and frac-out contingency containment and clean-up equipment for the drilling operation. All general and 24-hour work requirements were implemented during the subject week. No frac-outs were observed during the subject week. Additional sound protection was installed on the west side of the drainage. On April 22, the CPUC EM examined two spoil piles on the east side of the drainage bore in close proximity to the edge of right-of-way. The Essex EI noted this to crew members and silt fencing was installed. The second of the two bores was completed on Thursday, April 24, when the HDPE pipe was pulled back through the bore hole (see Figure 1). Crews continue working on tie-ins to the bore (see Figure 2). Additional silt fencing has been installed around the tie-in area on the west side of the drainage. On April 22, a small amount of fuel was observed by the Essex EI in a staging area on the east side of the bore pit. The spill was immediately contained and removed. On April 23, the bore machine leaked approximately ½ gallon of hydraulic fluid near the operating trailer. The spill was immediately contained and removed. On Thursday, April 24, a diesel spill occurred along the right-of-way and mixed with flowing rainwater. In order to contain the spill, a portion of the road was dammed. The contaminated water was then vacuumed into a tanker truck and hauled to an approved disposal site. Crews removed approximately 2-inches of contaminated soil, which was taken to the Mueller yard and placed in a hazardous materials disposal area.

Boring operations have been completed across Highway 84, the conduit has been tied in and the bore areas backfilled. The dewatering devices have been removed on the west side of the road.

For the area between Highway 84 and the Transition Station, crews continue to do restoration work, as well as re-planting vine rows.

Crews have finished the Transition Station foundation work, erecting the poles and stringing the transmission line. Conduit has been pulled at the pole footings. Insulator banks were installed near the poles. Exclusion areas are being maintained and cyclone fencing was installed surrounding the station. Erosion controls were inspected around the site. On April 22, the CPUC EM was contacted by the Essex EI regarding a truck that had been left overnight (April 21) in the northwest corner of the Transition Station, within a resource exclusion zone. The Essex EI inspected the truck on the morning of April 22 and determined that the removal of the truck would have a greater negative impact because muddy conditions were present. Crews were instructed to place plastic sheeting and a containment pool under the engine in case of leaks. On April 22, the CPUC EM was informed by the Essex EI that a barrel containing hazardous material (contaminated soil and absorbent material) was being staged in a resource exclusion area adjacent to the Transition Station. The Essex EI notified crews who took the material to the construction yard.

Environmental Compliance:

On April 22, the CPUC EM was contacted by the Essex EI regarding a truck that had been left overnight (April 21) within a resource exclusion zone of the Transition Station. The Essex EI determined that the removal of the truck would have a greater negative impact because muddy conditions were present. Crews were instructed to place plastic sheeting and a containment pool under the engine in case of leaks.

On April 22, the CPUC EM was informed by the Essex EI that a barrel containing hazardous material (contaminated soil and absorbent material) was being staged in a resource exclusion area of the Transition Station. The Essex EI notified crews who took the material to the construction yard.

On Thursday April 24, a diesel spill occurred along the right-of-way and mixed with flowing rainwater. In order to contain the spill, a portion of the road was dammed. The contaminated water was then vacuumed into a tanker truck and hauled to an approved disposal site. Crews removed approximately 2-inches of contaminated soil, which was taken to the Mueller yard and placed in a hazardous materials disposal area.

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):

Numerous pre-construction compliance submittals were provided and reviewed during the subject week for Phase Two of the Tri-Valley Project.

Variance Requests: None.

Agency Personnel Contacts: None.

TABLE 1
VARIANCE REQUEST STATUS TABLE
 (Updated 05/01/03)

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	1/6/03
3	01/29/03	Approximate 200' by 300' extra workspace area east of the Isabel Ave jack & bore.	Completed	2/18/03
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.	Completed	2/18/03
5	02/12/03	Approximate 2.6-acre expansion of the approved Mueller Contractor Yard, City of Pleasanton.	Completed	2/25/03



Figure 1 - New Vineyard Road Tributary Bore
 both HDPE casings have now been pulled back under the crossing.



Figure 2 - New Vineyard Road Tributary tie-in work.